One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Agenda - Final

Thursday, September 24, 2026

10:00 AM

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Board of Directors - Regular Board Meeting

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Tim Sandoval, 2nd Vice Chair
James Butts
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Rex Richardson
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting not withstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

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Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on September 24, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 24 de Septiembre de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
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Board Administration
One Gateway Plaza
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CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 13, 14, 17, 19, 20, 21, 23, 25, 26, 27, 29, 32, 34, 35, 36, 39, and 40.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

All Consent Calendar items are listed at the end of the agenda, beginning on page 9.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0694

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0695

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS AND ABSENCES:

12. SUBJECT: ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES 2026-0480

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any

unforeseen services.

Attachments: Attachment A - Procurement Summary
Attachment B - Types and Total Value Estimates of Projects – FY27 to FY31
Attachment C - DEOD Summary
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (4-0):

22. SUBJECT: METROLINK FISCAL YEAR 2026 CONTINUING RESOLUTION AND FISCAL YEAR 2027 PASSENGER RAIL SUPPORTIVE ACTIONS 2026-0140

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer or their designee to execute Metrolink's second continuing resolution to extend Fiscal Year 2026 (FY26) budget authorization through the second quarter of Fiscal Year 2027 (FY27) until January 1, 2027, and execute all necessary agreements between Metro and the Southern California Regional Rail Authority (SCRRA or Metrolink) based on the continuing resolution;

B. APPROVING additional funding in the amount of up to $365,202 for Metro's share of the San Bernardino Line 25% Fare Reduction Program using Proposition C 10%/Measure M 1% SCRRA dedicated funds and extending the program from June 30, 2025, to June 30, 2030;

C. APPROVING Burbank Airport-South Metrolink station safety improvements using Measure R 3% SCRRA dedicated funds in the amount up to $1.3 million;

D. APPROVING Pomona-Downtown Metrolink station Americans with Disabilities Act (ADA) improvements using Measure R 3% SCRRA dedicated funds in the amount up to $256,720;

E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for 12 State of Good Repair and capital project Memoranda of Understanding (MOU); and

F. RECEIVING AND FILING an update on Metrolink Station Planning and Updates.

SANDOVAL AMENDMENT: Direct the CEO to request Metrolink to conduct

a full, transparent, and comprehensive audit of the following:

A. Train parts/locomotives and safety concerns at Metrolink;

B. A forensic audit to explain the March 2026 service reduction; and

C. A review of Alstom's performance in maintaining and operating Metrolink's locomotives, under both their current and prior contract.

Attachments: Attachment A - Riverside Operating Agreement
Presentation

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING:

28. SUBJECT: RAIL STATION NAMES – WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 3 2026-0621

RECOMMENDATION

WITHDRAWN:

~~ADOPT the staff recommendation for the following official and operational station names for the two stations that comprise Metro Rail's D Line Extension, Section 3:~~

~~**Official Station Name:** Wilshire/UCLA~~
~~**Operational Station Name:** Wilshire/UCLA~~

~~**Official Station Name:** Wilshire/VA Medical Ctr~~
~~**Operational Station Name:** Wilshire/VA Medical Ctr~~

Attachments: Attachment A - Map of Purple (D Line) Extension Project Section 3 Stations
Presentation

46. SUBJECT: BUS ACQUISITION OF 220 FORTY-FOOT BATTERY ELECTRIC BUSES 2026-0577

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with ElDorado National (California), Inc. (ENC), for the manufacturing and delivery of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from

$52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

Attachments: Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Attachment D - Expenditure and Funding Plan

END OF NON-CONSENT ITEMS

47. SUBJECT: CLOSED SESSION 2026-0697

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Trell Walker v. LACMTA, LASC Case No. 23STCV08553
2. Raul Estrada v. LACMTA, LASC Case No. 23STCV30173
3. Justin Chanski v. LACMTA, et al., LASC Case No. 23STCV26187
4. Genoveva Estrada Morales v. LACMTA, LASC Case No. 22STCV36213
5. LACMTA v. California Drop Forge, Inc., et al.,USDC, C.D. Cal., Case No. 2:23-cv-01728
6. Jharlinn Avelar, et al. v. LACMTA, et al., LASC Case No. 19STCV11537

B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (Two cases)

C. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

CONSENT CALENDAR - ITEMS 2, 5, 6, 7, 8, 9, 10, 11, 13, 14, 17, 19, 20, 21, 23, 25, 26, 27, 29, 32, 34, 35, 36, 39, and 40.

2. SUBJECT: MINUTES 2026-0698

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 23, 2026 and the Special Board Meeting held September 16, 2026.

Attachments: Regular Board Meeting MINUTES - July 23, 2026
July 2026 RBM Public Comments
Special Board Meeting MINUTES - September 16, 2026
September 2026 SBM Public Comments

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

5. SUBJECT: AMENDMENT TO THE CHAVEZ/FICKETT PROJECT JOINT DEVELOPMENT AGREEMENT 2026-0407

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with an option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project).

Attachments: Attachment A - Site Plan and Renderings
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE – NORTH COUNTY SUBREGION 2026-0532

RECOMMENDATION

CONSIDER:

A. APPROVING the programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, and reprogramming project funds previously

approved to meet the project schedule, as shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: Attachment A - Active Transportation Program Project List
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

7. SUBJECT: COUNTYWIDE CALL FOR PROJECTS 2026-0585

RECOMMENDATION

CONSIDER:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Long Beach - 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects shown in Attachment B.

Attachments: Attachment A - FY 2025-26 Countywide Call Deobligation
Attachment B - FY 2025-26 Countywide Call Extensions
Attachment C - Result of TAC Appeals Process
Attachment D - Call and Equity Focus Communities Map
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

8. SUBJECT: CAP-AND-INVEST LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2026-0467

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim

a total of $58,909,350 in California Cap-and-Invest (formerly California Cap-and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

Attachments: Attachment A - Board Resolution to Execute LCTOP Project
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE – SOUTH BAY SUBREGION 2026-0584

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project

schedule, shown in Attachment D; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: Attachment A - Transp. System Mobility Imp Prog (Exp Line 50) Project List
Attachment B - South Bay Highway Op Imp Prog (Exp Line 63) Project List
Attachment C - Transp. System Mobility Imp Prog (Exp Line 66) Project List
Attachment D - Measure R Transit Investments Program Project List
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

10. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN HIGHWAY CAPITAL FUNDING 2026-0662

RECOMMENDATION

CONSIDER:

A. PROGRAMMING an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment (Attachment A);

B. AMENDING the FY 2027 Budget to accommodate this programming action; and

C. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach.

Attachments: Attachment A - Contingencies for $35 Million of CMIP Funding
Attachment B - City of Long Beach: Project Funding Details
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

11. SUBJECT: A & E LINE INTERLOCK PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR 2026-0563

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track

Services, LLC, for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $1,000,000, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Attachments: Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

13. SUBJECT: DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET 2026-0529

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

Attachments: Attachment A - Doran Street GS Funding and Expenditure Plan
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

14. SUBJECT: VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT PROJECT 2026-0658

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project in the amount of $413,786,609; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

Attachments: Attachment A - Expenditure and Funding Plan
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

17. SUBJECT: AMENDMENT TO LEASE AGREEMENT WITH DOWNTOWN PROPERTIES, LLC FOR THE OFFICE OF INSPECTOR GENERAL LOCATED AT 818 WEST 7TH STREET IN LOS ANGELES 2026-0386

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee to execute Amendment No. 9 to the Lease Agreement with Downtown Properties, LLC ("Lessor"), for the Office of the Inspector General ("OIG") located at 818 West 7th Street in Los Angeles (Attachment A - Location Map), extending the lease term for 65 months (5 years, 5 months), commencing August 1, 2027, at an initial rate of $39,274 per month with 3% annual escalations, for a total of $2,521,267.65 over the 65-month term.

Attachments: Attachment A - Location Map
Attachment B - Deal Points
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

19. SUBJECT: PHARMACY BENEFIT MANAGEMENT FOR THE WORKERS' COMPENSATION PROGRAM 2026-0601

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS134759000 to Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits, and process and pass through prescription medications for Metro's Workers' Compensation Program (the "Program") in the Not-To-Exceed (NTE) amount of $9,672,000 for the initial three-year base term, $3,256,000 for the first, one-year option, and $3,320,000 for the second, one-year option, for a total NTE amount of $16,248,000, effective October 5, 2026, subject to the resolution of any properly submitted protest(s), if any; and

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION 2026-0229

RECOMMENDATION

APPROVE the following recommendations for the Measure M Independent Taxpayer Oversight Committee (MMITOC):

A. Jay Gandhi, the recommended nominee for the area of expertise A, a retired federal or state judge; and

B. Daniel Freeman, the recommended nominee for the area of expertise F, a licensed architect or engineer.

Attachments: Attachment A - Committee Membership Requirements
Attachment B - Selection Panel Guidelines
Attachment C - Gandhi Candidate Bio
Attachment D - Freeman Candidate Bio
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

21. SUBJECT: GROUP INSURANCE PLANS 2026-0606

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2027 (Attachment A).

Attachments: Attachment A - Proposed Monthly Premium Rates
Attachment B - Proposed Monthly Employee Contributions
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

23. SUBJECT: METRO OFFSITE ADVERTISING MOTION 2026-0690

RECOMMENDATION

APPROVE Motion by Yaroslavsky, Bass, Padilla, Mitchell, and Horvath to direct the Chief Executive Officer, in consultation with any relevant County or City of Los Angeles departments, to:

A. Evaluate the feasibility of temporary advertising on construction walls or solid fencing at one Metro-owned property within the City of Los Angeles, including but not limited to the Metro-owned lots on (1) the southwest corner of Wilshire Boulevard and La Brea Avenue; and (2) relevant East San Fernando Valley line parcels. The evaluation should rank candidate sites based on financial feasibility and identify any additional properties that may be well suited for this use;

   1. This evaluation should include an estimate of gross advertising revenue, projected net revenue, vendor costs, maintenance costs, permitting costs, enforcement costs to determine whether the program is likely to generate net revenue sufficient to justify implementation. If the analysis shows promise, identify options for dedicating net revenue to Metro priorities such as station maintenance, public safety, graffiti abatement, customer experience, construction mitigation, or service support;

B. Identify all existing policies and regulations related to advertising content, Olympic and Paralympic Games rules, public agency advertising standards, land use approvals, joint development agreements, federal funding requirements, or existing Metro advertising contracts; and

C. Report back in 90 days to the Finance, Budget, and Audit Committee with the findings from the evaluation, and if financially feasible, a proposed pilot framework, including recommended site or sites, legal findings, permitting pathway, revenue projections, maintenance and enforcement plan, community outreach plan, and timeline for implementation.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

25. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT 2026-0562

RECOMMENDATION

APPROVE the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

Attachments: Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

26. SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE 2026-0583

RECOMMENDATION

CONSIDER:

A. APPROVING the use of $1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;

B. AMENDING the FY27 Budget by $1,000,000 to authorize expenditures for Recommendation A; and

C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

Attachments: Attachment A - Proposed Criteria and Requirements for Cycle 8
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

27. SUBJECT: OPEN STREETS - CRITERIA FOR 2027 REQUEST FOR PROPOSALS MOTION 2026-0688

RECOMMENDATION

APPROVE Motion by Bass, Yaroslavsky, Padilla, Butts, and Solis to direct the CEO to:

A. Ensure the following criteria will be applied when evaluating the grant applications for Open Streets events held in FY 2027;

1. Establish a maximum grant amount of $250,000, while maintaining the existing minimum local match requirement;

2. A minimum of 3 consecutive miles of street closure per event;

3. Applications should prioritize events that bring multiple communities and local businesses together around a unifying theme; and

B. Report back to the Board within 120 days to formalize the request made in Board Report - 2025-0854, with alternatives that identify funding to support Open Streets programming and events beginning in FY 2028 and continuing thereafter.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

29. SUBJECT: KEEPING METRO AFFORDABLE, EXPANDING METRO'S SUBSIDIZED FARE AND FARELESS PROGRAMS MOTION 2026-0689

RECOMMENDATION

APPROVE Motion by Bass, Dupont-Walker, Richardson, Mitchell, Solis and Sandoval to direct the CEO to:

A. Develop a plan to increase participation in Metro's subsidized fare and fareless programs by at least 30 percent, including the LIFE Program, GoPass, U-Pass, the Employer Program and all existing programs that provide free or reduced-cost transit to eligible riders. The plan should include strategies to increase employer participation and encourage more employers to subsidize or provide free or reduced-cost transit with their employees;

B. Report back to the Board within 90 days with recommendations for achieving the 30 percent expansion for calendar year 2027, including but not limited to;

1. Current enrollment and utilization levels for each subsidized or fareless fare program;

2. An assessment of eligible riders consistent with an equity lens who are not currently enrolled or regularly utilizing available benefits;

3. Strategies to increase enrollment, retention, and utilization;

4. Identification of administrative, technological, or other barriers to participation;

5. Opportunities to simplify enrollment and eligibility verification;

6. Opportunities to expand digital access to fare benefits through the TAP app and other TAP system enhancements;

7. Recommendations for measuring the impact of the expansion on ridership, customer access, public safety, and other relevant outcomes.

8. Gather data that analyzes the demographics and ridership in the City of Los Angeles, the 87 cities, and unincorporated areas of Los Angeles County;

9. An assessment of the resources necessary to sustain increased participation, including potential federal, state, local, philanthropic, and other funding sources and fare recovery;

C. Expand outreach and enrollment efforts, in coordination with community-based organizations, schools, local governments, social service agencies, and other community partners, with an emphasis on reaching eligible residents who are not currently participating in Metro's subsidized fare programs; and

D. Analyze the 2021 Fareless System Initiative Study to identify opportunities for potential implementation, including consideration of operational, financial, equity, and regional impacts.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

32. SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES 2026-0063

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 34 to Contract No PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for the P2000 Light Rail Vehicle (LRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) contract price by $810,985.32, from $11,012,090.20 to $11,823,075.52, and extending the period of performance from September 30, 2026 through June 30, 2034. This requested increase to the NTE contract price is within the current P2000 LOP budget.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

34. SUBJECT: HI RAIL SWING LOADERS 2026-0564

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of $2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

35. SUBJECT: UNIFORM RENTAL SERVICES 2026-0566

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. OP44851-20008370 with Prudential Overall Supply for uniform rental services, to exercise the one, three-year option in the Not-To-Exceed (NTE) amount of $3,575,446, increasing the total contract NTE amount from $3,256,271 to $6,831,717, and extending the period of performance from December 1, 2026 to November 30, 2029.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

36. SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES REGIONS 1 THROUGH 3 2026-0567

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. OP964830008370 with Graffiti Shield, Inc. for stainless steel anti-graffiti film installation and replacement services for Regions 1, 2, and 3, to exercise the first one-year option in the Not-To-Exceed (NTE) amount of $5,737,859, increasing the total NTE contract amount from $15,722,845 to $21,460,704, and extending the period of performance from December 1, 2026, to November 30, 2027.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

39. SUBJECT: METRO C-LINE TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT 2026-0569

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life of Project Budget (LOP) for the Project 205670 - Metro C Line Traction Power Substations Replacement by $63,000,000 increasing the Life of Project from $98,500,000 to $161,500,000.

Attachments: Attachment A - Project Expenditure Plan
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

40. SUBJECT: METRO BIKE SHARE 2026-0672

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of $7,550,000,

increasing the total contract value from $139,830,029 to $147,380,029.

Attachments: Attachment A - Procurement Summary
Attachment B - Modification Change/Order Log
Attachment C - DEOD Summary
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0696

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0480, **File Type:** Contract **Agenda Number:** 12.

CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

ISSUE

Under federal, state, and local law and to avoid fines, civil, or criminal liability, Metro is required to evaluate hazardous substances, contamination, and/or regulatory compliance for nearly every capital project and/or ongoing facilities maintenance and restoration activities. This Contract is a critical component for technical and environmental engineering support for our capital and operating projects. This Contract provides technical expertise to ensure compliance and execution of important environmental design, data generation and analysis, and environmental measurement and monitoring required by federal, state, and local jurisdictions.

BACKGROUND

Metro's Capital Improvement Projects and ongoing facilities maintenance and restoration activities require environmental engineering and consulting services. To avoid potential fines, and civil and criminal liability, it is important that Metro remain in compliance with all applicable environmental laws and regulations. This Contract provides critical technical and environmental engineering support for

many of Metro's Capital and operating projects. The scope of services contemplated by this Contract has been performed continuously for over 25 years, and this Contract will be the sixth contract under which such services have been provided. The Contract provides technical and expert environmental support for environmental compliance and execution of environmental design, data generation and analysis, and environmental measurement and monitoring as required by Federal and State statutes, regulations, and local ordinances. Additionally, this Contract is necessary to execute current risk, schedule, and cost-critical tasks, including those already in the project pipeline, and to maintain momentum in supporting the delivery of current and future projects.

For the past 25 years, Metro Environmental Services Division has contracted for Environmental Engineering and Consulting services to provide environmental and geotechnical assessments, environmental site assessments, construction and industrial stormwater monitoring, noise and vibration monitoring, air quality monitoring, soil and groundwater sampling, industrial wastewater sampling, fuel storage tank system design, permitting assistance, and other regulatory testing and reporting requirements. This contract will also provide environmental emergency response, industrial hygiene support, CalGreen/LEED/ Envision tracking and certification, and unhoused encampment response.

DISCUSSION

This award is the Environmental Engineering and Consulting Services contract that supports environmental compliance for all of Metro's Capital Improvement Projects including the 2028 Olympic and Paralympic Games and Joint Development's 10K Home Commitment Program. The scope under the Contract includes environmental and geotechnical assessments, site assessments and remediation, hazardous materials abatement, construction and industrial stormwater monitoring, air quality monitoring, soil and groundwater sampling, industrial wastewater sampling, GASB 49 Environmental Liability Reporting, fuel storage tank system design, permitting assistance, and other regulatory testing and reporting requirements.

The Contract is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract, and the total Contract amount is the aggregate of all future Task Orders and option years under the Contract. The consultant is not guaranteed any work. When the need for environmental engineering and consulting services arises, staff will issue task orders for the required services under the scope of services. The Task Orders and changes will be funded from specific project or operations budgets which make up the Board-approved Metro budget for the particular fiscal year.

All of the task orders will be based on agreed-upon rates negotiated and determined at the onset of the contract. Staff will apply strict project controls in the execution of each task order to closely monitor the consultant's budget and the schedule. No funds will be obligated until a Task Order is awarded against a valid project.

To accomplish the services under each task order, the consultant will provide necessary staff, sub-consultants, equipment, software, supplies, and services. The consultant shall employ or subcontract as needed with diverse environmental professionals such as professional engineers; registered geologists, qualified stormwater developers (QSD), Certified Industrial Hygienists (CIH), and Certified Asbestos Consultants (CAC.)

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. It will, however, increase Metro safety because sustainability-related projects and programs support the health and safety of our staff and customers who use Metro systems.

FINANCIAL IMPACT

Contract No. EN136012EN089 is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. All task orders are individually negotiated, and the requested services from the consultant will be fully defined prior to the authorization of any funds. The Chief Program Management Officer and Project Managers are responsible for providing appropriate budgets and following task order award process protocols during the execution of each task order. Execution of work under task orders may continue beyond the Contract end date.

Obligations and authorizations made within the total Contract amount will be against specific project or operations budgets, which make up the Board-approved Metro budget for the particular fiscal year. Specific funding for this Contract will parallel the project approved by the Board under separate actions. The Executive Officers and Project Managers of each business unit and the Project Managers overseeing these projects will be responsible for providing appropriate budgets.

Impact to Budget

The source of funds for this Contract is partially included in the department's capital budget under Project Numbers 300012 - Site Remediation, Cost Center 8420 Environmental Compliance and Services, 202341-Environmental Compliance Capital Projects, and Account 50316 Professional and Technical Services. Funding for this Contract will be sourced directly from the budget of each individual project at the time it requires the service and must remain within each project's annual budget or Life-of-Project (LOP) budget. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

This Contract allows Metro projects to be responsive to environmental concerns, minimizing potential negative impacts and benefiting the community with the services the projects provide. Environmental compliance helps address the disproportionate burden that disadvantaged communities may bear by analyzing and mitigating potential impacts across a range of critical areas, including population and housing, traffic and transportation, air quality, energy, greenhouse gas emissions, public services, parks and recreation, and hazard mitigation and monitoring.

The overall Disadvantaged Business Enterprise goal for task orders funded with federal dollars is 0%. While Veridian Transit Solution made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural

changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, an overall 28% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal was established for task orders funded with state, local, Measure M and/or Measure dollars on this Task Order contract. Veridian Transit Solutions met the goal by making an overall 28% SBE and 3% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro capital projects and operations, as it ensures environmental compliance throughout design, construction, and operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro's transportation system by supporting environmental compliance through providing environmental services to reduce impacts to the environment and increase system efficiency.

ALTERNATIVES CONSIDERED

If Contract No. EN136012EN089 is not awarded, staff's ability to provide technical and environmental engineering support for many of our capital and operating projects will be limited. As a consequence, Metro would not be able to address potential and existing environmental liabilities. Furthermore, it would inhibit Metro's ability to remain in compliance with all applicable environmental laws and regulations to avoid potential fines, and civil and criminal liability.

As an alternative, Metro could perform all the environmental engineering and mitigation services in-house. However, to do so, Metro would need to hire additional staff with expertise across many subject areas, including engineers, geologists, surveyors, asbestos/lead inspectors, laboratory scientists, and UST design engineers, and Metro would also need to purchase environmental sampling and monitoring equipment. Staff does not recommend this alternative due to the high acquisition costs to procure personnel and equipment, as well as the potential for implementation and

training delays.

As another alternative, Metro may solicit and award individual contracts for each environmental task on an as-needed basis. Staff do not recommend this alternative. Individually procuring these environmental and engineering services may result in inconsistencies and inefficiencies and would likely create greater cumulative administrative burden and execution costs. The various environmental and engineering services required would also have to be individually competitively procured, causing significant delays. This alternative scenario would make it challenging for Metro to provide timely responses to sensitive and emergency environmental requirements from within the agency and from regulatory agencies.

NEXT STEPS

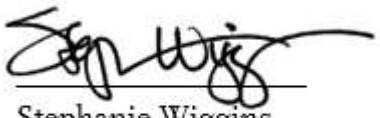
Upon Board approval, staff will execute Contract No. EN136012EN089 with Veridian Transit Solutions and issue Task Orders as needed for environmental engineering and consulting services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Types and Total Value Estimates of Projects - FY27 to FY31
Attachment C - DEOD Summary

Prepared by: Ed Gillera, Senior Director, Environmental Services
(213) 576-9221
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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES
EN136012EN089

1.	**Contract Number**: **EN136012EN089**	
2.	**Recommended Vendor**: Veridian Transit Solutions	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 29, 2025	
	B. Advertised/Publicized: September 26, 2025	
	C. Pre-Proposal Conference: October 27, 2025	
	D. Proposals Due: December 19, 2025	
	E. Pre-Qualification Completed: April 15, 2026	
	F. Conflict of Interest Form Submitted to Ethics: December 22, 2025	
	G. Protest Period End Date: September 21, 2026	
5.	**Solicitations Downloaded**: 198	**Proposals Received**: 7
6.	**Contract Administrator**: **Vanessa Vingno**	**Telephone Number**: **213-922-7574**
7.	**Project Manager**: **Edgardo Gillera**	**Telephone Number**: **213-576-9221**

A. Procurement Background

This Board Action is to approve the award of Contract No. EN136012EN089, Environmental Engineering and Consulting Services, to provide qualified staff and all necessary equipment to deliver professional services for assessing, engineering, and implementing solutions to environmental issues at any Metro site. Services include, but are not limited to, providing qualified management; planning, organizing, and executing environmental services; and assisting with information required for environmental permit applications, approvals, and agreements in compliance with regulatory requirements. Board approval of the contract award is subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy, and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is an Indefinite Delivery/Indefinite Quantity (IDIQ) contract for a base term of three years with two, one-year options under which services are authorized and performed on a Task Order basis at Fixed Price, Cost Plus Fixed Fee, or Time & Material.

Six amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2025, to revise DBE requirements in response to the U.S. Department of Transportation's (USDOT) Interim Final Rule (IFR).

- Amendment No. 2, issued on October 13, 2025, to revise the submittal requirements to electronic submission, delete Exhibit 2 Schedule of Quantities and Prices, and add Exhibit 13 Certification of Prospective Contractor and Lower Tier Participant Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion.
- Amendment No. 3, issued on October 22, 2025, to add Form 6 SBE/DVBE Regular Dealer Distributor Affirmation Form, and add Exhibit 12 Certification of Compliance with Federal Lobbying Requirements.
- Amendment No. 4, issued November 17, 2025, to revise submittal requirements to include Experience/Performance Questionnaire Form instructions, and add Experience/Performance Questionnaire Form.
- Amendment No. 5, issued November 21, 2025, to revise the Notice of Invitation to extend the proposal due date to December 19, 2025, and revise the validity period for a proposal submitted in response to the RFP to 150 days after the proposal due date.
- Amendment No. 6, issued December 11, 2025, to revise the Notice of Invitation, revise DBE/SBE/DVBE requirements, delete Exhibit 5, and delete submittal requirements Exhibit 1, Forms 1 and 3.

A total of 198 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on October 27, 2025 and was attended by a total of 57 individuals representing 41 firms. There were 70 questions received for this RFP and responses were provided prior to the proposal due date.

Seven proposals were received on December 19, 2025, from the following firms listed below in alphabetical order:

1. Arcadis U.S., Inc.
2. Geosyntec Consultants, Inc.
3. Langan CA, Inc.
4. Parsons Transportation Group Inc.
5. TRC Solutions, Inc.
6. Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.)
7. WSP USA Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) comprised of staff from Transportation Planning, Program Management, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and the associated weightings:

- Degree of the Prime's Skills and Experience 30%
- Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team 25%
- Staff Positions Identified in the Scope of Services 25%
- Project Management Approach 20%

The evaluation criteria are appropriate and consistent with the criteria developed for other A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to Degree of the Prime's Skills and Experience.

This is an A&E qualifications-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

During January and February, the PET evaluated all seven technical proposals. On March 2, 2026, through March 3, 2026, Metro held in-person oral presentations with all proposing firms.

The proposing firms had the opportunity to present their key personnel and respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relating to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP.

Qualifications Summary of the Recommended Firm:

Veridian Transit Solutions ranked as the most qualified proposer due to its strong technical expertise, organized team structure, and proven track record of working with environmental engineering procedures. The firm's credentialed key personnel demonstrated efficiencies in geotechnical studies, water quality, resource management, and specification development, while maintaining an intimate understanding of Metro's internal processes. Their experienced staff ensure high-quality service, while established relationships with regulatory agencies facilitate efficient delivery of Metro goals. The proposal exceeds RFP requirements through a thoughtful management plan and onboarding program, a broad team of staff, and a strong grasp of Metro's Environmental Services Department project management structure that delineates program-level and project/task-level needs. A clear program management structure is supported by robust working relationships and a solid understanding of schedule, site access, and contractor coordination. The proposer's members' long history of successfully providing consulting services to Metro and other transit agencies, combined with a deep bench of highly qualified subconsultants, allows for the execution of multiple concurrent task orders. Each proposed management and professional staff member has extensive relevant experience and demonstrated exceptional knowledge of their respective scopes.

The Prime demonstrated a deep understanding of the scope of services requirements and objectives, along with the ability to handle multiple assignments and rapidly assign qualified personnel.

The final scoring was based on the evaluation of the written technical proposals, as supported by oral presentations, and clarifications received from the Proposers. The recommended most qualified firm is Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.). The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.)**				
3	Degree of the Prime's Skills and Experience	93.67	30.00%	28.10	
4	Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team	94.00	25.00%	23.50	
5	Staff Positions Identified in the Scope of Services	93.72	25.00%	23.43	
6	Project Management Approach	93.35	20.00%	18.67	
7	**Total**		**100.00%**	**93.70**	**1**
8	**Arcadis U.S., Inc.**				
9	Degree of the Prime's Skills and Experience	89.33	30.00%	26.80	
10	Roles and Relevant Experience and Capability of the Firms on the Prime Contractors Team	89.08	25.00%	22.27	
11	Staff Positions Identified in the Scope of Services	88.32	25.00%	22.08	
12	Project Management Approach	91.35	20.00%	18.27	
13	**Total**		**100.00%**	**89.42**	**2**
14	**Geosyntec Consultants, Inc.**				
15	Degree of the Prime's Skills and Experience	88.67	30.00%	26.60	
16	Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team	90.20	25.00%	22.55	
17	Staff Positions Identified in the Scope of Services	89.08	25.00%	22.27	
18	Project Management Approach	88.90	20.00%	17.78	

19	**Total**		**100.00%**	**89.20**	**3**
20	**WSP USA Inc.**				
21	Degree of the Prime's Skills and Experience	88.50	30.00%	26.55	
22	Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team	89.88	25.00%	22.47	
23	Staff Positions Identified in the Scope of Services	88.32	25.00%	22.08	
24	Project Management Approach	89.60	20.00%	17.92	
25	**Total**		**100.00%**	**89.02**	**4**
26	**TRC Solutions, Inc.**				
27	Degree of the Prime's Skills and Experience	90.17	30.00%	27.05	
28	Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team	88.00	25.00%	22.00	
29	Staff Positions Identified in the Scope of Services	88.00	25.00%	22.00	
30	Project Management Approach	88.00	20.00%	17.60	
31	**Total**		**100.00%**	**88.65**	**5**
32	**Langan CA, Inc.**				
33	Degree of the Prime's Skills and Experience	83.33	30.00%	25.00	
34	Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team	85.28	25.00%	21.32	
35	Staff Positions Identified in the Scope of Services	83.08	25.00%	20.77	
36	Project Management Approach	86.75	20.00%	17.35	
37	**Total**		**100.00%**	**84.44**	**6**
38	**Parsons Transportation Group Inc.**				
39	Degree of the Prime's Skills and Experience	82.67	30.00%	24.80	
40	Role and Relevant Experience and Capability of the Firms on the Prime Contractors Team	85.00	25.00%	21.25	
41	Staff Positions Identified in the Scope of Services	83.52	25.00%	20.88	
42	Project Management Approach	83.35	20.00%	16.67	
43	**Total**		**100.00%**	**83.60**	**7**

C. Cost Analysis

Metro completed negotiations and determined that the recommended estimated costs are fair and reasonable based on a cost analysis of labor rates, indirect rates and other direct costs in accordance with Metro's Acquisition Policy. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 and established provisional indirect cost rates for the first year of the contract, subject to retroactive Contract adjustments upon completion of any necessary audits. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the contract awaiting audit. Metro negotiated a fixed fee factor that will be used to establish a fixed fee dollar amount for each Task Order based on the total estimated cost negotiated for the Task Order.

Proposer: Veridian Transit Solutions (JV of Kleinfelder, Inc. and Polytechnique Environmental, Inc.)			
Contract Duration	**Proposal Amount**	**ICE**	**Recommended Amount**
Base Period – 3 Years	$44,772,922.49[(1)]	$50,809,289.35	$44,772,922.00
Option Year 1	$14,787,002.13[(1)]	$14,530,698.22	$14,787,002.00
Option Year 2	$14,808,571.96[(1)]	$13,421,634.67	$14,808,572.00
Totals	$74,368,496.58	$78,761,622.24	$74,368,496.00

(1) The proposal amount is based on the Metro established staffing plan. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

D. Background on Recommended Contractor

Veridian Transit Solutions is a joint venture between Kleinfelder, Inc. and Polytechnique Environmental, Inc. Kleinfelder has previously served as the prime contractor for the Metro Environmental Engineering contract, with Polytechnique acting as a subconsultant.

Kleinfelder, Inc. (Kleinfelder), a California Corporation headquartered in San Diego, California, has been in business since 1961, and is a leader in the fields of engineering, architecture, and science consulting. Kleinfelder has nearly 2,800 employees across 74 offices across the United States, Canada, and Australia. They have been working in Los Angeles since 1984. Kleinfelder has previously performed environmental services and construction support for capital projects under various Metro contracts since 2008 and has successfully performed contracts of identical scope, size, and complexity for Metro and other public agencies.

Polytechnique Environmental, Inc. (Polytechnique), headquartered in Cerritos, California, is a Los Angeles County environmental engineering company. The proposed team has successfully delivered environmental support for capital projects for the transportation industry, including all phases of environmental engineering, design, construction, and the complex real estate development process. Polytechnique staff members have provided responsive, high-quality environmental

services to Metro for over 25 years, and are currently supporting Metro with engineering, compliance, and sustainability projects as a subconsultant.

LA Metro

5 Year Forecast for Environmental Engineering Services Contract
Date: 6/15/26

Projects	Year 1	Year 2	Year 3	Year 4 (Option Yr 1)	Year 5 (Option Yr 2)	Total
	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value
Contractor Consultancy Only						
Programs						
Air Quality Compliance Program	$50,000.00	$50,000.00	$50,000.00	$40,000.00	$50,000.00	$240,000.00
Construction Haz Waste Program	$200,000.00	$200,000.00	$200,000.00	$100,000.00	$200,000.00	$900,000.00
Construction Water Program	$200,000.00	$200,000.00	$200,000.00	$200,000.00	$200,000.00	$1,000,000.00
Environmental Risk and Liability (GASB 49/83)	$15,000.00	$15,000.00	$15,000.00	$18,000.00	$18,000.00	$81,000.00
Industrial general Permit (IGP) Vault Water Pump Out	$750,000.00	$750,000.00	$748,000.00	$750,000.00	$750,000.00	$3,748,000.00
Industrial Waste Water (IWW)	$750,000.00	$750,000.00	$750,000.00	$750,000.00	$750,000.00	$3,750,000.00
Low Impact Development(LID) Program	$200,000.00	$200,000.00	$200,000.00	$200,000.00	$300,000.00	$1,100,000.00
Pre-Construction (Env Support) pre bid demolition, haz mat remediation/risk mitigation	$1,000,000.00	$2,500,000.00	$1,500,000.00	$1,500,000.00	$1,500,000.00	$8,000,000.00
Real Estate/Joint Development Support	$300,000.00	$300,000.00	$200,000.00	$200,000.00	$200,000.00	$1,200,000.00
Permitting (Army Corps, AQMD, RWQCB, DTSC)	$100,000.00	$100,000.00	$100,000.00	$100,000.00	$100,000.00	$500,000.00
Fuel Tank System Design and Operation Support	$1,000,000.00	$1,000,000.00	$1,000,000.00	$1,000,000.00	$1,000,000.00	$5,000,000.00
Water Quality Compliance Support and Services	$250,000.00	$250,000.00	$250,000.00	$250,000.00	$250,000.00	$1,250,000.00
Environmental Consulting and Emergency Response Services	$300,000.00	$300,000.00	$300,000.00	$250,000.00	$300,000.00	$1,450,000.00
Commissioning/ Cal Green Support	$250,000.00	$250,000.00	$250,000.00	$300,000.00	$250,000.00	$1,300,000.00
Projects						
California Drop Forge (CDF) Hilda Solis Housing	$100,000.00	$100,000.00	$50,000.00	$50,000.00	$50,000.00	$350,000.00
Crenshaw Northern Expansion	$15,000.00	$15,000.00	$25,000.00	$25,000.00	$25,000.00	$105,000.00
Chatsworth ADA	$50,000.00	$0.00	$0.00	$0.00	$0.00	$50,000.00
D20 Portal Widening- D/B/B	$250,000.00	$250,000.00	$180,890.00	$250,000.00	$250,000.00	$1,180,890.00
Doran Street and Broadway (Regional Rail)	$50,000.00	$50,000.00	$0.00	$0.00	$0.00	$100,000.00
East SF Valley Transit -PDB	$500,000.00	$500,000.00	$500,000.00	$300,000.00	$300,000.00	$2,100,000.00
Eastside Phase 2	$250,000.00	$250,000.00	$500,000.00	$750,000.00	$783,937.00	$2,533,937.00
Greenline (C Line Ext)	$100,000.00	$300,000.00	$300,000.00	$600,000.00	$600,000.00	$1,900,000.00
Hi-Tech Remediation	$275,000.00	$250,000.00	$150,000.00	$0.00	$81,635.00	$756,635.00
Highway Programs	$250,000.00	$250,000.00	$200,000.00	$150,000.00	$200,000.00	$1,050,000.00
I-105 Express Lanes	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$200,000.00	$800,000.00
I-405 Wall-D/B/B	$25,000.00	$25,000.00	$25,000.00	$50,000.00	$50,000.00	$175,000.00
I-5 HOV-D/B/B	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$200,000.00	$800,000.00
I-605	$25,000.00	$46,210.00	$0.00	$0.00	$0.00	$71,210.00
Link US - CMGC	$300,000.00	$300,000.00	$300,000.00	$250,000.00	$300,000.00	$1,450,000.00
Location 64 GW Remediation	$200,000.00	$200,000.00	$100,000.00	$0.00	$0.00	$500,000.00
Lone Hill to White (Regional Rail)	$50,000.00	$23,400.00	$0.00	$0.00	$0.00	$73,400.00
Metro Command and Control Center "MC3" (*formerly ROC BOC*)	$75,000.00	$100,000.00	$200,000.00	$213,304.00	$200,000.00	$788,304.00
MOL G (Orange) Line BRT Improvements Project	$150,000.00	$75,000.00	$25,000.00	$0.00	$0.00	$250,000.00
North Hollywood to Pasadena BRT	$150,000.00	$150,000.00	$150,000.00	$0.00	$0.00	$450,000.00
Olympic Support	$1,500,000.00	$2,000,000.00	$2,000,000.00	$2,000,000.00	$2,200,000.00	$9,700,000.00
PLE1 - D/B	$100,000.00	$25,000.00	$0.00	$0.00	$0.00	$125,000.00
PLE2 - D/B	$400,000.00	$400,000.00	$0.00	$0.00	$0.00	$800,000.00
PLE3 - D/B	$750,000.00	$750,000.00	$0.00	$0.00	$0.00	$1,500,000.00
Sepulveda Transit Corridor	$2,500,000.00	$2,400,000.00	$2,000,000.00	$3,000,000.00	$2,300,000.00	$12,200,000.00
Small Capital Projects Support	$150,000.00	$150,000.00	$150,000.00	$90,698.00	$150,000.00	$690,698.00
TCN-Adjacent Development	$50,000.00	$50,000.00	$0.00	$0.00	$0.00	$100,000.00
Vermont BRT Corridor	$50,000.00	$150,000.00	$150,000.00	$200,000.00	$150,000.00	$700,000.00
Southeast Gateway Line	$299,422.00	$350,000.00	$500,000.00	$600,000.00	$600,000.00	$2,349,422.00
ZEB (Division Upgrades)	$200,000.00	$200,000.00	$200,000.00	$300,000.00	$300,000.00	$1,200,000.00
Overall ROM	**$14,479,422.00**	**$16,524,610.00**	**$13,768,890.00**	**$14,787,002.00**	**$14,808,572.00**	**$74,368,496.00**

Notes:
Project costs assumed to include any escalation

DEOD SUMMARY

ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES
EN136012EN089

A. Small Business Participation

The overall Disadvantaged Business Enterprise (DBE) goal for task orders funded with federal dollars is 0%. An overall 28% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal was established for task orders funded with state, local, Measure M and/or Measure dollars on this Indefinite Delivery/Indefinite Quantity (IDIQ) Contract. Veridian Transit Solutions met the goal by making an overall 28% SBE and 3% DVBE commitment.

Proposers were encouraged to form teams that included SBE and/or DVBE firms without specific work schedules or dollar value commitments. In response to a specific Task Order request with a defined scope of work, Veridian Transit Solutions will be required to identify SBE and/or DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitment will be determined based on cumulative participation of all Task Orders awarded.

Small Business Goal	**0% DBE 28% SBE 3% DVBE**	**Small Business Commitment**	**0% DBE 28% SBE 3% DVBE**

	SBE Subcontractors	**% Committed**
1.	Polytechnique Environmental, Inc.	TBD
2.	2R Drilling/Tri County Drilling,	TBD
3.	Asset Laboratories	TBD
4.	AVA Environmental, Inc.	TBD
5.	Bancroft Construction Services	TBD
6.	California Barricade, Inc.	TBD
7.	Colbert Environmental Group, LLC.	TBD
8.	CSDA Design Group	TBD
9.	CTI Environmental, Inc.	TBD
10.	FRS Environmental	TBD
11.	Global Asr Consulting, Inc.	TBD

12.	Gregg Drilling, LLC	TBD
13.	JTL Consultants	TBD
14.	Morgner Construction Management	TBD
15.	MugenKioku Corporation	TBD
16.	Northgate Environmental Management, Inc.	TBD
17.	OFRS, Inc.	TBD
18.	Panacea, Inc.	TBD
19.	SafeProbe, Inc.	TBD
20.	Schweitzer & Associates, Inc.	TBD
21.	Spectrum Geophysics, Inc.	TBD
22.	Tri Span, Inc.	TBD
23.	Veteran Drilling	TBD
24.	Wagner Engineering & Survey, Inc. (WES)	TBD
25.	Watearth, Inc.	TBD
26.	Western Environmental Services	TBD
	Total SBE Commitment	**28%**

	DVBE Subcontractors	**% Committed**
1.	Aurora Industrial Hygiene	TBD
2.	Bancroft Construction Services	TBD
3.	Calvada Surveying, Inc.	TBD
4.	Fryman Management, Inc.,	TBD
5.	Veteran Drilling	TBD
	Total DVBE Commitment	**3%**

B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

ENVIRONMENTAL ENGINEERING & CONSULTING SERVICES

Construction Committee
September 17, 2026

Metro

METRO PROVIDES EXCELLENCE IN SERVICE AND SUPPORT.

Recommendations

A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

Background

For over 25 years, Metro Environmental Services Division has awarded IDIQ contracts for Environmental Engineering and Consulting Services providing:

- Environmental & Geotechnical Assessments
- Site Assessment & Remediation
- Hazardous Materials Abatement
- Stormwater and Water Resource Management/Monitoring
- Construction Noise & Vibration Monitoring/Mitigation
- Soil, Groundwater, and Wastewater Sampling
- Fuel Storage Tank System Design
- Environmental Documentation & Permitting Support
- Environmental Liability Reporting

This IDIQ contract awards work on a Task Order basis, based on project needs, and provides the flexibility to respond to urgent or unforeseen conditions.

Metro

Preliminary Project List

- 2028 Olympic & Paralympic Games related improvements but not limited to those funded by the Reconnecting Communities & Neighborhoods grant program
- Joint Development's 10K Home Commitment Program
- East San Fernando Valley Light Rail Transit Project
- Southeast Gateway Line
- Metro BRTs – NoHo to Pasadena & Vermont Transit Corridor
- Sepulveda Transit Corridor
- California Drop Forge (Hilda Solis Care First Village)
- Metro Facilities Fuel Storage Tank System Upgrades

This is a preliminary list and projects may be added based on actual need and available funding.

Procurement Evaluation

ENVIRONMENTAL ENGINEERING & CONSULTING SERVICES

Evaluation Criteria	Degree of Prime's Skills & Experience	Role & Relevant Experience & Capability of the Firms on the Prime Contractors Team	Staff Positions Identified in the Scope of Services	Project Management Approach	Total Score (Weighted Avg. Score)
Maximum Points	30	25	25	20	**100**
Veridian Transit Solutions	28.10	23.50	23.43	18.67	**93.70**
Arcadis US, Inc.	26.80	22.27	22.08	18.27	**89.42**
Geosyntec Consultants Inc.	26.60	22.55	22.27	17.78	**89.20**
WSP USA Inc.	26.55	22.47	22.08	17.92	**89.02**
TRC Solutions, Inc.	27.05	22.00	22.00	17.60	**88.65**
Langan CA, Inc.	25.00	21.32	20.77	17.35	**88.44**
Parsons Transportation Group Inc.	24.80	21.25	20.88	16.67	**83.60**

Goals & Commitments: 28% SBE, 3% DVBE

Metro

Metro Provides Excellence in Service and Support.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0140, **File Type:** Budget **Agenda Number:** 22.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: METROLINK FISCAL YEAR 2026 CONTINUING RESOLUTION AND FISCAL YEAR 2027 PASSENGER RAIL SUPPORTIVE ACTIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer or their designee to execute Metrolink's second continuing resolution to extend Fiscal Year 2026 (FY26) budget authorization through the second quarter of Fiscal Year 2027 (FY27) until January 1, 2027, and execute all necessary agreements between Metro and the Southern California Regional Rail Authority (SCRRA or Metrolink) based on the continuing resolution;

B. APPROVING additional funding in the amount of up to $365,202 for Metro's share of the San Bernardino Line 25% Fare Reduction Program using Proposition C 10%/Measure M 1% SCRRA dedicated funds and extending the program from June 30, 2025, to June 30, 2030;

C. APPROVING Burbank Airport-South Metrolink station safety improvements using Measure R 3% SCRRA dedicated funds in the amount up to $1.3 million;

D. APPROVING Pomona-Downtown Metrolink station Americans with Disabilities Act (ADA) improvements using Measure R 3% SCRRA dedicated funds in the amount up to $256,720;

E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for 12 State of Good Repair and capital project Memoranda of Understanding (MOU); and

F. RECEIVING AND FILING an update on Metrolink Station Planning and Updates.

SANDOVAL AMENDMENT: Direct the CEO to request Metrolink to conduct a full, transparent, and comprehensive audit of the following:

A. Train parts/locomotives and safety concerns at Metrolink;

B. A ~~forensic~~ comprehensive audit to explain the March 2026 service reduction; and

C. A review of Alstom's performance in maintaining and operating Metrolink's locomotives, under both their current and prior contract.

ISSUE

The Southern California Regional Rail Authority (SCRRA) is a Joint Powers Authority (JPA) comprising Metro and four adjacent counties (Orange, Riverside, San Bernardino, and Ventura) as member agencies and operates the Metrolink commuter rail service. Metro provides the majority of the member-agency subsidy that SCRRA uses in its annual budget, which comprises Metrolink Operations, SGR, and New Capital projects. The JPA requires each member agency to approve their share of the SCRRA budget annually prior to SCRRA adopting its annual budget. Pursuant to the terms of the JPA, SCRRA is required to transmit the Metrolink budget to the member agencies by May 1st.

SCRRA has delayed the transmission of its FY27 budget to the JPA Member Agencies. At Metrolink's request, the Board approved <https://boardagendas.metro.net/board-report/2026-0209/> a three-month continuing resolution at its May 2026 Board meeting, extending budget authority through October 1, 2026, to allow additional time for budget development and service planning. As the FY27 budget development remains unresolved, SCRRA is now requesting a second three-month continuing resolution through December 31, 2026, to continue operations while finalizing the budget.

Independent of the FY27 budget development delays, several Metrolink-related items require Board consideration at this time, including providing additional funding to extend the San Bernardino Line 25% Fare Reduction Program through FY30 and programming funding for various Metro-obligated safety and ADA improvements at Metrolink stations. This report also provides an update on the progress made on several new Metrolink station projects.

BACKGROUND

SCRRA operates the Metrolink commuter rail system, providing service throughout Los Angeles County and the neighboring counties of Orange, Riverside, San Bernardino, Ventura, and northern San Diego. Metrolink also connects with the Los Angeles-San Diego-San Luis Obispo (LOSSAN) intercity rail corridor, operated by Amtrak, and will ultimately provide direct connections to the future statewide high-speed rail network being developed by the California High Speed Rail Authority, Brightline West, and High Desert Corridor JPA. Union Station serves as the key transfer hub among Metrolink, LOSSAN, and Metro Rail services. In addition to Union Station, the Metrolink system also connects directly to the Cal State LA (J Line) Station, the Chatsworth (G Line) Station, and the Pomona-North (A Line) Station, with future Metro Rail station connections planned in Van Nuys and Pacoima.

Metro funds the Metrolink operating budget through Proposition C 10% and Measure M 1%, both dedicated funding sources for commuter rail.

Metrolink's operating budgets post-COVID have increasingly relied on member agency operating subsidies to backfill reduced fare revenue generation needed to support the system's increased costs and expansion. In FY19, Metrolink's farebox recovery ratio was 34%; in FY25, it dropped to 14%. Fare revenues depend on ridership levels, and strong ridership depends on reliable service and on-time performance. Metrolink's ongoing mechanical failures and ineffective management and procurement of parts and materials have undermined efforts to increase ridership and revenue recovery post-pandemic. In March 2026, Metrolink took emergency action to reduce its FY26 service level by approximately 20% due to these mechanical failures. In May 2025, the SCRRA CEO announced that this temporary action would be made permanent. The chronic mechanical failures have persisted into the first quarter of FY27.

On July 18, 2026, SCRRA submitted its first FY27 written budget proposal to the member agencies, reflecting this continued reduced level of service, for review. The proposed budget did not meet the funding targets established by either Metro or OCTA. SCRRA's proposed $149.3 million subsidy request from Metro was $12.1 million more than Metro's stated subsidy target of $137.2 million.

DISCUSSION

RECOMMENDATION A

Second Continuing Resolution to Extend Budget Authorization

At the request of SCRRA, Metro staff recommend that the Board approve a second FY26 continuing resolution through January 1, 2027, to provide SCRRA with additional time to develop a revised FY27 budget and service plan that aligns with the protocol of consensus among all of the member agencies.

RECOMMENDATION B

San Bernardino Line 25% Discount Program Extension

In April 2018 <https://metro.legistar.com/ViewReport.ashx?M=R&N=TextL5&GID=557&ID=4831&GUID=LATEST&Title=Board+Report> and May 2019 <https://boardagendas.metro.net/board-report/2019-0228/>, the Board approved $4,190,969 to support the San Bernardino Line (SBL) 25% Fare Reduction 12-month pilot program, which was developed in collaboration with the San Bernardino County Transportation Authority (SBCTA). Upon reviewing and analyzing the program's performance, staff recommend extending the program through June 30, 2030, at which time the program is projected to reach its breakeven point.

To cover anticipated expenditures from July 1, 2025, through June 30, 2030, staff request approval for an additional $365,202. This would increase the total program costs from $4,690,969 to $5,056,171.

RECOMMENDATION C

Burbank Airport - South Metrolink Station Safety Improvements

The Metrolink Burbank Airport - South Station was transferred from the State of California to Metro several years ago and is now Metro-owned. Prior to the transfer, a maintenance agreement was in place with the state and LOSSAN. Following the ownership transfer, Mero assumed responsibility for station maintenance and identified several safety and capital improvements.

Given that the station serves multiple rail operators-including UPRR, LOSSAN, and Metrolink-and directly serves the Hollywood Burbank Airport, the city of Burbank has expressed interest in assuming maintenance responsibilities. This interest is contingent upon Metro completing specified safety and state-of-good-repair improvements, as the city is not willing to accept the station in its current condition.

Metrolink recently conducted a site inspection and developed a cost estimate to address the required safety improvements. Staff recommend approval of these improvements to enable Metro to initiate negotiations with the city of Burbank for a Construction and Maintenance (C&M) Agreement under which the city would assume ongoing maintenance responsibilities.

The estimated cost to bring the station into a state of good repair is $1.3 million, to be funded with Measure R 3% funds dedicated to commuter rail capital uses.

RECOMMENDATION D

Pomona-Downtown Metrolink Station ADA Improvements

The Pomona-Downtown Metrolink station serves the San Gabriel Valley's most populous city on the Metrolink Riverside Line that runs between downtown Riverside and Union Station. Metro is responsible for making passenger rail station-related improvements on the Metrolink Riverside Line in Los Angeles County, per Section 4c of the Riverside Operating Agreement (see Attachment A).

In February 2022, the city of Pomona secured a contractor to address the US Department of Justice (DOJ) findings of 96 ADA accessibility barriers at the station, four of which were to be funded by Metro. In an October 27, 2025, letter to Metro, the city requested that Metro reimburse the city up to $256,720 for the actual costs incurred to remedy the four findings.

Metro recommends programming $256,720 in Measure R 3% funds to reimburse the city of Pomona for the costs of these four ADA improvements.

RECOMMENDATION E

Extend Lapsing Dates for 12 SGR and Capital MOUs

SCRRA rehabilitation/renovation and capital projects maintain Metrolink's system safety and safety culture, ensure the state of good repair, and modernize the Metrolink system. SCRRA's project delivery schedule for rehabilitation/renovation projects spans over a five-year period.

Recommendation F will extend the following 12 projects (seven SCRRA SGR and five capital project

MOUs) that would otherwise lapse on or before June 30, 2026:

- Ticket Vending Machine Replacement Project extended from June 30, 2026, to June 30, 2028
- Fiscal Year 2017 SGR Program extended from June 30, 2026, to June 30, 2028
- Fiscal Year 2018 SGR Program extended from June 30, 2026, to June 30, 2029
- Fiscal Year 2019 SGR Program extended from June 30, 2026, to June 30, 2029
- Fiscal Year 2020 SGR Program extended from June 30, 2026, to June 30, 2028
- Fiscal Year 2021 SGR Program extended from June 30, 2026, to June 30, 2028
- Fiscal Year 2022 SGR Program extended from June 30, 2026, to June 30, 2029
- Fiscal Year 2023 SGR Program extended from June 30, 2026, to June 30, 2029
- Rotem Rail Cars Project extended from June 30, 2026, to June 30, 2029
- Ramona Grade Separation Project from June 30, 2026, to June 30, 2027
- Link Union Station Project from June 30, 2026, to June 30, 2028
- Brighton to Roxford Double Track Project from June 30, 2026, to June 30, 2028

Due to unforeseen delays from material suppliers and project work, time extensions are being requested. SCRRA indicated that their work is in progress, that many projects are close to completion, and that they will be completed and invoiced by the requested extension date.

RECOMMENDATION F

Metrolink Station Planning and Activities

The Countywide Planning and Development Passenger Rail team continues to lead a range of Metrolink station planning, environmental clearance, and design efforts. These proposed stations are expected to deliver significant benefits, including improved regional connectivity, expanded access to reliable transit options, and enhanced first/last-mile connections for surrounding communities. In addition, the stations can support transit-oriented development, stimulate local economic activity, and increase ridership by providing convenient access to key employment, education, and activity centers. Collectively, these investments advance a more integrated, accessible, and sustainable regional transportation network.

Pico Rivera Metrolink Station - Preliminary Engineering

In February 2026, Metro completed a technical feasibility study which evaluated alternative sites for relocating the Commerce Metrolink station. An optimal location was identified in the City of Pico Rivera which offers strong regional and multi-modal connectivity and ridership potential, improved operational and freight efficiencies, and advances state, regional and local land use, housing, climate, economic, and mobility objectives. As part of the prior technical feasibility study, there was consensus from the three key cities at the staff level on the benefits of relocating the Commerce Station to Pico Rivera.

Staff have worked with key partners, such as the City of Pico Rivera, and the California High Speed Rail Authority (CHSRA) on opportunities to advance the next phase of the project. Preliminary engineering is estimated to cost $4-6 million, depending upon the level of environmental review

needed. Staff are in discussions with the city on partnerships to advance the preliminary engineering. Staff is also in discussions with the CHSRA regarding a supplemental LA - Anaheim environment document or re-examination of relocating the Commerce Station to Pico Rivera. Staff are also in discussions with the City of Pico Rivera as to which agency is best suited to advance the preliminary engineering based upon available staffing and resources. Staff will return to the Board with more information and an update on efforts to advance preliminary engineering for the Pico Rivera Metrolink Station.

Pacoima Metrolink Infill Station and Mobility Hub - Preliminary Engineering

In July 2026 <https://boardagendas.metro.net/board-report/2026-0103/>, the Board programmed $6.9 million to advance the conceptual planning, environmental clearance, preliminary engineering, and community outreach for the Pacoima Metrolink Station and Mobility Hub.

To advance Board direction, staff executed a consultant task order to support the project in August 2026, initiated conceptual planning for the Metrolink station, and held a project kick-off meeting in September 2026. Staff are currently reviewing various high-level station layout concepts and coordinating with the nearby Brighton to Roxford double-track project team to identify and gain consensus on a preferred station concept.

Los Angeles General Medical Center - Preliminary Engineering

In May 2022, Metro completed the Los Angeles General Medical Center (LAGMC) Metrolink Infill Station Feasibility Study on behalf of Los Angeles County, which found that an infill station would provide increased multimodal transportation options and mobility benefits for Medical Center patients, employees, and residents of the surrounding community. The county and the city of Los Angeles agreed to support the project by reallocating $2,696,000 in State Route 710 North Mobility Improvements Projects funding to advance the LAGMC project to the next phase-preliminary engineering.

Preliminary engineering commenced in November 2024. Successful community meetings were held in February 2026, with over 75 community members participating in person and virtually. The 30% design review, geotechnical field work, and additional NEPA environmental work were completed in August 2026. This phase of the project is in the final close-out stage, with the construction cost estimate at 30% design between $100-150 million.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will help the Metrolink system meet ADA requirements and improve safety for Metrolink passengers and the local communities where Metrolink operates. By approving this item, Metro will fund safety-related improvements to the Metrolink system to support safer travel for LA County residents and visitors, particularly those who need ADA access.

FINANCIAL IMPACT

Recommendation A extends the prior Board-approved FY26 Metrolink continuing resolution funding

level for an additional three months. As this funding level may be higher than the expressed funding level the Board approved in the Metro FY27 budget, staff will reconcile any discrepancies for the remainder of the fiscal year when it brings the Metrolink FY27 budget to the Board for consideration. Therefore, no long-term financial impact is anticipated at this time.

Recommendation B will be funded with Proposition C 10% and Measure M 1% funds dedicated to Metrolink operations. The total cost for this program is $365,202.

Recommendations C and D will be funded with Measure R 3% funds dedicated to Metrolink capital and state of good repair. The total cost for these programs is $1,556,720.

Recommendations E and F have no financial impact.

EQUITY PLATFORM

The recommendations support SCRRA's Metrolink commuter rail operations, providing residents, workers, students, and families with a regional public transportation option to access jobs, resources, and services across the Greater Los Angeles region. Metrolink enables residents who may not be able to afford to live in high-cost areas to access quality jobs and services there while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities. Metro funds its share of Metrolink's overall operations as a JPA member agency. Metrolink establishes its own equity-based programs separate from Metro.

To ensure equitable access for all disabled passengers, Metro is remedying accessibility barriers at the downtown Pomona Metrolink Station to fully meet federal standards and deliver a seamless transit experience.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT by investing in Metrolink operations that will improve long-distance rail transportation and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board may elect to authorize an alternative course of action or deny the requested continuing resolution for Metrolink operations at the FY26 funding level. However, staff do not recommend this approach, as Metro has worked in partnership with SCRRA and the member agencies to ensure the continuation of Metrolink's current operations and uninterrupted service to passengers while the FY27 budget is being finalized.

The Board may also elect not to provide the funding needed to extend the San Bernardino Line 25% Discount Program through the end of FY30. The alternative would be to end the program, which would then result in San Bernardino Line riders losing access to the 25% fare reduction policy, increasing costs by 33.3% for riders during a time when economic pressures, such as high gas prices, impose additional costs to access employment, education, healthcare, and other quality of life needs. The Board could instead decide to invest the $365,202 to reduce the funding gap Metro needs to close to meet its FY27 operating subsidy target. Staff do not recommend these alternatives, as the funding makes a greater difference in attracting and retaining ridership for Metrolink at a time when growing ridership and revenue levels long-term is the most important strategy to mitigate the lack of additional operating subsidy available for Metrolink in FY27.

NEXT STEPS

Metro staff will continue to meet regularly with SCRRA executive staff and actively support the development of a revised FY27 budget proposal that will meet Metro’s FY27 operating subsidy target, gain consensus with the other member agencies, and be acceptable to bring to the Board for consideration. Following SCRRA Board action to transmit a final proposed FY27 budget to its member agencies for approval, staff will return to the Board with a recommendation for consideration and approval of Metro’s subsidy allocation.

Upon approval of this Board item, Metro will provide funding to Metrolink to complete the Burbank-South station improvements, continue the San Bernardino Line 25% fare discount program, and extend applicable MOUs to allow state of good repair and capital projects to continue through completion.

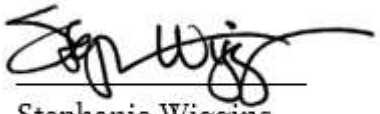
Staff will provide updates on the Pico Rivera, Pacoima and LAGMC Metrolink Station projects as needed with standalone Board items if applicable.

ATTACHMENT

Attachment A - Riverside Operating Agreement

Prepared by: Yvette Ford, Senior Manager, Passenger Rail Planning, (213) 418-3176
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Stephanie Wiggins
Chief Executive Officer

RIVERSIDE OPERATING AGREEMENT

THIS RIVERSIDE OPERATING AGREEMENT (this "Agreement") dated as of December 3, 1991, is entered into by Union Pacific Railroad Company, a Utah corporation ("UP"), and the Los Angeles County Transportation Commission ("LACTC") with reference to the following facts:

A. UP owns the railroad right-of-way from Riverside to Los Angeles more particularly described in Exhibit A attached hereto.

B. LACTC desires to acquire from UP, and UP desires to grant to LACTC, the right to operate passenger train service on UP's rail tracks running along such right-of-way, upon the terms and conditions contained in this Agreement.

C. Concurrently herewith, UP and LACTC are also entering into the Riverside Lease Agreement and the Hobart Operating Agreement. This Agreement and the Riverside Lease Agreement shall be construed together as provided herein and therein and are generally intended to cover LACTC's passenger service from Los Angeles to Riverside. The Hobart Operating Agreement is intended to cover LACTC's passenger service over the portion of UP's property as described therein and is not intended to include LACTC's passenger service from Los Angeles to Riverside.

NOW, THEREFORE, the parties hereto agree as follows:

1. Definitions. The following capitalized terms are used in this Agreement with the following meanings:

"AAR" shall mean the Association of American Railroads.

"Costs" shall have the meaning set forth in Section 6(f) of this Agreement.

"CPUC" shall mean the California Public Utilities Commission.

"Fee" shall have the meaning set forth in Section 6(b) of this Agreement.

"FRA" shall mean the Federal Railroad Administration.

"Full Operations Date" shall be the later of the date of completion of the construction described in the Riverside Lease Agreement and March 31, 1993.

"Hobart Operating Agreement" shall mean that certain Hobart Operating Agreement of even date herewith between UP and LACTC regarding operations over UP's right of way between Hobart Junction and Ninth Street Junction, as more fully set forth therein.

"Non-Peak Commuter Periods" shall mean time periods other than Peak Commuter Periods.

"Operating Land" shall mean that portion of the operating land owned or controlled by UP between Riverside, California and Ninth Street Junction in Los Angeles, California, as more particularly identified in Exhibit A attached hereto.

"Operator" shall mean an operator designated by LACTC to operate its commuter trains and to exercise the respective rights or obligations of LACTC under this Agreement in connection with such operation, which designation shall be subject to the approval of UP, which approval shall not be unreasonably withheld. Any Operator for LACTC (i) shall be financially and operationally capable of performing its obligations under this Agreement, (ii) shall be qualified under the General Code of Operating Rules, and (iii) shall not be a Class 1 freight railroad or an affiliate of a Class 1 freight railroad (provided, however, that a potential operator for LACTC shall not be disqualified under this clause (iii) solely by reason of its being the operator for a Class 1 freight railroad or a joint venturer or partner of a Class 1 freight railroad). Any Operator, acting for LACTC under this Agreement, shall do so pursuant to a written agreement between such Operator and LACTC. Any Operator shall be obligated to comply with all of the provisions of this Agreement relating to use of the Operating Land or the Tracks.

"Peak Commuter Periods" shall mean the hours of 5:30 a.m. to 8:30 a.m. for westbound LACTC trains and the hours of 4:15 p.m. to 7:00 p.m. for eastbound LACTC trains, Monday through Friday, or such other time period(s) as the parties may agree.

"Per Train Mile Rate" shall have the meaning set forth in Section 6(b) of this Agreement.

"Recalculation Date" shall have the meaning set forth in Section 6(f) of this Agreement.

"Riverside Lease Agreement" shall mean that certain Riverside Nonexclusive Lease of Railroad Facilities of even date herewith between UP and LACTC.

"Service" shall consist of Trains, whether occupied or empty, which are used to provide commuter rail service pursuant to the authority granted by this Agreement. "Service," as more fully defined herein, shall consist of LACTC's right to operate, along and over the Tracks and Operating Land:

(1) not more than five (5) westbound Trains and not more than five (5) eastbound Trains, Monday through Friday, with such five (5) westbound Trains including not more than one (1) Train commencing its movement during Non-Peak Commuter Periods and with such five (5) eastbound Trains including not more than one (1) Train commencing its movement during Non-Peak Commuter Periods;

(2) non-revenue generating Trains, including "deadhead" movements, which are reasonably necessary to enable LACTC to provide the Service described in clause (i) immediately above; and

(3) such additional Trains as LACTC and UP may agree upon from time to time.

Trains commencing their movements during the Peak Commuter Periods shall be considered trains moving during the Peak Commuter Periods.

"Service Commencement Date" shall mean the date which is the earlier to occur of (i) the date on which LACTC commences regularly scheduled commuter service over the Tracks or (ii) the date which is the later of December 31, 1993 or the completion of the construction described in the Riverside Lease Agreement. The parties agree to confirm such date in writing.

"Tracks" shall mean all the main line tracks, structures (including, without limitation, bridges) passing tracks, rights-of-way, signals and signal systems, switches, crossovers, interlocking devices and plants, terminal facilities, track improvements and other rail facilities now located or hereafter constructed or installed on the Operating Land.

"Train" shall consist of one or two locomotive units and commuter or passenger cars not to exceed eight in number; provided, however, that during any morning or evening Peak Commuter Period, LACTC shall be permitted to operate up to two Trains consisting of one locomotive and not more than ten commuter or passenger cars; provided further, however, that, for Per Train Mile Rate purposes, nonpassenger trains that are delivering construction materials for the benefit of LACTC and "hi-rail" vehicles shall not be included.

"Train Mile" shall mean the movement of a Train, whether or not revenue-generating, inclusive of all engines and passenger cars, over a one-mile distance on the Tracks.

2. Grant of Trackage Rights. (a) Subject to the terms and conditions set forth herein, UP hereby grants to LACTC trackage rights on and over and continued access to and use of the Operating Land and the Tracks to provide Service. LACTC and its Operator, their agents, servants, employees, consultants and contractors, shall also have the right to enter upon the Operating Land and Tracks and operate such equipment "hi-rail" vehicles, rerouting equipment, and other machinery and equipment reasonably necessary to provide the Service.

(b) LACTC and its Operator shall also have the right to enter upon any portion of the Operating Land, as may reasonably be required, to exercise all of its rights and perform all of its duties set forth in this Agreement; provided, however, that with respect to any entry other than Trains providing Service or any "hi-rail" vehicles, LACTC and its Operator shall give reasonable notice of at least forty-eight 48 hours to UP if such entry is in the ordinary course of its operations, and such other notice as reasonably possible in the case of emergency. In no event shall LACTC or its Operator, or any of their agents, servants, employees, consultants or contractors, enter upon the Operating Land without having first received permission from UP's dispatching center in accordance with then existing procedures of UP.

3. Dispatching and Control. (a) The management, operation and maintenance of the Operating Land and the Tracks

shall, at all times, be under the exclusive direction and control of UP, and the movement of any and all Trains, cars, locomotives and other equipment over and along the Tracks shall, at all times, be subject to the exclusive direction and control of UP's superintendent, train dispatchers and other authorized agents and in accordance with such reasonable operating rules as UP shall, from time to time, institute in accordance with the terms and conditions of this Agreement. UP shall schedule and dispatch trains along the Tracks in a safe, reliable and on-time manner, in a manner that minimizes disruption of LACTC's passenger service as described in this Agreement and in a manner that complies with all applicable laws, regulations or rules, state or federal. UP shall provide to LACTC such reports and information as may be reasonably necessary for LACTC to conduct its operations and provide the Service.

(b) LACTC shall determine the schedules for its Trains and shall provide such schedules, and any changes thereto, in a timely manner to UP. Schedules and changes shall be subject to UP's approval, which shall not be unreasonably withheld.

(c) All operating, dispatching and maintenance decisions by UP affecting the movement of trains, cars, and engines on the Tracks shall give priority to LACTC's passenger Trains generating revenue and commencing their movements during Peak Commuter Periods, and such priority shall continue through the end of the scheduled trip for any such Train. LACTC may schedule one, but only one, Train in the morning Non-Peak

Commuter Period and one in the evening Non-Peak Commuter Period. UP shall schedule its trains so as to minimize interference with LACTC's scheduled Service but UP shall be allowed to schedule its trains in a manner that will enable UP to provide competitive freight service, including time-sensitive services to existing and future customers, during Non-Peak Commuter Periods. UP agrees that non-revenue generating Trains (including "deadhead" movements) commencing their movements during Peak Commuter Periods and all Non-Peak Commuter Period Trains shall be accorded the same priority as UP currently gives to its own intermodal and double-stack trains.

(d) UP shall not adopt, except by mutual agreement with LACTC (which shall not be unreasonably withheld), a new communications systems or signal system for use on the Operating Land or the Tracks which would adversely affect LACTC's commuter operations, unless required by any statute, law, ordinance, or governmental regulation.

(e) UP shall provide employees of LACTC or its Operator with reasonable access to UP's dispatch facilities to allow monitoring of the dispatching.

4. Train Operations. (a) UP and LACTC (directly or through its Operator) shall each be responsible for providing and operating its own trains on the Tracks and each shall operate its trains in a safe manner. UP and LACTC shall each maintain an

adequate and experienced staff sufficient to operate its respective trains on the Tracks.

(b) UP shall provide to the staff of LACTC and LACTC's Operator the training as is necessary regarding UP's rules and procedures for operations on the Tracks and shall qualify the staff of LACTC and LACTC's Operator under the General Code of Operating Rules, at LACTC's expense; provided, however, that once the staff of LACTC and LACTC's Operator are so trained and qualified, and, in the reasonable opinion of UP, have become sufficiently experienced with respect to operations on the Tracks, such staff of LACTC or LACTC's Operator may conduct such training and qualifying for new members of its staff.

(c) LACTC shall be responsible for providing, operating and maintaining station, platform and ticketing facilities and parking to serve LACTC's passengers and any and all security for such station, platform and ticketing facilities and parking. No passenger stations or ticketing facilities or parking therefor shall be located on the Operating Land without the prior mutual agreement of UP and LACTC. Any platforms for passenger loading and unloading shall be at such locations as proposed by LACTC and approved by UP, which approval shall not be unreasonably withheld and shall be subject to a lease agreement by UP as lessor and LACTC as tenant, substantially in the form of Exhibit C attached hereto. It is understood that subject to the foregoing sentence, LACTC shall be entitled to such platforms at five (5) locations along the tracks (not including the platform

to be located in Riverside) or such larger number of platforms as UP may approve, which approval shall not be unreasonably withheld. Any such stations, platforms and ticketing facilities and parking and any other construction performed under this Agreement shall comply with all standards of the CPUC. UP shall not require that any such stations, platforms and ticketing facilities and parking or any such other construction comply with standards more restrictive than applicable CPUC standards.

(d) UP and LACTC and its Operator shall comply (i) with all applicable laws, regulations or rules, state or federal, covering the operations on, and the inspection, testing or safety of, the Operating Land, the Tracks, trains and other equipment thereon, and any personnel employed in the maintenance and operation thereof, (ii) with the General Code of Operating Rules and any successor publication, and (iii) with all of UP's timetables, general orders and bulletins and other standards relating to such operation, maintenance, condition, inspection, testing or safety, which timetables, general orders, bulletins and other standards shall be provided in writing by UP to LACTC.

(e) Neither LACTC nor UP shall have any responsibility for inspecting, maintaining, servicing or repairing any locomotives, hi-rail vehicles, passenger cars, freight cars or other equipment used by the other party on the Operating Land or the Tracks. If, by any reason of mechanical failure or for any other cause, the trains or other hi-rail vehicles of UP or LACTC or its Operator become stalled or

disabled on the Tracks and are unable to proceed, or fail to maintain the speed required of trains to meet normal schedules or if in emergencies crippled or otherwise defective trains or items of equipment are on or otherwise blocking or impeding operations on the Tracks, then the party whose trains or items of equipment are involved in the incident shall be responsible for furnishing motive power or such other assistance as may be necessary to haul, help or push such equipment or trains, or remove the disabled equipment. By mutual agreement of the parties or upon receipt of reasonable notice from the other party that the response of the party whose trains or items of equipment are involved in the incident has not been adequate relative to the scheduled uses of the Tracks, such other party may, but shall not be required to, render such assistance as may reasonably be required in light of such scheduled uses, and the party whose trains or items of equipment are involved in the incident shall reimburse the other party, within thirty (30) days after receipt of the bill therefor, for the cost and expense of rendering any such assistance.

(f) UP shall, at least three (3) days in advance or as soon as otherwise practicable, notify LACTC of any investigation or hearing concerning the violation of any operating rule, safety rule, regulation or order or instructions of UP by any of the employees of LACTC or its Operator. Such investigation or hearing may be attended by any official of LACTC

or its Operator, and any such investigation shall be conducted in accordance with any applicable collective bargaining agreement.

(g) Each of UP and LACTC shall obtain and maintain all regulatory approvals as may be required for the conduct of their respective operations on the Operating Land and the Tracks.

(h) UP and LACTC shall have exclusive responsibility for the provision of claims handling service in connection with any aspect of their respective operations on the Operating Land and the Tracks, and in no event shall either assert any right to require the other or any of the other's affiliates to provide, or bear any of the costs and expenses arising from, such operations.

(i) UP and LACTC shall have exclusive responsibility for the provision of the services of railroad police or law enforcement personnel in connection with their respective operations on the Operating Land or the Tracks, and in no event shall either assert any right to require the other or any of the other's affiliates to provide, or bear any of the costs and expenses arising from such services.

5. Maintenance, Repairs and Capital Expenditures.

(a) UP shall be solely responsible for performing all construction, maintenance and repairs on the Operating Land and the Tracks, including, without limitation, the repair of trackage, structures and signals, installation of ties and ballast, surfacing work, and replacement in-kind of existing

facilities such as trackage, structures and signals. UP shall use reasonable and customary care, skill and diligence in the performance of construction, maintenance and repairs on the Operating Land and the Tracks. All construction, maintenance and repairs shall be done in a manner that minimizes disruptions to operations of LACTC and in a manner that complies with all applicable laws, regulations or rules, state or federal.

If UP desires to conduct construction, maintenance or repair activities on a portion of the Tracks over which LACTC has regularly scheduled commuter Service such that there is less than eight hours between the scheduled moving of LACTC's last scheduled westbound Train in the morning Peak Commuter Period and LACTC's first scheduled eastbound Train in the afternoon Peak Commuter Period, then UP may request that LACTC reschedule one or more of its trains to allow UP to utilize, in an efficient manner, an eight-hour crew for such construction, maintenance or repair activities. Any such request shall be in writing and shall be delivered to LACTC no less than one week in advance. LACTC shall have no obligation so to reschedule its trains, but LACTC shall cooperate with UP to coordinate such construction, maintenance or repair activities and shall make reasonable efforts to accommodate any such request.

(b) Not less than once every six (6) months, UP shall provide to LACTC a written estimated schedule of all scheduled construction, maintenance and repairs anticipated by UP for the forthcoming twelve (12) months. To the extent not

disclosed in such schedule, then whenever practicable, UP shall provide to LACTC at least one (1) week advance written notice of any construction, maintenance or repairs to the extent that the same may interfere with LACTC's operations. When one (1) week advance written notice is not practicable (for example, in emergencies), UP shall nonetheless provide to LACTC, as soon as practicable, written notice of any construction, maintenance or repairs.

(c) UP shall maintain an adequate and experienced staff sufficient to maintain and repair the Operating Land and the Tracks.

(d) UP shall maintain (which maintenance shall include capital expenditures as appropriate) all of the main line Tracks at no less than FRA Class 4 standards, except as outlined in UP's timetable in effect on the date hereof. With respect to those portions of the main line Tracks which currently would not allow Lessee's Trains to travel thereon at speeds of up to 70 miles per hour (according to FRA standards), UP shall investigate the cost and feasibility of improving such portions to allow Lessee's Trains to travel at speeds of up to 70 miles per hour (according to FRA standards) and to the extent that such improvements are feasible and can be made at a reasonable cost, UP shall, at its cost and expense make such improvements. Additionally, UP and LACTC shall jointly investigate the cost and feasibility of improving the existing Tracks, or portions thereof as the parties may agree, to allow trains to travel at speeds of

79 miles per hour (according to FRA standards); provided, however, that LACTC shall bear the cost and expense of any improvements necessary to allow trains to travel at speeds in excess of 70 miles per hour.

(e) Without the prior written consent of LACTC, UP shall not materially re-locate the Tracks or otherwise modify or remove any of the Tracks in a manner that would have a material effect on the operations of LACTC on the Tracks, including the scheduling or timeliness of LACTC Trains on the Tracks; provided that this Section 5(e) shall not prohibit UP from maintaining and repairing the Tracks in accordance with its obligations under this Agreement.

(f) The parties understand that LACTC intends to construct certain passenger facilities in connection with the passenger service operated under this Agreement and that such passenger facilities will comply with all standards of the CPUC. To the extent such standards apply to any construction under this Agreement, such construction shall comply with such standards. Additionally, UP shall not require that any such construction comply with standards more restrictive than applicable CPUC standards, without the consent of LACTC.

(g) After the date hereof, before UP hires or contracts with any outside firm to do (i) any designing or engineering of any improvements to be made on the Property relating to the Tracks or (ii) any construction thereof, UP shall first consult with LACTC regarding such outside firm and any such

outside firm shall be subject to the approval of LACTC, which shall not be unreasonably withheld.

6. Consideration. (a) UP is granting to LACTC the trackage rights set forth in this Agreement in partial consideration of the "Purchase Price" being paid by LACTC under that certain Purchase and Sale Agreement dated as of November 1, 1991. As further consideration for UP's agreement to perform as described in this agreement, LACTC shall make the payments to UP described in Section 6(b) of this Agreement.

(b) LACTC shall pay to UP a fee (the "Fee") equal to $5.75 (the "Per Train Mile Rate") for each Train Mile moved by LACTC over the Tracks pursuant to this Agreement. Such calculation shall not include trains moved under the Hobart Operating Agreement.

(c) The Fee calculated under this Section 6 and the "Fee" calculated under Section 7 of the Riverside Lease Agreement shall be calculated jointly to determine the aggregate Fee payable hereunder and thereunder. Because the Per Train Mile Rate under this Agreement shall always equal the Per Train Mile Rate under the Riverside Lease Agreement, the aggregate Fee payable hereunder and thereunder shall equal the Per Train Mile Rate multiplied by the aggregate number of Train Miles moved by LACTC over the Tracks pursuant to this Agreement and over the "Tracks" pursuant to, and as defined in, the Riverside Lease Agreement.

(d) Within forty-five (45) days after the end of each calendar month, LACTC shall (1) furnish to UP the number of Train Miles moved over the Tracks (and the "Tracks" as defined in the Riverside Lease Agreement) by LACTC during such calendar month and (2) subject to the aforesaid minimum, pay to UP the Fee for such calendar month.

(e) From and after the Full Operations Date, the aggregate Fee hereunder and under the Riverside Lease Agreement shall be computed at a minimum of six (6) trains per day, Monday through Friday, regardless of whether or not that many number of Trains actually operate. Prior to the Full Operations Date, the Per Train Mile Rate shall apply to each train providing public passenger service, without any applicable minimum number of trains per day.

(f) As of July 1 of the year in which the seventh anniversary of the Service Commencement Date occurs and as of July 1 in every seventh year thereafter (each such date being referred to as a "Recalculation Date"), the Per Train Mile Rate shall be, upon the request of either party, recalculated by the parties, as set forth in this Section 6(f). The parties shall agree on the Per Train Mile Rate which will allocate to LACTC its share of Costs, based on the anticipated annual number of train miles that LACTC will move over the Tracks (and the "Tracks" as defined in the Riverside Lease Agreement) in the succeeding seven year period as compared to the anticipated annual number of total train miles that all parties using the

Tracks (and the "Tracks" as defined in the Riverside Lease Agreement) will move over the Tracks (and the "Tracks" as defined in the Riverside Lease Agreement) in the same period. In determining such share of Costs and the anticipated annual number of train miles, the parties shall consider the actual Costs and the actual train miles for the three years preceding the Recalculation Date in addition to their expectations for the succeeding seven year period. "Costs" shall mean all costs and expenses incurred with respect to the Tracks (and the "Tracks" as defined in the Riverside Lease Agreement) which are normally included as Dispatching Costs, Maintenance-of-Way & Structures--Operating Expenses and Maintenance-of-Way & Structures--Capital Expenditures. In the absence of agreement, the matter will be arbitrated in the manner prescribed in Section 10 of this Agreement.

(g) The parties understand and agree that the original Per Train Mile Rate of $5.75 is based on the assumptions that LACTC's allocable share of costs per train mile is as follows:

Dispatching Costs	$ .89
Maintenance, Way and Structures--Operating Expenses	$1.90
Maintenance, Way and Structures--Capital Expenditures	$2.96
TOTAL PER TRAIN MILE RATE	$5.75

(h) Commencing on July 1, 1994, the Per Train Rate shall be adjusted upward or downward as of July 1 of each year (other than a year in which the Per Train Mile Rate is recalculated under Section 6(f) of this Agreement) to compensate for the increase or decrease in the cost of labor and material, excluding fuel, as reflected in the final Annual Indexes for Charge-Out Prices and Wage Rates (1977=100) included in the Railroad Cost Indexes issued by the AAR. In making such determination, the final "Material Prices, Wages Rates, and Supplements Combined (excluding fuel) Index" for the West shall be used, and the final index figure for the calendar year 1993 shall be taken as the base; provided, however, that after any recalculation under Section 6(f) above, the final index figure for the calendar year preceding the most recent Recalculation Date shall be taken as the base. Adjustment for the Per Train Mile Rate shall be achieved by calculating the percent of increase or decrease, as the case may be, in the index figure for the calendar year ending on the December 31 prior to the July 1 on which the adjustment is to be made relative to the index figure for 1993 (or the calendar year preceding the most recent Recalculation Date, as the case may be) and increasing or decreasing the Per Train Mile Rate Fee by such percentage; provided, that such adjustment shall be made to the nearest cent.

i) By way of example, assuming "A" to be the "Material Prices, Wage Rates, and Supplements Combined (excluding fuel) Final Index Figure, Western District" for the calendar year

1993; "B" to be the "Material Prices, Wage Rates and Supplements Combined (excluding fuel) Final Index Figure for the calendar year 1994; and "C" to be the original $5.75 Per Train Mile Rate, the Per Train Mile Rate to be effective July 1, 1994, would be determined by the following formula:

$$\frac{B}{A} \times C$$

ii) In the event the base for the AAR Railroad Cost Indexes issued by the Association of American Railroads shall be changed from the year 1977, appropriate revision shall be made in the base (established as herein provided) for the calendar year 1993 (or the calendar year preceding the most recent Recalculation Date, as the case may be). If the AAR or any successor organization discontinues publication of the AAR Railroad Cost Indexes, an appropriate substitute for determining the percentage of increase or decrease shall be negotiated by the parties hereto. In the absence of agreement, the matter will be arbitrated in the manner prescribed in Section 10 of this Agreement.

7. Property Taxes. To the extent any real property taxes are payable with respect to any portion of the Operating Land, UP shall pay such real property taxes prior to delinquency and shall protect, defend, indemnify and hold LACTC harmless from and against any and all liability, loss, cost, damage or expense (including, without limitation, reasonable attorneys' fees) LACTC may sustain or incur on account of any such real property taxes.

8. Liability, Indemnification and Insurance. The liability, indemnification and insurance provisions set forth in Exhibit D attached hereto are hereby incorporated by reference.

9. Breaches and Defaults. (a) Subject to the arbitration provision set forth in Section 10, should either party hereto fail to perform any of its respective obligations hereunder (the defaulting party), the aggrieved party shall give to the defaulting party reasonable written notice of such non-performance, breach or default. The defaulting party shall have a reasonable period of time to cure that default, but in no event to exceed thirty (30) days from the date of notice. If the defaulting party fails, refuses or neglects to cure within such time, the aggrieved party shall have the right to cure the breach or default itself, charge the costs and expenses thereof to the defaulting party and pursue its remedies pursuant to Section 9(e) of this Agreement.

(b) If any failure on the part of any party to perform in accordance with this Agreement shall result in a governmental fine, penalty, cost or charge being imposed or assessed on or against the other party, such other party shall give prompt notice to the non-complying party, and the non-performing party shall promptly reimburse, defend and indemnify the other party for such fine, penalty, cost or charge and all expenses and attorneys' fees incurred in connection therewith.

(c) Failure on the part of LACTC to comply with any of the provisions of Section 8, requiring insurance coverage, shall constitute a default giving rise to a right to UP to terminate this Agreement by giving LACTC ten (10) days' prior written notice.

(d) Failure on the part of LACTC to replace any Operator which, on a "for cause" basis, becomes reasonably unacceptable to UP, within a reasonable time following notice, shall constitute a default hereunder, giving the UP the right to terminate this Agreement upon giving LACTC thirty (30) days' written notice.

(e) Should LACTC fail to make any payment required hereunder when due or fail in any other respect to perform as required under this Agreement, and such default shall continue for a period of ninety (90) days after notice in writing of such default is given by UP to LACTC, or LACTC shall fail to cure defaults described in paragraphs 9(b), (c), and (d), above, within the time periods set forth, UP may, at its sole election, exclude LACTC from the use of the Track and Operating Land and/or may terminate this Agreement. Thereupon, LACTC shall surrender to UP all of the Track and Operating Land, and LACTC shall have no claim or demand upon UP as a result thereof.

UP may waive any default, but no such action of UP in waiving any default shall affect any subsequent default of LACTC or impair any rights of UP resulting therefrom.

10. Arbitration. If at any time a question or controversy shall arise between the parties hereto dealing with the construction of any part of this Agreement or concerning the observance or performance of any of the conditions herein contained or the rights or obligations of either party under this Agreement, either party shall submit such question or controversy to arbitration under the Commercial Arbitration Rules of the American Arbitration Association as hereinafter provided. Such question or controversy shall be submitted to a single, competent disinterested arbitrator if the parties hereto are able to agree upon such arbitrator within twenty (20) days after the party desiring such arbitration shall notify in writing the other party. If such single arbitrator cannot be agreed upon before the expiration of the twenty (20) days, and either party wishes to pursue arbitration of the matter, arbitration shall be had before a board of three (3) persons to be named as follows: the party demanding such arbitration shall give the other party notice of such demand, stating specifically the question or questions to be submitted for decision or the point or points in controversy, and nominating a person who has the required qualification to act as one arbitrator; the party to whom such notice is given shall appoint a second arbitrator and give the party hereto demanding arbitration notice in writing of such appointment within twenty (20) days from the time of such notice. If, at the expiration of the twenty (20) days from the receipt of such notice, the party receiving it has not notified the party

demanding the arbitration of its nomination of a second arbitrator, the party making the demand may make such selection. The first and second arbitrators shall select a third, and if the arbitrators chosen shall be unable to agree upon a third arbitrator within a period of twenty (20) days from the date of appointment of the second arbitrator, the third arbitrator may be appointed upon ten (10) days' notice upon motion or application of either party hereto by the Chief or Presiding Judge, or judge acting as Chief or Presiding Judge, of the Superior Court of Los Angeles County, California. The parties agree that each shall bear its own costs of arbitration, including any costs associated with the arbitrator selected by each said party. The parties agree to split equally the costs of the third arbitrator. In the event a dispute is arbitrated by a single arbitrator, the parties agree to share all costs of said arbitrator equally.

The arbitrator or board of arbitrators (hereafter "arbitrator(s)") so constituted as aforesaid shall set the date, time and place for each hearing, shall give to each of the parties, at least ten (10) days' advance written notice of the date, time and place of the initial hearing and shall proceed without delay to hear and determine the matters in dispute. The parties may offer such evidence as is relevant and material to the dispute and shall produce such evidence as the arbitrator(s) may deem necessary to an understanding and determination of the dispute. The arbitrator(s) or other person authorized by law to subpoena witnesses or documents may do so upon the request of any

party. The award shall be made promptly by the arbitrator(s) and, unless otherwise agreed by the parties or specified by law, no later than thirty (30) days from the date of closing the hearing. Each of the parties hereto may be represented by counsel or other authorized representative at any hearing. The party intending to be so represented shall notify the arbitrator(s) and the other party of the name and address of the representative at least three (3) days prior to the date set for the hearing.

The award of such arbitrator(s), or of a majority of them, shall be final and binding upon the parties to such arbitration, and each party shall immediately make such changes in the conduct of such party's business or such payment as restitution, as the case may be, as required by such award. The books and papers of the parties hereto, so far as they relate to matters submitted to arbitration, shall be open to the investigation of the arbitrator(s).

The parties agree that the arbitrator's(s') award may be entered with any Court having jurisdiction and the award may then be enforced as between the parties, without further evidentiary proceedings, the same as if entered by the Court at the conclusion of a judicial proceeding in which no appeal was taken. Arbitration shall be the sole remedy for defaults under this Agreement.

11. Memorandum of Agreement. The parties shall cause a memorandum of this Agreement in the form attached hereto as Exhibit B to be recorded in the real property records of Los Angeles County and Riverside County, California.

12. Effectiveness; Termination. (a) This Agreement shall not become effective until it has been approved by the Los Angeles County Transportation Commission, the Riverside County Transportation Commission and the San Bernardino Associated Governments, as members of LACTC, and thereafter this Agreement shall be effective and shall burden the Operating Land in perpetuity, unless terminated pursuant to Section 12(b) or Section 12(c).

(b) LACTC may terminate this Agreement upon sixty (60) days prior advance written notice to UP of LACTC's intention to terminate, which notice shall set forth the termination date. After such termination date, LACTC shall have no further obligation under this Agreement.

(c) If LACTC ceases to operate Trains over the Tracks for a period of five years, then this Agreement shall terminate and LACTC shall have no further rights hereunder.

13. Assignment. (a) LACTC may assign all of its rights hereunder to, and all of LACTC's obligations and duties hereunder may be assumed by, a financially and operationally capable joint powers governmental agency, including, without

limitation, the Southern California Regional Rail Authority. LACTC shall give UP at least sixty (60) days' prior written notice of any such assignment and, at UP's request, LACTC shall provide reasonable evidence that such proposed assignee is financially and operationally capable. The enabling legislation and other charter documents for the proposed joint powers governmental agency shall provide it with powers and authority that are not less extensive than those of LACTC set forth in this Agreement, and such powers and authority as are required to incur and satisfy the obligations and duties so assumed. Thereafter, the successor governmental agency, and not LACTC, shall be primarily obligated to UP hereunder for performance of, and compliance with, all of the obligations and duties of LACTC set forth in this Agreement.

(b) UP may not sell all or any portion of its interest in the Operating Land and the Track, and UP may not assign or otherwise delegate any of its rights and duties hereunder in connection with a sale of its interest in the Operating Land and the Track, without the prior written consent of LACTC which shall not be unreasonably withheld (and in any event shall not be withheld if such sale will not have a materially adverse impact on the current or intended operations of LACTC), except that UP may, without the consent of LACTC, transfer:

(i) the Operating Land and the Tracks and assign its rights and duties hereunder to a financially and operationally capable class 1 railroad; provided that UP shall

give LACTC at least forty-five (45) days' prior written notice of any such sale, assignment, or delegation and, at LACTC's request, UP shall provide reasonable evidence that any purchaser, assignee, or delegee is financially and operationally capable;

(ii) any portion of the Operating Land not within fifty (50) feet of the centerline of any now or hereafter existing main line Track; and

(iii) any portion of the Operating Land to any party if (1) UP shall have first offered to sell such portion to LACTC at the fair market value thereof, (2) LACTC shall have expressly declined such offer or shall have failed to accept such offer within three months after receiving written notice thereof from UP and (3) within one year after first offering to sell such portion to LACTC, LACTC shall have closed such sale, at a purchase price no less than offered to LACTC.

Any sale or assignment of UP's interest in the Operating Land or the Tracks shall be subject to LACTC's rights under this Agreement.

14. Force Majeure. Each party will be excused from the performance of any of its obligations hereunder to the other party where such nonperformance is occasioned by any event beyond its control, which shall included without limitations, any order, rule, or regulations of any federal, state, or local governmental body, agency, or instrumentality, work stoppage, accident, natural disaster, or civil disorder, provided the party so

excused hereunder shall use all reasonable efforts to minimize its nonperformance and to overcome, remedy, cure, or remove such event as soon as reasonably practicable.

15. Notices. All notices, demands, requests, and other communications under this Agreement shall be in writing and shall be deemed properly served if delivered by hand to the party to whose attention it is directed, or same shall be deemed to have been properly served and delivered on the fifth day after being mailed by registered or certified mail, return receipt requested, with postage prepaid and addressed as follows:

If intended for LACTC:	Los Angeles County Transportation Commission 818 West Seventh Street Los Angeles, CA 90017 Attention: Mr. Richard Stanger
If intended for UP:	Union Pacific Railroad 1416 Dodge Street Omaha, Nebraska 68179 Attention: Mr. A. L. Shoener
With a copy to:	Vice President-Law Union Pacific Railroad Company 1416 Dodge Street, Room 830 Omaha, NE 68179

Each party may designate by notice in writing substitute parties and/or a new address to which any notice, demand, request or communication shall thereafter be served.

From time to time by written notice to the other party, each party shall designate its representative for operations matters under this Agreement. With respect to discussions with

such representative on matters of operations under this Agreement, each party shall be entitled to rely on the responses and decisions made by the other party's representative so designated.

16. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

17. Severability. Each provision of this Agreement shall be interpreted so as to be effective and valid under applicable law to the fullest extent possible. If any provision contained herein shall for any reason be held invalid, illegal or unenforceable in any respect, then, in order to effect the purposes of this Agreement, it shall be construed as if such provision had never been contained herein.

18. Entire Agreement. This Agreement, including the exhibits attached hereto, contains the entire agreement between LACTC and UP with respect to operations on the Operating Land and the Tracks. No modifications or amendments to this Agreement shall be binding upon either party unless set forth in a document duly executed by both LACTC and UP.

19. No Third Party Beneficiaries. This Agreement, including, without limitation, the provisions set forth on

Exhibit D hereto, is for the benefit of the parties hereto and their successors and assigns only, and shall not be deemed to inure to the benefit of any third parties.

20. No Partnership. It is the intention of the parties not to render the parties liable as partners of each other. Neither party shall be liable for obligations incurred by the other party, except as expressly provided in this Agreement. Nothing in this Agreement nor any of the activities of parties pursuant to this Lease shall be construed to create a partnership of any kind between the parties.

IN WITNESS WHEREOF, the parties to this Agreement have duly executed it as of the day and year first above written.

UNION PACIFIC RAILROAD COMPANY

By: L.B. Schoultz

Printed Name: L.B. SCHOULTZ
Title: EX. WEST. TO EX. VICE PRESIDENT-OPERATION

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

By:

Richard Stanger
Title:

EXHIBIT A

DESCRIPTION OF OPERATING LAND

All of Sellers right-of-way along Seller's Los Angeles Subdivision line between Milepost 2.09 near 9th Street in Los Angeles, California to Milepost 56.6 at West Riverside, California, just short of the switch to the Atchison, Topeka and Santa Fe Railway Company railroad.

Los Angeles County Metropolitan Transportation Authority

Metrolink FY26 Continuing Resolution and FY27 Passenger Rail Supportive Actions

Finance, Budget and Audit Committee

September 17, 2026



Metro

Recommendations

A. AUTHORIZING the CEO or their designee to **execute Metrolink's second continuing resolution to extend Fiscal Year 2026 (FY26) budget authorization through the second quarter of FY27 until January 1, 2027**, and execute all necessary agreements between Metro and the Southern California Regional Rail Authority (SCRRA or Metrolink) based on the continuing resolution;

B. APPROVING additional funding in the amount of up to $365,202 for **Metro's share of the San Bernardino Line 25% Fare Reduction Program** using Proposition C 10%/Measure M 1% SCRRA dedicated funds and extending the program from June 30, 2025, to June 30, 2030;

C. APPROVING **Burbank Airport–South Metrolink station safety improvements** using Measure R 3% SCRRA-dedicated funds in the amount up to $1.3 million;

D. APPROVING **Pomona–Downtown Metrolink station Americans with Disabilities Act (ADA) improvements** using Measure R 3% SCRRA-dedicated funds in the amount up to $256,720;

E. EXTENDING the **lapsing dates for funds previously allocated to SCRRA** for 12 State of Good Repair and capital project Memoranda of Understanding (MOU).

F. RECEIVING AND FILING an **update on Metrolink Station Planning**.

Metro

Recommendation A: Metrolink FY27 Budget Development Update

- FY27 budget unresolved; Metrolink requests a second three-month continuing resolution to continue operations while the budget is finalized.
- Metro's $137.2M operating subsidy is consistent with actual expenditures in recent years
  - Funding: Proposition C 10% and Measure M 1%
- SCRRA submitted its first FY27 budget proposal on July 18, 2026
  - Continues current service level following the March 2026 20% service reduction
  - Exceeds Metro's FY27 funding target by $12.1M and OCTA's by $6.0M (combined 70% of subsidy)
  - Cost drivers: Mandated 5% Alstom contract escalation, fuel (+31%), FY26 crew levels, wage increases
  - A revenue forecast error accounts for ~$8M of Metro's $12.1M gap
- Member agencies must revise budget assumptions and service levels to meet subsidy targets

Metro

Recommendations B-C: Passenger Rail Supportive Actions

- Recommendation B: San Bernardino Line 25% Fare Reduction Program
  - Extends the program through 2030, when it is projected to break even
  - No additional funding needed after 2030; program then integrates into Metrolink's permanent fare structure

- Recommendation C: Burbank Airport–South Station Safety Improvements
  - City of Burbank has expressed interest in assuming maintenance once Metro completes safety and ADA work
  - Site inspections estimate up to $1.3M needed for state of good repair and ADA compliance

Metro

Recommendations D-F: Passenger Rail Supportive Actions

- Recommendation D: Pomona–Downtown Station ADA Improvements
  - DOJ identified 96 ADA accessibility findings at this station
  - Measure R 3% funds reimburse the City of Pomona up to $256,720 for four deficiencies

- Recommendation E: MOU Extensions for State of Good Repair and Capital Projects
  - Extends lapsing dates on 12 MOUs due to supply chain and unforeseen project delays

- Recommendation F: Metrolink Station Planning Update
  - Staff continue leading station planning, environmental clearance, and design efforts, including preliminary engineering for:
    - Pico Rivera Metrolink Station – Preliminary Engineering
    - Pacoima Metrolink Infill Station and Mobility Hub – Preliminary Engineering
    - Los Angeles General Medical Center – Preliminary Engineering

Metro

Next Steps

- Staff continue working with SCRRA to develop a revised FY27 budget proposal that meets Metro's operating subsidy target
  - Once the SCRRA Board transmits a final FY27 budget, staff will return to the Board with a recommendation

- Upon approval, Metro will fund the Burbank–South improvements, the San Bernardino Line fare discount program, and the Pomona station ADA improvements

- Updates on the Pico Rivera, Pacoima, and LAGMC station projects will come as standalone Board items if needed

- If the FY27 budget is not finalized by December 31, 2026, the CEO will amend the FY26 Metrolink MOU to authorize the second-quarter continuing resolution

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0621, **File Type:** Program **Agenda Number:** 28.

EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMER 17, 2026

SUBJECT: RAIL STATION NAMES - WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 3

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

WITHDRAWN:

~~ADOPT the staff recommendation for the following official and operational station names for the two stations that comprise Metro Rail's D Line Extension, Section 3:~~

~~**Official Station Name:** Wilshire/UCLA~~
~~**Operational Station Name:** Wilshire/UCLA~~

~~**Official Station Name:** Wilshire/VA Medical Ctr~~
~~**Operational Station Name:** Wilshire/VA Medical Ctr~~

ISSUE

Metro is procuring signage and other permanent station identification materials for the Westside Purple (D Line) Extension Project, Section 3 stations. As construction is fully underway an official and operational station name, consistent with 'Metros Property Naming Policy <https://boardagendas.metro.net/board-report/2017-0080/> approved in February 2017, needs to be adopted by the Board to enable Metro's contractor to produce wayfinding and station signage for the new stations.

BACKGROUND

The revenue service date for the Westside Purple (D Line) Extension Project, Section 3, is expected to be in fall 2027. The project is currently making significant headway at 85% completion overall as running rail installation was completed and systems testing has started for the Section 3 project. Both stations also have permanent electrical power. In accordance with Metro's Property Naming Policy, Community Relations began soliciting suggestions for permanent station names from community stakeholders, which included residents, commercial stakeholders, the Business Improvement Districts, adjacent cities to the alignment, elected officials, and institutional stakeholders in late 2025.

DISCUSSION

The 2003 Board-approved Property Naming Policy states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. The policy states that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash.

Properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices while the operational name may be used more commonly in signage and customer materials.

Community Input

From September through November 2025, Metro Community Relations conducted a comprehensive outreach and engagement program to gather public input on the permanent names of the two Section 3 D Line stations, Westwood/UCLA and Westwood/VA Hospital stations, located at Wilshire Boulevard and Gayley Avenue and Wilshire Boulevard and Bonsall Avenue, respectively.

Metro Community Relations conducted targeted outreach throughout the project area to explain Metro's station naming process and solicit public input. Engagement activities included approximately 15 community events and organizational meetings in Westwood and Century City, as well as presentations to the City of Los Angeles Board of Public Works, the Westwood Village Improvement Association, the Westside Cities Council of Governments' Transportation Committee, University of California, Los Angeles (UCLA) students, UCLA Government & Community Relations, Westwood residents, and attendees of D Line Extension construction update meetings.

Veteran-focused outreach included a four-day information booth at the West Los Angeles VA Medical Campus and email solicitations to 87 veteran-affiliated contacts and community leaders, resulting in 386 responses related to the Westwood/VA Hospital Station.

Metro also promoted participation through social media, the Section 3 project website, weekly construction notices, targeted project emails, monthly newsletters, and the digital platforms of community and institutional partners. Collectively, these in-person and online efforts generated more than 1,285 submissions for the two stations.
Following the public submission period, Metro Research reviewed proposed names for consistency with Metro's Property Naming Policy and conducted a rider survey to evaluate eligible alternatives. The recommended station names reflect the community input, rider survey findings, and staff policy review.

Survey Results

More than 1,200 station names submitted by the community were reviewed and screened by Metro staff based on the property naming guidelines. The most common and highly suggested community submitted names were then included as part of a research survey. The survey was fielded in January 2026 with 200 Metro riders and 200 Infrequent/Non-Metro riders, in which the ease of navigation of each potential station name was evaluated. The demographic composition of survey

respondents mirrors Metro On-Board Survey and Census demographics, respectively. The top names from community input were included.

For the Westwood/UCLA station, “Wilshire/UCLA” is perceived as the easiest name option among both Metro Riders and Infrequent & Non-Riders. The ease of all potential name options for the Westwood/VA Hospital Station are similar among both Monthly Riders and Infrequent & Non-Riders.

% Who Perceive Name will be Easy for Navigation - Westwood/UCLA Station

	Westwood/ UCLA (A)	Wilshire/ UCLA (B)	Wilshire/ Westwood (C)	Westwood Village/UCLA (D)
Monthly Riders	72%	77%	74%	67%[B, C]
Infrequent/Non-Riders	66%	70%	66%	69%

% Who Perceive Name will be Easy for Navigation - Westwood/VA Hospital Station

	VA Medical Ctr/West LA (A)	Wilshire/VA Medical Ctr (B)	West LA/Veterans Med Ctr (C)	Wilshire/ Veterans Med Ctr (D)
Monthly Riders	59%	64%	64%	63%
Infrequent/Non-Riders	68%	69%	67%	70%

Significance Results (McNemar’s test with continuity correction): A, B, C, D indicates statistical significance at 95% confidence vs. the column indicated by letter.

Staff Recommendation

The table below shows the Original Placeholder names and the Recommendation for Official and Operational Station Name. The recommended official and operational station names are the result of community outreach and engagement, a rider survey, and staff review to ensure consistency with Metro’s Property Naming Policy.

A map of these stations showing the proposed official and operational names is included as Attachment A.

Original Placeholder	Recommended Official and Operational Station Name
Westwood/Wilshire	Wilshire/UCLA
Westwood/VA Hospital	Wilshire/VA Medical Ctr

Wilshire/UCLA
The new station is located in the neighborhood of Westwood at the intersection of Wilshire Bl and Gayley Av. Consistent with Metro's Property Naming Policy, Wilshire/UCLA is recommended as the new station name because it provides a clear geographic reference, identifies a major regional destination, and remains concise for wayfinding and customer use. The station is located less than a mile from the UCLA campus and will serve as one of the primary transit gateways to the university.

Metro's Property Naming Policy states:
Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward, and unified way to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

Transit system context - Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.

Property area context - Names will provide specific information as to the
location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.

The staff recommendation meets these guidelines and principles by providing clarity and maximum benefit for the transit user. Consistent with Metro's Property Naming Policy, the staff recommendation is "Wilshire/UCLA" for the official name and for the operational name.

Wilshire/VA Medical Ctr
Consistent with Metro's Property Naming policy, the Recommended Official Station Name, Wilshire/VA Medical Ctr, provides a clear geographic reference, identifying a major regional destination, and remaining concise for wayfinding and custom use. The name also accurately reflects the station's location adjacent to the current VA Medical Center campus while maintaining consistency with Metro's established naming conventions along the Wilshire corridor, helping riders quickly identify the station's location and destination served.

The staff recommendation meets these guidelines and principles by providing clarity and maximum benefit for the transit user. Consistent with Metro's Property Naming Policy, the staff recommendation is "Wilshire/VA Medical Ctr" for the official name and for the operational name. The VA was notified of the proposed station name recommendation in July 2026 and, to date, has informally not objected. Metro is currently awaiting their formal concurrence.

DETERMINATION OF SAFETY IMPACT

Adoption of these names does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Station identification signage in the right-of-way has been fabricated for train testing. Costs are expected to be incurred to fabricate station name signs and will be borne by the LOP budget of Purple (D Line) Extension Project Section 3 - 865523. The costs are estimated to range from $500,000 to $680,000

Impact to Budget
The funding sources for the Purple (D Line) Extension Section 3 project are the combination of federal grant, Measure R 35%, and Measure M 35%. These funds are not eligible for bus & rail operating and capital expenses.

EQUITY PLATFORM

This staff recommendation will benefit all Metro riders utilizing the new stations and navigating the Metro system by improving customer experience. The recommended station names were voted on by the public and are consistent with Metro's Property Naming Policy. The outreach performed by Metro Community Relations to solicit suggestions for permanent station names was open to all members of the community, regardless of race, residency, or other social and demographic factors.

Should the Board adopt the recommended station names, new and existing transit users will find the new stations easy to locate and use, thereby increasing transit equity in Los Angeles County.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve Metro's customer experience, safety, and community engagement strategies and further encourage transit ridership, ridesharing, and active transportation. Metro's board adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's goal of providing high-quality mobility options that enable people to spend less time traveling. The recommendation also supports Metro's goal of enhancing communities and lives through mobility and access to opportunity.

Both goals are supported because, when completed, the Purple (D Line) Extension subway will make travel between downtown Los Angeles and the Westside easier and more convenient for riders, especially riders in underserved communities, who do not have access to a vehicle or cannot carpool or afford rideshare services.

Adding seven new stations to Metro's ever-expanding transit network, the Westside Purple (D Line) Extension subway will provide all Metro transit riders a reliable connection between downtown LA and Westside communities, including West LA and Westwood.

Adoption of the permanent station names will make navigating the stations of the Purple (D Line) Extension simpler by using names that are easily recognizable and that reflect the stations' locations relative to known communities and familiar neighborhoods.

ALTERNATIVES CONSIDERED

The Board could choose to select alternate names for the stations. This alternative is not recommended because the community input received during the station naming process overwhelmingly supported maintaining the original geographically based station names.

NEXT STEPS

Staff will work with the Westside Purple (D Line) Extension, Section 3 to implement the station names as adopted by the Board.

ATTACHMENT

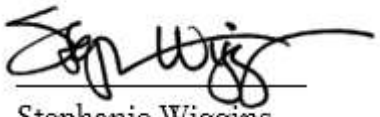
Attachment A - Map of Purple (D Line) Extension Project Section 3 Stations

Prepared by:

Mindy Lake, Principal Community Relations Officer, (323) 900-2146
Juan Solorio, Community Relations Manager, (213) 503-6113
Olga Arroyo, Director, Community Relations, (213) 893-7115
Anthony Crump, Executive Officer, Community Relations, (213) 418-3292
Marisa Perez, Deputy Chief, Community Relations, (213) 922-3808

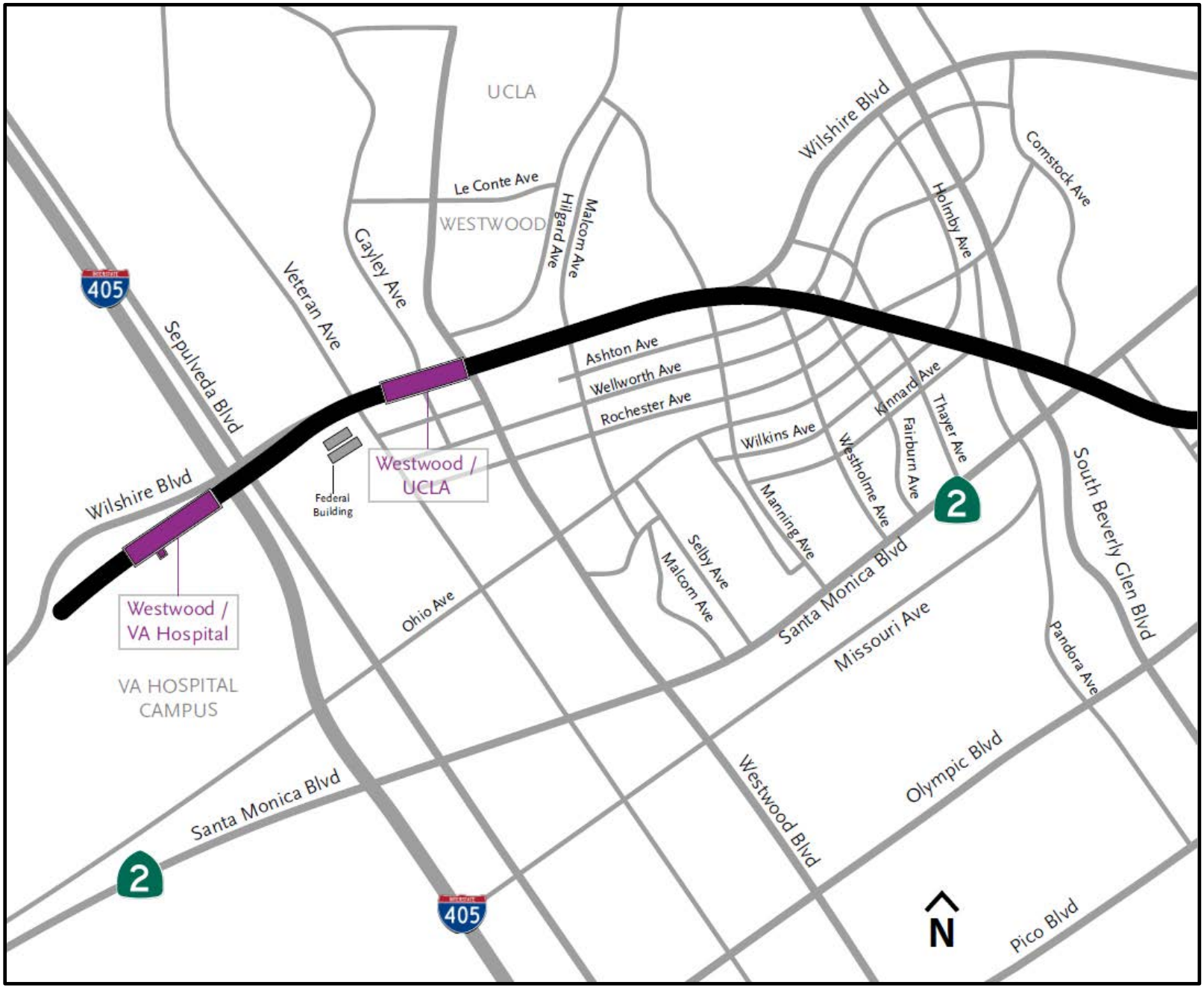
Reviewed by:

Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie Wiggins
Chief Executive Officer

Attachment B – Purple (D) Line Section 3 Station Map



Purple (D-Line) Extension Section 3 Rail Station Name Recommendation

Executive Management Committee
September 17, 2026

Metro

RECOMMENDATION FOR BOARD ACTION

Adopt the staff recommendation for the following official and operational station names for Metro's Purple (D Line) Extension Section 3:

Official Station Name	Operational Station Name
Wilshire/UCLA	**Wilshire/UCLA**
Wilshire/VA Medical Ctr	**Wilshire/VA Medical Ctr**

Metro

BACKGROUND/RELEVANT POLICY

Board-approved Property Naming Policy

(Revised 2017)

Purpose of Station Names

- Assist customers in navigating the system

Criteria for Names

- Based primarily on geographic location
- Nearby street or freeway
- Well-known destination or landmark
- Community, district or city name
- Not named for individuals
- Preferred max. of 24 characters for ADA/general readability
- Simple, quick recognition
- Single names preferred; multiple names separated by slash

Station Name Types

- "Official Station Name" board-adopted station name may be used in documents and legal notices
- "Operational Station Name" may be used more commonly and/or when space is limited and on signage, customer materials
- General guidelines, exceptions can be made

Public outreach and engagement

- Required prior to station naming recommendations.
- Includes local/regional stakeholders, current and potential Metro Bus and Rail riders.

Metro

PUBLIC OUTREACH & ENGAGEMENT

- Collectively, these in-person and online efforts generated **more than 1,285 name submissions** for the two stations. Significantly higher than previous campaigns.
- Per naming policy, public outreach and engagement is required
- Metro conducted outreach and engagement from September 2025 through November 2025.
- Outreach included community events, briefings, and presentations to the City of Los Angeles Board of Public Works, the Westwood Village Improvement Association, the Westside Cities Council of Governments' Transportation Committee, University of California, Los Angeles (UCLA) students, UCLA Government & Community Relations, Westwood residents, and attendees of D Line Extension construction update meetings.
- Veteran-focused outreach included a four-day information booth at the West Los Angeles VA Medical Campus and email solicitations to 87 veteran-affiliated contacts and community leaders, resulting in 386 responses related to the Westwood/VA Hospital Station.

Metro

SURVEY RESEARCH AND MEMORANDUM OF AGREEMENT

Survey Research

- Consistent with Metro's Property Naming Policy, Metro surveyed 200 riders and 200 potential riders.
- Among Spanish-Dominant Riders, "Wilshire/UCLA" is perceived as easier and more likely to be ranked easiest.
- For the Westwood/UCLA station, "Wilshire/UCLA" is perceived as the easiest name option among both Metro Riders and Infrequent & Non-Riders.
- For the Wilshire/VA Medical Ctr station, "Wilshire/VA Medical Ctr" is perceived as the easiest name option among both Metro Riders and Infrequent & Non-Riders.

Metro

OUTREACH & ENGAGEMENT

Outreach was conducted to approximately 20 alignment critical stakeholders and large employers covering zip codes 90024, 90049, 90025, 90073, 90077

Activities & Attendees

- Board of Public Works (09/3): approximately 10
- UCLA Westwood Village Bloc Party (09/21): approximately 400
- Westwood Farmers Market (10/9): approximately 30
- Westwood Village Improvement Association Board Meeting (10/7): approximately 30
- Westside Service Council Transportation Committee meeting 10/8): approximately 15
- D Line Ext. Construction Community Update Meeting (10/8): approximately 100
- Provide Public Comment at County Veteran Advisory Commission Meeting (10/15): approximately: 20
- Century City Farmer's Market (10/23): approximately 30
- West LA VA Medical Campus 10/21-10/24 (4 days of tabling): approximately 120
- Board Deputy and Elected offices briefing presentation (9/26): approximately 8

Targeted Outreach to Large Employers

- 10900 Wilshire
- 10920 Wilshire
- 10960/10980 Wilshire
- One/10940 Wilshire

Metro

DIGITAL OUTREACH & ENGAGEMENT

Digital Solicitation

- Solicited input and amplification from 116 Veteran Stakeholders in September 2025
- UCLA Government & Community Relations included in newsletter in October and November 2025 issues: Approximately 400
- UCLA Luskin School of Public Affairs included in school newsletter and LinkedIn post in October 2025: Informs campus employees and students: Approximately 400

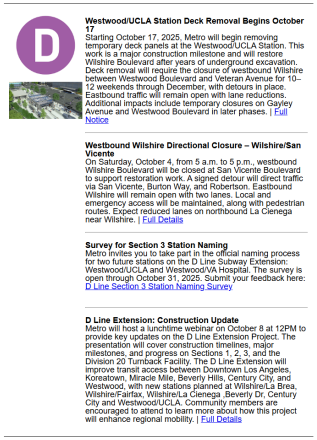
Metro Social Media Channels Impressions

- Friday Email
  - 10/3/25 (18,833 opens)
  - 10/10/25 (18,533 opens)
  - 10/17/25 (18,001 opens)
- Project Email
  - 10/1/2025 (2,576 opens)
  - 10/15/25 (2,628 opens)
  - 10/29/2025 (2,601 opens)
- Nextdoor Post
  - 10/01/25 (9,922 Impressions)
- Facebook Post – Metro Westside Cities Region Group
  - 10/1/25 (180 members)

Metro

ENGAGEMENT SAMPLES

October 2025 Friday Email Content



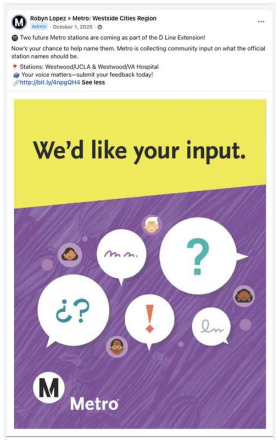
Westwood/UCLA Station Deck Removal Begins October 17
Starting October 17, 2025, Metro will begin removing temporary deck panels at the Westwood/UCLA Station. This work is a major construction milestone and will restore Wilshire Boulevard after years of underground excavation. Deck removal will require the closure of westbound Wilshire between Westwood Boulevard and Veteran Avenue for 10–12 weekends through December, with detours in place. Eastbound traffic will remain open with lane reductions. Additional impacts include temporary closures on Gayley Avenue and Westwood Boulevard in later phases. | Full Notice

Westbound Wilshire Directional Closure – Wilshire/San Vicente
On Saturday, October 4, from 5 a.m. to 5 p.m., westbound Wilshire Boulevard will be closed at San Vicente Boulevard to support restoration work. A signed detour will direct traffic via San Vicente, Burton Way, and Robertson. Eastbound Wilshire will remain open with two lanes. Local and emergency access will be maintained, along with pedestrian routes. Expect reduced lanes on northbound La Cienega near Wilshire. | Full Details

Survey for Section 3 Station Naming
Metro invites you to take part in the official naming process for two future stations on the D Line Subway Extension: Westwood/UCLA and Westwood/VA Hospital. The survey is open through October 31, 2025. Submit your feedback here: D Line Section 3 Station Naming Survey

D Line Extension: Construction Update
Metro will host a lunchtime webinar on October 8 at 12PM to provide key updates on the D Line Extension Project. The presentation will cover construction timelines, major milestones, and progress on Sections 1, 2, 3, and the Division 20 Turnback Facility. The D Line Extension will improve transit access between Downtown Los Angeles, Koreatown, Miracle Mile, Beverly Hills, Century City, and Westwood, with new stations planned at Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega ,Beverly Dr, Century City and Westwood/UCLA. Community members are encouraged to attend to learn more about how this project will enhance regional mobility. | Full Details

October 2025 Facebook Group



Project Email Distribution: October 3, 10, 17



Share Your Feedback on the future D Line Section 3 Station Names

Metro is excited to invite you to participate in the official naming process for two future stations as part of the D Line Subway Extension Project.

Metro is extending the D Line with two future stations—Westwood/UCLA and Westwood/VA Hospital —as part of Section 3 of the D Line Subway Extension Project.

We're inviting community members like you to help select the official names for these stations. Your input will help ensure the names reflect the character and identity of the surrounding neighborhoods.

Share your input with Metro by **October 31, 2025**.

Share your feedback here: D Line Section 3 Station Naming Survey

Contact Us
Question or comments? We are here to help.

24/7 Hotline | 213.922.6934
Email | metrodline@metro.net
Website | metro.net/dline

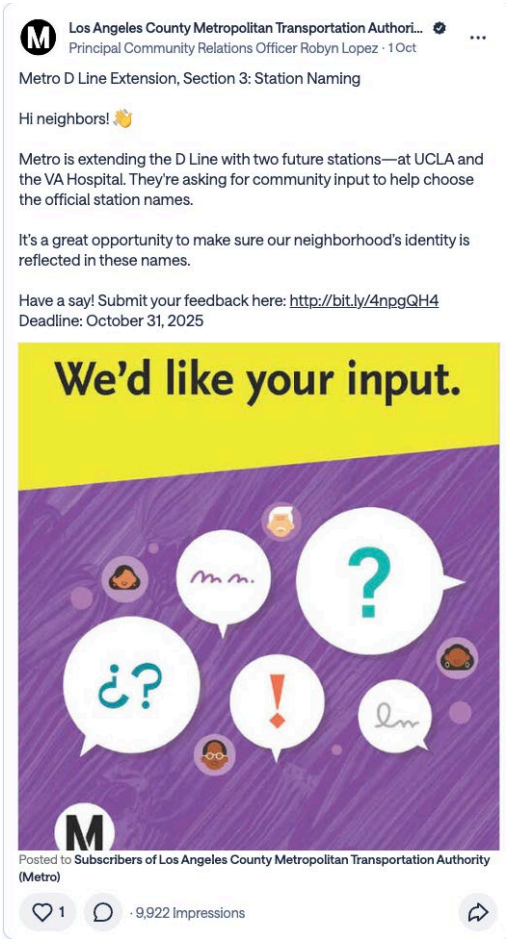
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Nextdoor Post: October 1



Metro

Questions

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0577, **File Type:** Contract **Agenda Number:** 46.

REVISED
REGULAR BOARD MEETING
SEPTEMBER 24, 2026

SUBJECT: BUS ACQUISITION OF 220 FORTY-FOOT BATTERY ELECTRIC BUSES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with ElDorado National (California), Inc. (ENC), for the manufacturing and delivery of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

BASS AMENDMENT: Direct the CEO to:

A. AWARD the base contract of 220 Battery Electric Buses (BEBs) to El Dorado Nation Inc.;

B. REQUIRE that the exercise of any contract option(s) for the purchase of Battery Electric Buses beyond the 220-bus base order (“Option Vehicles”) be subject to Board approval;

C. DIRECT that the exercise of an option to purchase the remaining 1,600 Option Vehicles be structured for purposes of Board authorization in increments not to exceed 300 BEBs. The Board reserves the right to not exercise any option and to rebid the first option and any subsequent options presented;

D. Any request to the Board to approve the purchase of Option Vehicles shall include an

evaluation regarding contractor's performance with respect to the following;

1. Adherence to established vehicle delivery timelines aligned with;

   i. Fleet replacement requirements;
   ii. Depot electrification;
   iii. Infrastructure readiness;
   iv. Retirement schedules for aging compressed natural gas (CNG) buses;

2. Demonstrated operational reliability, range, efficiency, and technical performance of delivered BEBs in revenue service; and

3. Compliance with US Employment Program commitments, including:

   i. Contract specific labor values forms
   ii. Job creation/retention metrics
   iii. Workforce training
   iv. Commitment to hire disadvantage workers
   v. Certified payroll reporting
   vi. Compliance with labor standards and Metro's Manufacturing Careers Policy.

ISSUE

New zero-emission buses are required to help Metro transition to a ZEB fleet and replace Compressed Natural Gas (CNG) buses that have reached the end of their useful life. To support this goal, the contract award will authorize the purchase of 220 BEBs and increase the LOP budget to fund the acquisition of the BEBs.

BACKGROUND

At its July 2017 meeting, the Board approved Motion 50, issued by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030. This was contingent on cost and performance being equivalent to CNG buses and on continued advancements in charging infrastructure.

In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029.

At its January 2023 meeting, the Board authorized staff to issue a federally funded Best Value Request for Proposals (RFP) using competitive negotiations pursuant to PCC § 20217 for the procurement of new BEBs and charging infrastructure. In April 2024, Metro released an RFP for zero-emission buses, with a base order of 260 battery-electric buses (BEBs) and 20 hydrogen fuel cell

electric buses (FCEBs), and options to purchase up to 1,980 ZEBs.

In November 2025, staff canceled the RFP for several reasons, including the proposers not meeting certain safety requirements, deviations sought on Metro's Terms and Conditions and the Manufacturing Careers Policy (MCP), high price of the BEB (7.4% over the Independent Cost Estimate (ICE) per bus), as well as the entry of new battery electric bus manufacturers in the US market after release of the RFP.

In December 2025, Metro issued two solicitations: OP118576(2), for a base order of 220 battery-electric buses (BEBs) with options for up to 1,600 additional BEBs, representing a potential total of 1,820 vehicles, as well as OP139029, for 20 BEBs. The technical specifications in these solicitations were refined by eliminating prescriptive requirements for less critical features while ensuring a continued focus on safety for both operators and riders.

The first solicitation, OP118576(2), included a delivery schedule designed to align bus deliveries with the retirement of CNG buses and depot electrification projects at Divisions 9 and 18. The second solicitation, OP139029, was issued to encourage participation by newer manufacturers and support continued growth within the U.S. bus manufacturing industry.

DISCUSSION

The decision to cancel and re-release solicitations has led to an increase in the number of proposers, the submission of proposals with lower costs than the Independent Cost Estimate (ICE), reduced lead times for bus deliveries, and the incorporation of critical safety requirements into the bus design by proposers.

The staff recommendation presents the contractor who is most advantageous to Metro for the purchase of a base order of 220 battery-electric buses, while providing meaningful employment opportunities and competitive wages to the workforce that will build them. ENC's offer represents the highest-rated offer to Metro for BEBs when all technical and pricing factors are considered in accordance with the RFP evaluation criteria, including U.S. content and the U.S. Employment Plan. The Procurement Summary (Attachment B) provides detailed evaluation results and rankings for all proposers, including the weighted scores for each evaluation factor.

ENC was originally founded in 1975 as National Coach Corporation and went through many changes throughout the years, with facilities in Gardena, CA, Chino, CA, Carson, CA and other manufacturing facilities in Kansas. In 2003, ElDorado National, California opened their Riverside, CA manufacturing facility where they still operate today. As part of their parent company REV Group, formerly Allied Specialty Vehicles, ENC was awarded a 40' CNG bus contract by LA Metro in October of 2017. The total quantity of ENC buses purchased by LA Metro through base and option contracts is 554. These buses continue to operate in revenue service and serve many areas throughout the Metro service area.

In January 2024, REV Group declared its intention to cease operations at ENC due to supplier challenges and a highly competitive transit bus market. Although ENC was initially scheduled to close in October, Rivaz Inc. announced on October 18, 2024, that it had acquired ENC from REV Group.

Rivaz Inc. is a clean-tech company based in Pasadena involved in extracting critical battery materials and manufacturing zero-emission commercial vehicles.

A few notable agencies that also operate ENC buses are PACE Suburban Bus, City of Gardena, and Victor Valley Transit.

The new BEBs will include new technology and safety enhancements, such as an integrated operator compartment, an advanced driver assistance system (collision avoidance), an acoustic vehicle alerting system, and an optional mirrorless driver assistance camera system. The BEB range is estimated at 174-250 miles on a single charge.

The base order of 220 BEBs will be assigned primarily to Divisions 9 (El Monte) and 18 (Carson) to support the electrification of North Hollywood to Pasadena BRT and other local routes. Bus deliveries will begin in Spring 2028. The Contract also includes options for up to an additional 1,600 BEBs. The contract will include an assignment clause that allows Metro to assign any unused bus options to any municipal operator that would like to purchase buses under Metro's contract.

Metro's Manufacturing Careers Policy (MCP) was applied to this procurement, and all proposals were thoroughly evaluated to ensure that the information provided was sufficiently supported and aligned with the requirements of the USEP program. A critical component of this evaluation is the Labor Value Form, which is essential to vetting USEP proposals because it provides details about the basis for the estimate on retained and newly created jobs, the classification of jobs to be retained or created, and the wages and benefits associated with those jobs for this contract. By applying MCP, ENC must attract and retain skilled workers, support workforce development, and ensure compliance with labor standards.

DETERMINATION OF SAFETY IMPACT

The new BEB buses incorporate several features that will improve operator, passenger, and pedestrian safety. Some of the safety enhancements that may be on new buses include self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, video monitors, real-time video security system accessibility, and improved passenger door sensors. Operator compartments will also be integrated into the bus design to improve operator safety and security. In addition, the buses will offer increased space for strollers, reducing the need to fold them. This enhancement will facilitate easier entry and bolster safety for young children and their caregivers.

FINANCIAL IMPACT

The total requested LOP increase is a combination of the contract amount for the 220 BEB base order of $337,698,727.58, 10% contract modification authority, and internal labor, professional, and technical support, for a total of $382,355,185.34. Available project funds will be budgeted under project 201078 in cost center 3320 Zero Emission Acquisition and Implementation. The initial LOP for $52,000,000 was approved in November 2025 for the purchase of up to 40 BEBs on the Washington State Department of Enterprise Services contract. This is a multi-year contract, and the cost center manager, project manager(s), and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

Funding for base order buses will come from a combination of state, federal, and local funds. $42.5M local funds are eligible for bus and rail operating and capital projects. Funding and expenditures for the project are detailed in Attachment D.

EQUITY PLATFORM

The acquisition of 220 BEBs will operate on routes restructured under the NextGen transit service plan, with service provided by Division 9 in El Monte and Division 18 in Carson. The service areas of the corridors are 147 square miles, encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21% of the County's population and approximately 20% of the County's employment.

Priority populations are defined as disadvantaged or low-income communities under Senate Bill 535 (SB 535) and Assembly Bill 1550 (AB 1550). There is great overlap between these areas and areas that Metro defines as Equity Focus Communities (EFC). The zero-emission bus program projects are targeted at benefiting communities with some of the greatest mobility needs in Los Angeles County. The projects' service corridors are composed of 88% in Low-Income Communities as identified by AB 1550, 73% in Disadvantaged Communities as identified by SB 535, and 61% in Equity Focus Communities as defined by Metro's EFC definition. EFCs benefiting from the zero-emission bus transit acquired as part of this project or located in, but are not limited to, El Monte, Rosemead, Paramount, Willowbrook, Bellflower, and Hawthorne.

ElDorado National (California), Inc. (ENC), a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and pauses the reporting and submission requirements for DBE goals. Until further notice, TVMs are not required to submit DBE goals. However, as referenced above, Metro's MCP will apply to this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these improving VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital investments and operational purchase activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity, and Goal #4 Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to purchase BEB buses and continue using CNG buses, which is not recommended because the current bus fleets have reached or are expected to exceed their useful life. Operating CNG buses past their useful life requires additional investment to replace costly components on aged chassis. Extending vehicle life also adversely impacts fleet reliability and diminishes the quality of service provided to Metro's passengers. Lastly, extending CNG bus operations conflicts with Metro's Zero-Emissions Goal.

One of the proposers filed a protest on July 22, 2026, on the contract award to ElDorado National California, Inc. Metro reviewed the claims cited by the proposer in their letter and denied the protest on August 28, 2026. Subsequently, the proposer filed an appeal to the protest decision on August 21, 2026. After careful review, consideration, and investigation of the claims set forth in the appeal, Metro determined the appeal did not have merit and was denied on September 10, 2026. The protest period for this procurement has expired.

NEXT STEPS

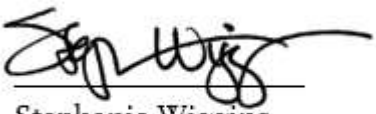
Upon Board approval, staff will execute the contract award with ENC and issue a Notice to Proceed.

ATTACHMENTS

Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Attachment D - Expenditure and Funding Plan

Prepared by:
Daniel Surmenian, Senior Director, Project Delivery Team (213) 922-5830
Amy Romero, Deputy Executive Officer, Project Management, (213) 922-5709

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2017-0524, **File Type:** Motion / Motion Response **Agenda Number:** 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an $890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN AND SOLIS AS AMENDED BY SOLIS, KUEHL AND BARGER

RECOMMENDATION

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

PROCUREMENT SUMMARY

BUS ACQUISITION OF 40' BATTERY ELECTRIC BUSES/OP118576(2)000

1.	**Contract Number**: **OP118576(2)000**	
2.	**Recommended Vendor**: ElDorado National (California), Inc. (ENC)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 22, 2025	
	B. Advertised/Publicized: December 20, 2025- December 25, 2025	
	C. Pre-Proposal Conference: January 13, 2026	
	D. Proposals Due: March 6, 2026	
	E. Pre-Qualification Completed: April 9, 2026	
	F. Ethics Declaration Forms submitted to Ethics: March 10, 2026	
	G. Protest Period End Date: July 22, 2026	
5.	**Solicitations Downloaded**: 76	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: **Ani Pogossian**	**Telephone Number**: **213-922-2874**
7.	**Project Manager**: **Daniel Surmenian**	**Telephone Number**: **213-922-5830**

A. Procurement Background

This Board Action is to approve Contract No. OP118576(2)000 issued in support of the manufacturing and delivery of a base buy of two hundred and twenty (220) Battery Electric Buses (BEBs). Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP118576(2) was issued in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement, as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Metro's Manufacturing Careers Policy will apply to this procurement.

Ten amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on 12/24/2025 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 2, issued on 1/9/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 3, issued on 1/9/2026 clarified and modified the Technical Specification and Solicitation Terms;

- Amendment No. 4, issued on 1/16/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 5, issued on 1/23/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 6, issued on 1/30/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 7, issued on 2/6/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 8, issued on 2/13/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 9, issued on 2/24/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 10, issued on 5/11/2026, BAFO.

The solicitation was advertised across six different platforms: The Wave, Los Angeles Daily News, Los Angeles Times, La Opinion, Transit Magazine and Passenger Transport. A total of 76 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on January 13, 2026, and was attended by 59 participants representing 13 firms. Additionally, a virtual Technical Q&A session was held on January 29, 2026, with 40 participants representing seven firms. There were 254 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on March 6, 2026.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Bus Acquisitions, Construction Management/ Alternative Delivery and the Diversity and Economic Opportunity Department (DEOD) was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were initially evaluated based on the pass/fail minimum qualifications criteria outlined in the RFP. Part of the pass/fail requirements included proposers demonstrating that they are a transit manufacturer that will comply with the final assembly requirements in the United States (U.S.); have past experience manufacturing Buy America-compliant transit buses for the U.S. public transit market; and demonstrate successful past experience manufacturing buses that utilize key components and subsystems similar to those in the proposed vehicle, particularly BEB propulsion systems.

The PET determined that all three proposals met the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- Project Management Experience 300 Points
- Experience and Past Performance 200 Points
- Price 200 Points
- Technical Compliance 200 Points
- Availability Framework 50 Points
- U.S. Employment Program 50 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Rolling Stock acquisition procurements. Several factors were considered when developing these weights, giving the greatest importance to Project Management Experience.

On March 13, 2026, the PET met to review the evaluation criteria package, complete confidentiality and conflict of interest forms and receive the three proposals to initiate the evaluation phase. Evaluations were conducted from March 13, 2026, to March 25, 2026.

On April 3, 2026, the Contract Administrator requested clarifications and/or supplemental information necessary to fully evaluate all three firms. On April 13, 2026, the firms submitted their responses to the clarification requests and provided supplemental information as requested. The PET subsequently re-evaluated the proposals based on the additional information provided and established a competitive range.

Of the three proposals received, all three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. ElDorado National (California), Inc. (ENC)
2. New Flyer of America Inc. (New Flyer)
3. RIDE Mobility, LLC. (RIDE)

No firms were determined to be outside the competitive range.

From May 4, 2026 to May 7, 2026, the evaluation committee conducted negotiations with the firms in the competitive range. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions.

An invitation to submit a Best and Final Offer (BAFO) was issued on May 11, 2026 to all firms in the competitive range. BAFO submittals were received on May 22, 2026, and were reviewed and evaluated by the PET. The PET reviewed the BAFOs and prepared a recommendation-for-award memorandum on June 2, 2026.

Qualifications Summary of Firms within the Competitive Range:

ElDorado National (California), Inc.

ElDorado National (California), Inc. is based in Riverside, California. The company was founded as National Coach Corporation in 1975. In 1991, the company was combined with the Kansas-based bus builder ElDorado Motors, operating as ElDorado National until its rebranding to ENC.

ENC proposes to build the LACMTA bus orders in its Riverside, California facility. ENC's transit agency clients include City of Gardena, Franmar Leasing LLC, Salt Lake City Airport, Pace-Headquarters, and LACMTA.

New Flyer of America Inc.

New Flyer of America Inc. is a Winnipeg, Manitoba, Canada based corporation, founded in 1930 and is a subsidiary of New Flyer Industries (NFI) Group.

New Flyer proposes to build the LACMTA bus orders in its Anniston, Alabama facility. New Flyer's transit agency clients include Maryland Transit, Miami-Dade Transit, New Jersey Transit, NYCTA, WMATA and LACMTA.

RIDE Mobility, LLC

RIDE Mobility, LLC is based in Pasadena, California and is the U.S. subsidiary of Build Your Dreams (BYD), a Chinese-based bus manufacturer.

RIDE proposes to build the LACMTA bus orders in its Lancaster, California facility. RIDE's transit agency clients include Antelope Valley Transit Authority, Los Angeles Department of Transportation, Long Beach Transit, San Francisco Municipal Transportation Agency, and LACMTA.

A summary of the PET scores for BEBs is provided below:

1	Firm	Average Score (%)	Factor Weight	Weighted Average Score	Rank
2	**ElDorado National (California), Inc.**				
3	Project Management Experience	81.06	300	243.19	
4	Experience and Past Performance	69.55	200	139.10	
5	Price	100.00	200	200.00	
6	Technical Compliance	82.17	200	164.34	
7	Availability Framework	100.00	50	50.00	
8	U.S. Employment Program	74.58	50	37.29	

9	**Total**		**1,000**	**833.92**	**1**
10	**New Flyer of America Inc.**				
11	Project Management Experience	81.13	300	243.40	
12	Experience and Past	73.21	200	146.43	
13	Price	84.79	200	169.58	
14	Technical Compliance	77.17	200	154.35	
15	Availability Framework	100.00	50	50.00	
16	U.S. Employment Program	11.00	50	5.50	
17	**Total**		**1,000**	**769.26**	**2**
18	**RIDE Mobility LLC.**				
19	Project Management Experience	59.92	300	179.78	
20	Experience and Past	23.79	200	47.58	
21	Price	89.73	200	179.47	
22	Technical Compliance	70.12	200	140.24	
23	Availability Framework	100.00	50	50.00	
24	U.S. Employment Program	73.00	50	36.50	
25	**Total**		**1,000**	**633.57**	**3**

***To enhance readability, some figures have been rounded up to two decimal places.**

U.S. Employment Program (USEP) Evaluation Framework:

The Request for Proposals allocates 50 points to the USEP evaluation: (1) 25 qualitative points for Disadvantaged Worker Commitment, Workforce Training, Full-Time Equivalent (FTE) commitments, Minimum Fringe Benefits, and Minimum Hourly Wages; and (2) 25 quantitative points based on each proposer's Total Dollar Commitment relative to the highest commitment submitted. Proposals were evaluated in accordance with the Manufacturing Careers Policy (MCP), which requires measurable, contract-specific workforce commitments rather than general practices.

USEP Evaluation Summary:

On July 16th staff, found an inconsistency in the scoring for the USEP and it was identified that it affected all 3 proposers equally. Specifically, the weighted average of 25% for the Total Dollar Commitment was inadvertently calculated into the scoring formula twice for both the V/CM and DEOD scoring matrices. The formula has since been corrected, and an audit was performed to validate the USEP scores and ranking for all firms. As a result, the overall USEP scores for ENC and RIDE increased. ENC's

original score was 25.37 and with the correction it has now increased to 37.29 as well as RIDE's score increasing to 36.50 from the original 17.75 score. The clerical error resulted in no impact on New Flyer's original evaluation score for USEP or their ranking. New Flyer's score remains the same at 5.50.

- ENC received an overall score of 37.29/50 (21.40 pts for qualitative evaluation and 15.89 pts for quantitative evaluation). ENC provided a contract-specific USEP Total Dollar Commitment of $107,387,488 and the most comprehensive contract-specific workforce plan. ENC provided measurable commitments for hiring, workforce hours, wages, benefits, Disadvantaged Worker participation, and workforce investment. ENC also demonstrated how it would achieve those commitments through structured employee training, mentorship, career development, and workforce retention. Additionally, the proposal included partnerships with community colleges, workforce agencies, veterans' organizations, and re-entry programs to strengthen recruitment and develop a skilled manufacturing workforce.

- Ride Mobility received an overall score of 36.50/50 (11.50 pts for qualitative evaluation and 25 pts for quantitative evaluation). Ride Mobility submitted the highest contract-specific USEP Total Dollar Commitment of $169,003,115, earning the maximum quantitative score. Although Ride Mobility provided contract-specific workforce commitments, the proposal provided minimal detail regarding workforce training, employee development, Disadvantaged Worker implementation, and supporting workforce initiatives. As a result, Ride Mobility received a lower qualitative score despite having the highest workforce investment.

- New Flyer of America received an overall score of 5.50/50 (5.50 pts for qualitative evaluation and 0 pts for quantitative evaluation). New Flyer expressly stated that it was not making commitments for New Hires or Retained Workers and did not submit contract-specific Labor Value Forms. However, partial credit was given for the Minimum Hourly Wages and Minimum Fringe Benefits criteria based on the labor agreements that were provided as part of the proposal. New Flyer did not include any USEP commitments for the Disadvantaged Worker Commitment, Workforce Training, Full Time Equivalent (FTE) Commitments, or USEP Total Dollar Commitment criteria, resulting in the score of 0 for these criteria.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), technical evaluation, fact finding, negotiations and the BAFO.

The variance between Metro's ICE and the Negotiated or NTE Amount for the Base and Options for the recommended awardee's price is $1,140,345,789.70 (29.41%). The difference is primarily attributable to prevailing market conditions, such as inflation

fluctuations and tariff-related impacts. These considerations were factored into the development of the ICE through an analysis of current market trends to assess their economic influence on pricing. Additionally, the reference data used in forming the ICE was limited to select vehicle Original Equipment Manufacturers (OEMs), resulting in more emphasis placed toward higher-end specifications. The data also included historical LACMTA procurement information, necessitating adjustments to reflect current year values. Given the age of some datasets, challenges may arise in accurately escalating figures to the present year despite the application of appropriate escalation rates. Another key reason for the difference between ICE and proposer values is increased competition in procurement. The entry of a new vehicle OEM in the market encourages cost reduction to make proposals more competitive. This factor is hard to quantify, as each vehicle OEM assesses its own risk tolerance when striving for a winning bid.

Proposer Name	BAFO Amount Base Buy (220)	BAFO Amount Option Buy (1,600)	BAFO Amount Optional Vehicle Configuration	BAFO Negotiated or NTE Amount (Base Buy and All Options)
METRO ICE	$447,815,203.05	$3,429,866,837.89	$234,801.80	**$3,877,916,842.74**
ENC	$337,698,727.58	$2,392,437,288.45	$7,435,037.02	**$2,737,571,053.05**
New Flyer	$402,195,890.19	$2,817,737,238.89	$11,525,088.49	**$3,231,458,217.57**
RIDE	$374,093,055.59	$2,668,352,447.92	$35,129,109.40	**$3,077,574,612.91**

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with ENC offering the best value to LACMTA.

D. Background on Recommended Contractor

The recommended firm, ElDorado National (California), Inc., located in Riverside, California, has been in business for 51 years and is a leader in manufacturing buses for transit agencies. ENC temporarily paused operations in late 2024 during an ownership transition, then fully restarted production and deliveries in Apri 2025 under new ownership by Rivaz Inc. ENC serves diverse markets including public transit, paratransit, airports, parking facilities, and universities.

ENC has provided services for Metro, and its performance has been satisfactory.

DEOD SUMMARY

BUS ACQUISITION OF 40' BATTERY ELECTRIC BUSES/OP118576(2)000

A. Small Business Participation

El Dorado National (California), Inc. (ENC), a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and paused the reporting and submission requirements of the DBE goals. Until further notice TVMs are not required to submit DBE goals.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) applies to this contract and is required for Metro Rolling Stock procurements with an Independent Cost Estimate of $50 million or greater. Based on the funding, Metro will implement the applicable United States Employment Plan (USEP). The MCP requires contractors to support quality job creation and retention, invest in U.S. and Los Angeles County manufacturing facilities, provide workforce training opportunities, and expand career pathways for low-income residents and individuals facing barriers to employment.

ATTACHMENT D
EXPENDITURE AND FUNDING PLAN
CP 201078

EXPENDITURE TABLE	ITD thru FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total LOP	% of Total
220 BEB Acquisition (LOP Increase)									
Vehicle: Battery Electric Buses		$10,000,000	$87,869,526	$204,829,202	$35,000,000			$337,698,728	77.7%
Prof Services / Consultants	$2,990,807	$1,375,000	$1,375,000	$1,200,000	$1,000,000	$500,000	$500,000	$8,940,807	2.1%
Staff Labor / Admin / Travel	$422,644	$1,117,582	$1,256,779	$1,010,983	$1,010,983	$1,010,983	$600,000	$6,429,953	1.5%
Contingency					$29,285,698			$29,285,698	6.7%
Subtotal	**$3,413,450**	**$12,492,582**	**$90,501,305**	**$207,040,184**	**$66,296,681**	**$1,510,983**	**$1,100,000**	**$382,355,185**	**88.0%**
Washington State DES Contract (31 BEBs)									
Vehicle: Battery Electric Buses			$49,500,000	$500,000				$50,000,000	11.5%
Prof Services / Consultants		$125,000	$425,000	$500,000				$1,050,000	0.2%
Staff Labor / Admin / Travel		$150,000	$450,000	$350,000				$950,000	0.2%
Subtotal		**$275,000**	**$50,375,000**	**$1,350,000**				**$52,000,000**	**12.0%**
Total Project Costs (Uses of Funds)	**$3,413,450**	**$12,767,582**	**$140,876,305**	**$208,390,184**	**$66,296,681**	**$1,510,983**	**$1,100,000**	**$434,355,185**	**100%**

220 Bus Buy Costs								
Source of Funds for 220 Bus Buy	**ITD thru FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY26-FY31 Total**
STIP-RIP - 5737			$ 10,000,000					$ 10,000,000
STIP-RIP - 5431			$ 17,096,000					$ 17,096,000
STIP-RIP -5738			$ 29,279,751	$ 11,469,249				$ 40,749,000
TIRCP 2022				$ 142,693,050				$ 142,693,050
FTA LoNo 2022		$ 10,368,843	$ 10,742,293					$ 21,111,136
SCCP FY 23			$ 23,383,261		$ 2,123,739			$ 25,507,000
Carbon Reduction Program (CRP) FY23				$ 17,915,334				$ 17,915,334
MSRC 2026					$ 10,806,750			$ 10,806,750
Measure M		$ 2,123,739		$ 34,962,551	$ 37,913,710			$ 75,000,000
Local Funds	$ 3,413,450				$ 15,452,482	$ 1,510,983	$ 1,100,000	$ 21,476,915
Total Project Funding	**$ 3,413,450**	**$ 12,492,582**	**$ 90,501,305**	**$ 207,040,184**	**$ 66,296,681**	**$ 1,510,983**	**$ 1,100,000**	**$ 382,355,185**

State Contract Bus Buy Costs							
Source of Funds for State Contract Bus Buy	**ITD thru FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY26-FY31 Total**
TIRCP 2022			$ 15,745,440				$ 15,745,440
CMAQ		$ 243,458	$ 8,728,542				$ 8,972,000
FTA Transit Infrastructure FY23			$ 5,000,000				$ 5,000,000
AHSC			$ 840,480				$ 840,480
Local Funds		$ 31,542	$ 11,820,538	$ 9,590,000			$ 21,442,080
Total Project Funding	**$ -**	**$ 275,000**	**$ 42,135,000**	**$ 9,590,000**	**$ -**	**$ -**	**$ 52,000,000**

Notes:
Measure M funding for the 220 Bus Buy is included as part of the North San Fernando Valley Transit Corridor Project.

VEHICLE ENGINEERING AND ACQUISITION

BUS ACQUISITION OF 220 FORTY-FOOT BATTERY ELECTRIC BUSES (BEBs)

Regular Board Meeting
September 24, 2026

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with ElDorado National (California), Inc. (ENC), for the manufacture and delivery of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s),if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

Metro

ISSUE

New BEBs are needed to support Metro's transition to a zero-emission (ZE) fleet and to replace CNG buses that have reached the end of their useful life.

Staff recommends approving the contract award for 220 BEBs and increasing the life-of-project budget to support Metro's ZE goal and maintain safe, reliable bus service.

In November 2025, the staff canceled the first RFP for ZE buses due to multiple reasons, including:

- Unmet safety requirements, including a fully integrated operator compartment
- Deviations from the Manufacturing Careers Policy (MCP) and Metro's Terms and Conditions
- BEB pricing being 7.4% above the Independent Cost Estimate (ICE)

Delays in awarding the contract will result in the following:

- **Loss of funding due to expenditure deadlines, including $168,200,050 in state funds that require a contract award before the end of February**
- Inability to replace CNG buses, impacting service
- Misalignment of bus deliveries with infrastructure projects, including Division 18 electrification

Metro

PROPOSAL EVALUATION

Evaluation Criteria	Max Points	ElDorado National (California), Inc. Weighted Score	New Flyer of America Inc. Weighted Score	RIDE Mobility LLC. Weighted Score
Project Management Experience	300	243.19	243.40	179.78
Experience and Past Performance	200	139.10	146.43	47.58
Price	200	200.00	169.58	179.47
Technical Compliance	200	164.34	154.35	140.24
Availability Framework	50	50.00	50.00	50.00
U.S. Employment Program	50	37.29	5.50	36.50
Total Score	1,000	833.92	769.26	633.57
Negotiated Amount for Base Buy		$337,698,727.58	$402,195,890.19	$374,093,055.59

*To enhance readability, some figures have been rounded.

Metro

PROPOSAL EVALUATION (CONT.)

U.S. Employment Plan (USEP) Evaluation Results

Proposer	Qualitative (25 pts.)	USEP $ Commitment (25 pts.)	Total (50 pts.)	Total Dollar Commitment
New Flyer of America	5.50	0.00	5.50	$0
ENC	21.40	15.89	37.29	$107,387,488.14
Ride Mobility	11.50	25.00	36.50	$169,003,114.92

- **New Flyer** — Did not submit contract-specific Labor Value Forms (LVFs) or measurable workforce commitments, including Full-Time Equivalents (FTEs), Direct Hours, wages/benefits, or USEP Total Dollar Commitment. Received partial credit for corporate wage and fringe benefit information; all other qualitative criteria received no credit.

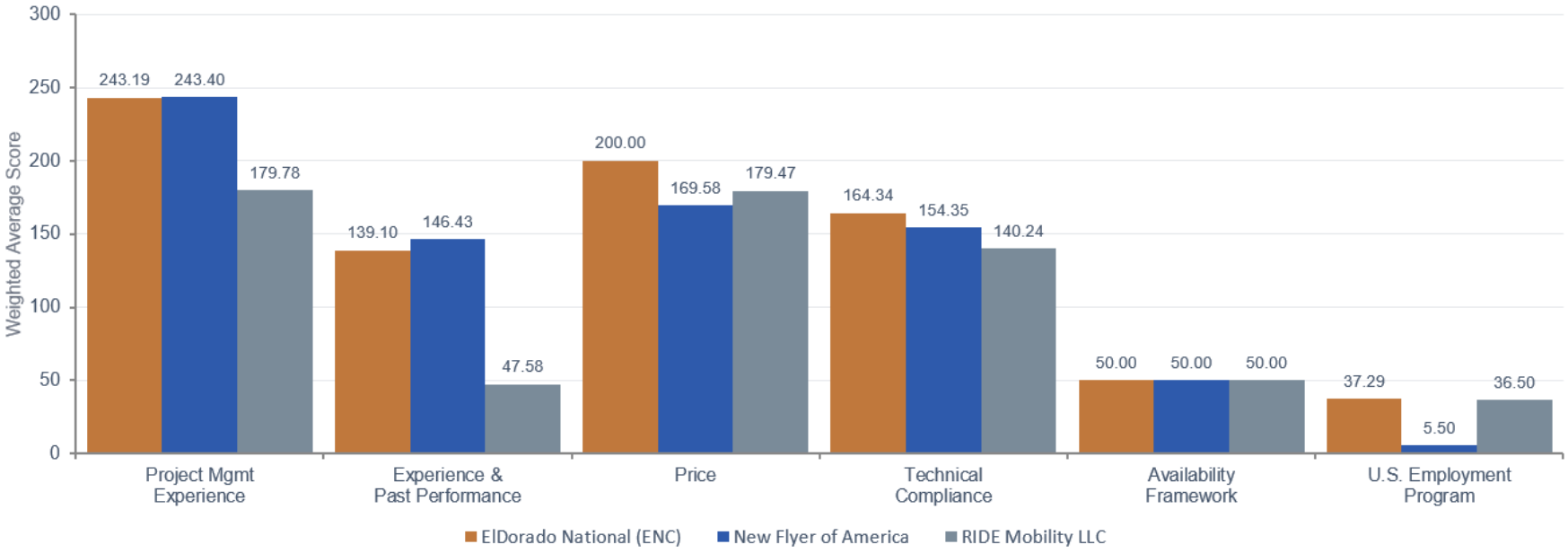
- **ENC** — Submitted comprehensive contract-specific LVFs, including FTEs, Direct Hours, workforce training, disadvantaged worker commitments, facility capital investment, and compensation commitments.

- **Ride Mobility** — Submitted the highest USEP Total Dollar Commitment, receiving the maximum quantitative score. However, the qualitative proposal included limited workforce training commitments and only the minimum disadvantaged worker commitment, resulting in lower qualitative scores.

Metro

THE FULL SCORING PICTURE (APPEAL RECAP)

Across all six evaluation factors, ENC's 833.92 leads New Flyer's 769.26 and RIDE Mobility's 633.57.



Metro

DISCUSSION

The staff's recommendation identifies the firm that offers Metro the greatest advantages. ENC's offer represents the highest rating and the best value for Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria. Metro's Manufacturing Careers Policy (MCP) was applied to this procurement.

The order of 220 BEBs will mainly go to Divisions 9 (El Monte) and 18 (Carson) to help electrify routes from North Hollywood to Pasadena BRT and nearby areas. Bus deliveries will start in spring 2028 to align with infrastructure projects. The contract also offers options to buy up to 1,600 more BEBs.

The LOP increase includes funding for 220 BEBs, contract modification authority not to exceed 10%, internal Metro labor, and professional and technical consulting support.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0698, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
SEPTEMBER 24, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 23, 2026 and the Special Board Meeting held September 16, 2026.

powered by Legistar™

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) METRO Ambassadors/ Security Officers Kiosks
Date: Saturday, July 18, 2026 7:28:13 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

The addition of Ambassadors/Security Officers was a wonderful change -

Is it possible to add movable Kiosks (with cameras) to the METRO Stations for METRO Ambassadors/ Security Officers?

This would allow METRO Ambassadors/ Security Officers to have counters where people could find them and 2) allow Kiosk/walking Patrol shifts for Ambassadors/ Security Officers -

This might greatly improve the working conditions for METRO Ambassadors/ Security Officers

From: S OCarroll
To: Board Clerk
Subject: (EXTERNAL) General Public Comment: Why is Metro Spending Public Funds to Sue Burbank?
Date: Wednesday, July 22, 2026 4:31:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Members of the Metro Board:

Why is Metro suing Burbank over the BRT? Four years ago, Burbank asked Metro to hold off on dedicated lanes until the line reaches 17,500 daily riders in order to maximize lane carrying capacity. The difference in BRT travel time with mixed-flow in Burbank: a mere sixty-seconds.

Metro staff claims the BRT will hit 30,000 riders on day one, yet they refused Burbank's request. Why? Probably because none of the existing BRT lines carry 17,500 riders, so staff knows ridership will fall short. If Metro's projections are true, and 17,500 riders are reached, a simple bucket of paint is all it would take to convert a shared to a dedicated lane.

Now four years latter, with SB 79, dedicated lanes will trigger development that will severely impact Burbank, substantially exceeding the City's sewage treatment capacity and potentially bankrupting the City. Instead of cooperating, Metro is pushing SB 1361 to silence cities.

Please drop the lawsuit against Burbank, agree to the

17,500 trigger, stop SB 1361, and be a good neighbor.

Thank you. Sincerly,
Susan O'Carroll

PS - Happy to provide supporting documentation upon request.

From: Brent Goldberg
To: ClerkOffice@octa.net; BoardSecretary@scrra.net; Board Clerk
Subject: (EXTERNAL) Metrolink Funding
Date: Monday, July 20, 2026 6:39:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Board Members,

As a 25 year resident of the Inland Empire and small business owner in Orange County, I support funding of Metrolink to the maximum extent possible.

The roads from Inland Empire to the businesses in OC are jam-packed daily. Metrolink is one of the most effective ways to get cars off the road. Metrolink riders benefit all residents, whether they use the service or not. Moreover, lower costs are essential to get more riders and keep routes from getting canceled.

I have ridden for 25 years to many OC businesses and Metrolink is a valuable asset to our community.

Thank you,

Brent Goldberg

Sent from my Galaxy

From: Stephen Grillon
To: Board Clerk
Subject: (EXTERNAL) next meeting, follow up, never received a response.
Date: Wednesday, July 15, 2026 2:57:26 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Stephen Grillon

[redacted]

[redacted]

Attention Metro Board:

I would like to be added to a metro board or open meeting this month.

There is a very strong push by multiple outside companies to unionize drivers. This would be a disaster for the community and lead to unreasonable increases in consumer costs and the closure of countless numbers of businesses. High prices for rideshare will NOT increase ridership of metro because they are two very different products.

Rideshare is an important first mile and last mile connection with public transportation and has vital flexibility for late night safety of individuals who need to travel after public transportation connections and operations become difficult to use. Restaurants and bars depend on increased consumer use when parking is a limiting factor for access. Delivery services keep thousands of restaurants alive through increased consumer volume.

My vision is very complex and hard to explain in a single introduction email. Some of the points are explained in the following white paper but there is more to the subject than I can open within this email. The important factor is that Metro and private rideshare providers work together in expanding Metro Micro and Metro bus lines to better connect Angelenos with vital transportation connections. The primary goal is to reduce congestion at affordable prices and reduce VMT throughout the county.

I would like to discuss this further with the board or create a presentation at a board meeting. This project can be funded immediately outside of the current budget as it is important to make important changes prior to Union creation. The Union will just exist to collect fees from already abused drivers, and the consumers and passengers will pay considerably more for rides.

I wish to make a case to hire myself as a rideshare transportation liaison to help regulate rideshare and the gig industry in Los Angeles County. I graduated Summa Cum Laude from Arizona State University in Urban Planning with a minor in Sustainability. I have been a rideshare driver for both Lyft and Uber since October 2016 and have completed more than 42,000 rides and driven more than 400,000

miles around Los Angeles since that time. I have seen the issues with drivers and passengers all over the county driving in many neighborhoods in a single day. I am aware of the tactics and how the rideshare companies treat their drivers and how they manipulate their pay.

Protecting Mobility, Public Safety, and Economic Opportunity in Los Angeles: The Case Against Gig Driver Unionization Without Fleet Regulation

Executive Summary

Los Angeles has developed one of the nation's largest app-based transportation and delivery ecosystems. Millions of residents rely on rideshare and delivery services for commuting, accessing public transportation, late-night travel, restaurant meals, and small business commerce. This ecosystem supports drivers, restaurants, retailers, bars, entertainment venues, airports, hospitals, hotels, and thousands of consumers who either do not own vehicles or choose not to drive.

Efforts to significantly increase mandatory compensation for app-based drivers through collective bargaining or sector-wide labor agreements, without simultaneously addressing the oversupply of drivers, could produce unintended consequences. If labor costs rise substantially while the number of active drivers remains unrestricted, transportation networks may become less efficient, consumer prices could increase, demand could decline, and earnings opportunities may ultimately fall for many drivers.

This paper argues that Los Angeles should prioritize comprehensive regulation of fleet size rather than labor price controls alone. The region's transportation agencies, including Metro and local policymakers, should recognize that driver oversupply contributes to congestion, inefficient utilization of public roads, and declining driver productivity.

Introduction

The debate surrounding gig worker unionization often focuses on improving wages and benefits. While improving worker livelihoods is an important public policy objective, transportation markets operate differently than traditional employment relationships.

App-based transportation is a two-sided marketplace balancing:

- Consumer demand
- Driver supply
- Dynamic pricing
- Geographic coverage
- Wait times
- Traffic congestion

Policies affecting one component inevitably influence all others.

Ignoring these interactions risk harming the very workers the policies intend to help.

The Economics of Oversupply

Los Angeles currently has a large population of part-time rideshare and delivery drivers.

When too many drivers compete for a limited number of rides:

- Idle time increases.
- Deadhead miles increase.
- Road congestion worsens.
- Driver productivity declines.
- Individual earnings decrease.

If mandatory wage floors or collectively bargained compensation requirements significantly increase operating costs without reducing fleet size, transportation network companies may respond by:

- Raising fares
- Increasing delivery fees
- Reducing incentives
- Limiting driver access to the platform
- Reducing service in lower-demand areas

Higher prices may discourage discretionary trips and deliveries, reducing trip volume.

Consumer Price Effects

Transportation demand is price sensitive.

As rides become more expensive:

- Some consumers drive themselves.
- Others cancel trips.
- Restaurant delivery orders decline.
- Late-night travel decreases.
- Entertainment spending contracts.

Reduced transaction volume means fewer opportunities for drivers despite higher compensation per completed trip.

The result may be lower aggregate earnings distributed across a larger driver population.

Impact on Restaurants and Local Businesses

Restaurants increasingly depend on delivery platforms.

Many newer restaurants operate in lower-cost commercial corridors while serving customers across the metropolitan region.

Delivery platforms effectively expand their geographic customer base.

If delivery costs increase substantially:

- Fewer orders may be placed.
- Average order frequency may decline.
- Small restaurants with thin operating margins may experience financial stress.
- Independent operators could face disproportionate impacts compared with larger chains.

The restaurant industry is closely connected with:

- Entertainment venues
- Bars
- Breweries
- Ghost kitchens
- Small retailers

Any reduction in delivery demand may have broader effects throughout local commercial districts.

Nightlife and Public Safety

Rideshare services have become an important transportation option for individuals consuming alcohol.

Higher ride prices could reduce utilization among price-sensitive customers.

Some individuals may choose to drive rather than pay substantially higher transportation costs.

If that behavioral response occurs on a meaningful scale, impaired driving incidents could increase. (More DUI arrests and deaths)

The magnitude of this effect should be evaluated using empirical traffic safety data, but it represents an important public policy consideration whenever transportation prices are increased.

First-Mile and Last-Mile Transit Connections

Los Angeles Metro cannot serve every origin and destination directly.

Rideshare frequently fills critical transportation gaps by providing:

- First-mile transit access
- Last-mile transit connections
- Late-night mobility
- Access in neighborhoods with limited bus frequency
- Mobility for residents without automobiles

Maintaining affordable rideshare complements—not competes with—public transportation.

Pricing policies that reduce rideshare availability may weaken overall transit accessibility.

Congestion and Fleet Management

One issue that receives comparatively little attention is driver oversupply.

A large number of drivers circulating while waiting for requests contributes to:

- Vehicle miles traveled
- Traffic congestion
- Curb conflicts
- Airport congestion
- Increased emissions
- Reduced driver utilization

Rather than focusing exclusively on compensation, policymakers should consider whether the number of active drivers better matches transportation demand.

A more balanced fleet could improve:

- Driver earnings
- Consumer wait times
- Road efficiency
- Environmental outcomes

A Role for Metro

Metro already serves as the region's transportation planning agency.

Its responsibilities include promoting efficient movement of people throughout Los Angeles County.

Metro should work with municipal governments and state regulators to study:

- Appropriate active driver capacity
- Geographic distribution of drivers
- Congestion impacts
- Integration with transit
- Peak versus off-peak demand
- Airport operations
- Event-based transportation demand

A data-driven licensing framework could improve utilization while protecting mobility.

Policy Recommendations

1. Conduct a Regional Fleet Capacity Study

Determine the number of active rideshare and delivery drivers needed to meet

demand while minimizing unnecessary congestion.

2. Develop Active Driver Management Tools

Explore mechanisms that better align active driver supply with real-time demand.

3. Evaluate Transportation Cost Impacts

Request economic impact analysis before adopting compensation policies that substantially affect consumer prices.

4. Protect Affordability

Recognize affordable rideshare as essential transportation infrastructure for many residents.

5. Coordinate Transportation Policy

Transportation agencies should coordinate rideshare regulations with transit planning rather than regulating each independently.

6. Monitor Public Safety

Study whether transportation affordability influences impaired-driving behavior and use evidence-based findings to guide policy.

Conclusion

App-based transportation has become an integral component of Los Angeles' transportation network and local economy. While improving compensation for gig workers is an important objective, compensation policies should be considered alongside fleet size, consumer demand, congestion, and business impacts.

A transportation system with significantly higher operating costs and an unrestricted supply of drivers' risks reducing overall efficiency, increasing prices, and limiting access to mobility services that residents, restaurants, and businesses increasingly depend upon.

Los Angeles should pursue balanced transportation policy that protects workers while preserving affordable mobility, supporting local commerce, reducing congestion, and integrating rideshare effectively with the region's public transportation network. Careful, evidence-based regulation of driver supply may offer a more sustainable path than compensation mandates alone.

I recommend creating a dedicated department to coordinate with gig companies, Metro, and local transportation agencies to improve affordable, safe connections for residents and travelers throughout Los Angeles County.

From: Ty Forman
To: Board Clerk; [redacted]
Subject: (EXTERNAL) Presentation request Ty de Porres Forman Led Joint Use Corridor DTLA - Port of San Pedro
Date: Sunday, July 19, 2026 1:55:30 PM

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I wish to present a proposal and project to

- Community Services Cluster.
- Coastal San Pedro Neighborhood Council
- Central San Pedro Neighborhood Council

MEMORANDUM: INVITATION TO JOINT ROUNDTABLE ON REGIONAL TRANSIT INFRASTRUCTURE

TO: Regional Labor Unions (ILWU, Building Trades), Municipal Planning Departments, Neighborhood Councils, and Community Stakeholders
FROM: Project Leadership / Transit Advocacy Coalition
DATE: July 2026
SUBJECT: Joint-Use Transit Initiative: Downtown LA to the Port of San Pedro Extension

1. PURPOSE & VISION
This memo serves as a formal invitation to a collaborative Roundtable and Town Hall to review a structural proposal for a dedicated Metro Rail Extension & Joint-Use Freight Corridor linking Downtown Los Angeles directly to the Port of San Pedro. As the nation's largest port complex, the Harbor Gateway lacks high-capacity passenger rail infrastructure—straining working-class commutes and limiting economic mobility. This project intends to bridge that gap while optimizing multi-modal cargo transport.

2. OBJECTIVES OF THE ROUNDTABLE
* Establish a framework for a comprehensive Community Benefits Agreement (CBA) prioritizing local hire, environmental protections, and transit equity.
* Secure labor and civic alignments to package this proposal for direct presentation to the LA County Board of Supervisors Infrastructure Deputies.
* Evaluate statutory avenues for implementation, optimizing both the 2027 legislative approval pathway and alternative public ballot initiative strategies.

3. KEY AGENDA ITEMS

* Corridor Alignment: Utilizing existing rights-of-way (e.g., Harbor Subdivision extensions).
* Joint-Use Coordination: Mitigating freight-passenger dual alignment realities.
* Economic & Environmental Justice: Addressing zero-emission targets and workforce protections for impacted communities like Wilmington, Torrance, and Southeast LA.

4. NEXT STEPS & ACTION
We request your leadership's presence at the upcoming preliminary session. Feedback gathered here will directly shape the formal brief submitted to the Board of Supervisors Executive Planning Deputies.

Please RSVP your designated representative to the coordinating committee coordinator.

--
Ty de Porres Forman

From: Customer Relations
To: Board Clerk
Subject: Fw: Traffic
Date: Monday, June 22, 2026 9:59:35 AM

Good morning,

Please see the message below.

S. Edwards, BA, MJ (She/Her)
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Hollingsworth, Mark <HOLLINGSWORTHM@metro.net>
Sent: Friday, June 19, 2026 5:53 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: Traffic

How serious is the Board in mitigating traffic? The Board has eight years of investigating a mileage fee and congestion pricing and no plans of implementation.

From: Roy Orecchio
To: Board Clerk
Subject: (EXTERNAL) General Public Comment
Date: Wednesday, July 22, 2026 12:50:19 PM

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Dear Metro Board,

I am a homeowner in Los Angeles, 90031, and I am leaving a general public comment to strongly support increased fare enforcement on all Metro trains and buses.

Fare enforcement has increased slightly in May 2026, but that increase is not sufficient.

Metro must rerun to at least 2018 levels of fare enforcement when Metro was doing about 350,000 checks per day.

We know fare enforcement has increased safety and security, now we must do it more.

Thank you.
Roy Orecchio
Los Angeles

From: Stephen Grillon
To: Board Clerk
Subject: (EXTERNAL) Next meeting, email to go to each board member
Date: Monday, June 29, 2026 1:45:10 PM

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Stephen Grillon

[redacted]

[redacted]

Attention Metro Board:

I would like to be added to a metro board or open meeting this month.

I wish to make a case to hire myself as a rideshare transportation liaison to help regulate rideshare and the gig industry in Los Angeles County. I graduated Summa Cum Laude from Arizona State University in Urban Planning with a minor in Sustainability. I have been a rideshare driver for both Lyft and Uber since October 2016 and have completed more than 42,000 rides and driven more than 400,000 miles around Los Angeles since that time. I have seen the issues with drivers and passengers all over the county driving in many neighborhoods in a single day. I am aware of the tactics and how the rideshare companies treat their drivers and how they manipulate their pay.

There is a very strong push by multiple outside companies the unionize drivers. This would be a disaster for the community and lead to unreasonable increases in consumer costs and the closure of countless numbers of businesses.

Rideshare is an important first mile and last mile connection for public transportation and has vital flexibility for late night safety of individuals who need to travel after public transportation connections and operations become difficult to use.

My vision is very complex and hard to explain in a single introduction email. Some of the points are explained in the following white paper but there is more to the subject than I can open within this email. The important factor is that Metro and private rideshare providers work together in expanding Metro Micro and Metro bus lines to better connect Angelenos with vital transportation connections. The primary goal is to reduce congestion at affordable prices and reduce VMT throughout the county.

I would like to discuss this further with the board or create a presentation at a board meeting. This project can be funded immediately outside of the current budget as it is important to make important changes prior to Union creation. The Union will just exist to collect fees from already abused drivers, and the consumers and passengers will pay considerably more for rides.

Protecting Mobility, Public Safety, and Economic Opportunity in Los Angeles: The Case Against Gig Driver Unionization Without Fleet Regulation

Executive Summary

Los Angeles has developed one of the nation's largest app-based transportation and delivery ecosystems. Millions of residents rely on rideshare and delivery services for commuting, accessing public transportation, late-night travel, restaurant meals, and small business commerce. This ecosystem supports drivers, restaurants, retailers, bars, entertainment venues, airports, hospitals, hotels, and thousands of consumers who either do not own vehicles or choose not to drive.

Efforts to significantly increase mandatory compensation for app-based drivers through collective bargaining or sector-wide labor agreements, without simultaneously addressing the oversupply of drivers, could produce unintended consequences. If labor costs rise substantially while the number of active drivers remains unrestricted, transportation networks may become less efficient, consumer prices could increase, demand could decline, and earnings opportunities may ultimately fall for many drivers.

This paper argues that Los Angeles should prioritize comprehensive regulation of fleet size rather than labor price controls alone. The region's transportation agencies, including Metro and local policymakers, should recognize that driver oversupply contributes to congestion, inefficient utilization of public roads, and declining driver productivity.

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The debate surrounding gig worker unionization often focuses on improving wages and benefits. While improving worker livelihoods is an important public policy objective, transportation markets operate differently than traditional employment relationships.

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- Driver supply
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- Geographic coverage
- Wait times
- Traffic congestion

Policies affecting one component inevitably influence all others.

Ignoring these interactions risk harming the very workers the policies intend to help.

The Economics of Oversupply

Los Angeles currently has a large population of part-time rideshare and delivery drivers.

When too many drivers compete for a limited number of rides:

Idle time increases.

- Deadhead miles increase.
- Road congestion worsens.
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- Individual earnings decrease.

If mandatory wage floors or collectively bargained compensation requirements significantly increase operating costs without reducing fleet size, transportation network companies may respond by:

- Raising fares
- Increasing delivery fees
- Reducing incentives
- Limiting driver access to the platform
- Reducing service in lower-demand areas

Higher prices may discourage discretionary trips and deliveries, reducing trip volume.

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The result may be lower aggregate earnings distributed across a larger driver population.

Impact on Restaurants and Local Businesses

Restaurants increasingly depend on delivery platforms.

Many newer restaurants operate in lower-cost commercial corridors while serving customers across the metropolitan region.

Delivery platforms effectively expand their geographic customer base.

If delivery costs increase substantially:

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- Small restaurants with thin operating margins may experience financial stress.
- Independent operators could face disproportionate impacts compared with larger chains.

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- Entertainment venues
- Bars
- Breweries
- Ghost kitchens
- Small retailers

Any reduction in delivery demand may have broader effects throughout local commercial districts.

Nightlife and Public Safety

Rideshare services have become an important transportation option for individuals consuming alcohol.

Higher ride prices could reduce utilization among price-sensitive customers.

Some individuals may choose to drive rather than pay substantially higher transportation costs.

If that behavioral response occurs on a meaningful scale, impaired driving incidents could increase. (More DUI arrests and deaths)

The magnitude of this effect should be evaluated using empirical traffic safety data, but it represents an important public policy consideration whenever transportation prices are increased.

First-Mile and Last-Mile Transit Connections

Los Angeles Metro cannot serve every origin and destination directly.

Rideshare frequently fills critical transportation gaps by providing:

- First-mile transit access
- Last-mile transit connections
- Late-night mobility
- Access in neighborhoods with limited bus frequency
- Mobility for residents without automobiles

Maintaining affordable rideshare complements—not competes with—public transportation.

Pricing policies that reduce rideshare availability may weaken overall transit accessibility.

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One issue that receives comparatively little attention is driver oversupply.

A large number of drivers circulating while waiting for requests contributes to:

- Vehicle miles traveled
- Traffic congestion
- Curb conflicts
- Airport congestion
- Increased emissions
- Reduced driver utilization

Rather than focusing exclusively on compensation, policymakers should consider whether the number of active drivers better matches transportation demand.

A more balanced fleet could improve:

- Driver earnings
- Consumer wait times
- Road efficiency
- Environmental outcomes

A Role for Metro

Metro already serves as the region's transportation planning agency.

Its responsibilities include promoting efficient movement of people throughout Los Angeles County.

Metro should work with municipal governments and state regulators to study:

- Appropriate active driver capacity
- Geographic distribution of drivers
- Congestion impacts
- Integration with transit
- Peak versus off-peak demand
- Airport operations
- Event-based transportation demand

A data-driven licensing framework could improve utilization while protecting mobility.

Policy Recommendations

1. Conduct a Regional Fleet Capacity Study

Determine the number of active rideshare and delivery drivers needed to meet demand while minimizing unnecessary congestion.

2. Develop Active Driver Management Tools

Explore mechanisms that better align active driver supply with real-time demand.

3. Evaluate Transportation Cost Impacts

Request economic impact analysis before adopting compensation policies that substantially affect consumer prices.

4. Protect Affordability

Recognize affordable rideshare as essential transportation infrastructure for many residents.

5. Coordinate Transportation Policy

Transportation agencies should coordinate rideshare regulations with transit planning rather than regulating each independently.

6. Monitor Public Safety

Study whether transportation affordability influences impaired-driving behavior and use evidence-based findings to guide policy.

Conclusion

App-based transportation has become an integral component of Los Angeles' transportation network and local economy. While improving compensation for gig workers is an important objective, compensation policies should be considered alongside fleet size, consumer demand, congestion, and business impacts.

A transportation system with significantly higher operating costs and an unrestricted supply of drivers' risks reducing overall efficiency, increasing prices, and limiting access to mobility services that residents, restaurants, and businesses increasingly depend upon.

Los Angeles should pursue balanced transportation policy that protects workers while preserving affordable mobility, supporting local commerce, reducing congestion, and integrating rideshare effectively with the region's public transportation network. Careful, evidence-based regulation of driver supply may offer a more sustainable path than compensation mandates alone.

I recommend creating a dedicated department to coordinate with gig companies, Metro, and local transportation agencies to improve affordable, safe connections for residents and travelers throughout Los Angeles County.

From: Vlad Flener
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, June 23, 2026 2:23:12 PM

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Hello the Board of Directors,

I'd like to bring to your attention couple of potentially savings topics.

1. Consolidating fast and slow buslines stops. Using an example of 761 and 233 and their stops on opposite sides of Magnolia on Van Nuys. Riders would usually prefer to take the first bus coming in but if they are at the 233 stop and thee 761 is coming they cannot relocate to the 761 stop on time. The implied benefit would be savings taxpayers money by building and maintaining only 1 new design bus stop instead of 2.

2. Preventing illegal ridership on subway. There is only a single realistic way how to prevent riding for free and it's guarding the entries to stations. This way we would not only teach illegal riders to buy tap cards but also preserve the system from damages. The current Police enforcement is pretty much non-existent. They enter a car, ask to show tap cards, look at whatever riders show them, don't have time to verify validity of tap cards and leave. And, of course abusers know that...

I'd be more than happy to contribute with my physical ridership experience as needed.

Regards,
Vladimir Flener

PERLA
ON BROADWAY

July 6, 2026

Metro Board of Directors
Los Angeles County Metropolitan Authority (Metro)

Sent via emails

RE.: **Perla Board of Directors Position on Broadway Bus Transit Project**

Dear Metro Board Members:

Perla on Broadway Homeowner Association (Perla HOA) represents the Perla building, a 35-story, 450-unit condominium tower located at 400 S. Broadway. Our building has **over 500 residents**, each with a strong stake in Downtown Los Angeles, and particularly in the Historic Broadway Corridor.

As members of the Save Historic Broadway coalition, the Perla HOA and its residents urge Metro and LADOT to preserve existing pedestrian improvements and sidewalk extensions and to remove the Historic Broadway segment between 1st and 12th Streets from any proposal to install full-time bus-priority lanes or additional traffic lanes.

Perla HOA is actively engaging in ongoing conversations with city leaders and staff regarding the Broadway Streetscape Dress Rehearsal, in coordination with the Historic Core Business Improvement District (HCBID) and other local stakeholders. As presented so far, the project lacks sufficient detail regarding how the individual blocks along Broadway would be addressed. We believe the most successful outcome will result from a collaborative planning process in which project designers walk the corridor with property owners, businesses, and other stakeholders to better understand block-by-block conditions and incorporate that discovery into the final design.

Most Perla residents chose to live in DTLA because of walkability, nearby businesses, and the pedestrian-focused lifestyle that streets like Broadway provide; we are a residential community and our needs and desires should be considered. Many Perla residents work in DTLA and the Historic Core and are committed to its rejuvenation.

The proposed bus-priority plan through Broadway would destroy the Historic Core neighborhood in favor of rapid transit. Adding a dedicated priority bus lane would be intrusive and destroy the character of the neighborhood, just when it is struggling to bounce back after COVID.

PERLA
ON BROADWAY

We support transit access to Broadway and Downtown Los Angeles. We also support keeping buses moving with signal priority, better stop design, and smarter operations. But Historic Broadway is not a generic traffic corridor. It is a historic theater district, a small-business corridor, a residential neighborhood, a visitor destination, and one of Downtown Los Angeles's most important pedestrian streets. It should be treated as a destination, not converted into a bus highway.

Metro's own materials state that the project would narrow the existing Broadway Dress Rehearsal painted sidewalk extensions from 14 feet to 6 feet between 2nd Street and 11th Street. Existing pedestrian improvements and sidewalk extensions should be preserved, not narrowed or removed. Narrowing them would be a direct step backward for pedestrian space, sidewalk activity, street life, and the long-promised vision of a safer and more walkable Broadway.

Grand Central Market and Il Caffè are among Downtown's brightest examples of successful street activation, and their outdoor parkway seating should not be sacrificed. Other small businesses along Broadway also depend on pedestrian activity, curb access, deliveries, pickup, and a street environment that invites people to linger.

This project would directly and negatively affect both residents who live on or immediately adjacent to Broadway, all Downtowners, as well as visitors and tourists to our community. The value of living Downtown is walkability, nearby businesses, sidewalk life, and pedestrian-focused amenities. Metro should protect that — not undermine it.

Broadway's future should not be decided without DTLA/Historic Core residents, Downtown business owners, and Broadway stakeholders leading the conversation. Please preserve existing pedestrian improvements and sidewalk extensions and remove the Historic Broadway segment between 1st and 12th Streets from the full-time bus-priority-lane scope.

We appreciate your consideration.

Sincerely,

Perla on Broadway Homeowner Association Board of Directors

s/ David E. Madeo
David E. Madeo
Treasurer, Perla on Broadway Homeowner Association

for Perla on Broadway Homeowner Association Board of Directors
400 S Broadway
Los Angeles, CA 90013

PERLA
ON BROADWAY

CC: [redacted]

Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
Industry
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier
County of Los Angeles
Port of Long Beach

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

July 14, 2026

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Dear Metro Board Members:

Support for a dedicated Metro Board seat for the City of Long Beach

Thank you for undertaking Metro's governance review in light of Measure G and the evolving structure of Los Angeles County government. Metro has correctly identified the importance of ensuring that its Board continues to provide strong regional representation, accountability, and effective transportation leadership for all residents of Los Angeles County.

Gateway Cities Council of Governments ("Gateway Cities") is a joint powers authority of 27 cities (including Long Beach) and 11 unincorporated areas in southeast Los Angeles County, with over two million residents. In fact, if we were one city, we would be the fifth largest in the United States; if we were one state, we would be the 38th most populous in the country. We are over 5% of California's population, but have over 14% of the disadvantaged community census tracts in the state. At the same time, we have four of the 19 Community Air Pollution Program (AB 617) designations in California, neighborhoods that require mitigation to improve air quality and reduce greenhouse gases.

This letter memorializes the position of the Gateway Cities as articulated through public comment and call-in testimony during the Ad Hoc Board Composition Committee's May 27, 2026 meeting. Gateway Cities supports the creation of a dedicated Metro Board seat for the City of Long Beach. Our support is based on two straightforward considerations.

First, Long Beach is uniquely situated among Los Angeles County cities outside the City of Los Angeles. At approximately 455,000 residents, Long Beach is the County's second-largest city and is significantly larger than other cities represented through the City Selection Committee process. Its population, economic importance, and role in the regional transportation network justify direct representation on the Metro Board.

Second, a dedicated Long Beach seat would create a more equitable opportunity for representation among the remaining Gateway Cities communities. While Long Beach has approximately 455,000 residents, the balance of the Gateway Cities subregion represents roughly 1.6 million residents across multiple cities.

Providing Long Beach with its own seat would allow the remaining cities to compete for representation on a more level playing field and better reflect the diversity of interests throughout the subregion.

This approach is also consistent with existing governance structures. The City of Los Angeles maintains direct representation on the Metro Board while participating in various regional and intergovernmental organizations. Similarly, recognizing Long Beach's unique size and importance through a dedicated seat would strengthen—not diminish—regional representation.

As for the LA County proposal to give a seat on the Metro Board to every Supervisor and the elected County Executive when those separate events take place, that dilution of representation is not necessary. No other governmental entity in the County has five seats on the Metro Board, much less 10. The County can retain its five seats and choose who to fill them.

Gateway Cities has also reviewed proposals concerning representation for small cities and transit riders. We are not opposed to further consideration of either proposal and recognize the value of ensuring that Metro benefits from a broad range of perspectives. However, we believe that establishing a dedicated Long Beach seat should remain a priority as the Board evaluates potential reforms.

We respectfully urge the Committee to recommend a Board composition that recognizes both population realities and the need for fair subregional representation. A dedicated Long Beach seat would accomplish these objectives while providing greater opportunity for representation among the remaining Gateway Cities and other cities participating in the City Selection Committee process.

Thank you for your consideration of these comments and for your commitment to ensuring that Metro's governance structure continues to reflect the diversity and transportation needs of Los Angeles County. Feel free to reach out with any questions regarding our support for the proposed Metro Board governance structure at hdelatorre@gatewaycog.org.

Sincerely,

[redacted]

Hector De La Torre, Executive Director
Gateway Cities Council of Governments

SGVCOG

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Ed Reece
1st Vice President
Cory Moss
2nd Vice President
Michael Allawos
3rd Vice President
Andrew Chou

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Covina
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Duarte
El Monte
Glendora
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La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities

July 22, 2026

The Honorable Karen Bass, Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: ITEM #5 (METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE)

Dear Chair Bass and Members of the Metro Board of Directors:

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), representing 31 cities and nearly two million residents across the San Gabriel Valley, we appreciate Metro's efforts to thoughtfully evaluate the agency's governance structure. The SGVCOG recognizes that the implementation of Measure G and the future expansion of the Los Angeles County Board of Supervisors present an opportunity to examine Metro's governance structure and ensure that it continues to provide effective oversight, accountability, and representation for the diverse communities served by Metro.

Following discussion of the governance alternatives currently under consideration, the SGVCOG respectfully expresses its support for Alternative D – Maintaining Board Appointments. The San Gabriel Valley has long benefited from Metro's subregional representation model, which provides each of Los Angeles County's major subregions with a direct and meaningful voice in regional transportation decision-making through the City Selection Committee process. This governance framework has been instrumental in ensuring that transportation investments, policies, and priorities reflect the diverse needs of communities across the County while maintaining an appropriate balance between countywide leadership and local representation.

As one of Los Angeles County's largest subregions, the San Gabriel Valley encompasses 31 of the County's 88 cities and is home to nearly two million residents. The region accounts for a significant share of the County's population, economic activity, transit ridership, and transportation infrastructure, including major freeway, transit, and goods movement corridors that are critical to the mobility of the broader region. Preserving meaningful and guaranteed subregional representation is essential to ensuring that the unique needs, priorities, and perspectives of San Gabriel Valley communities continue to be reflected in Metro Board deliberations.

The SGVCOG believes Alternative D best balances governance stability, regional equity, and local accountability, and therefore supports this alternative because it:

- Preserves the existing subregional representation framework and the dedicated San Gabriel Valley seat;
- Maintains accountability to local jurisdictions through representation by elected officials;

- Provides continuity and governance stability during the implementation of Measure G;
- Avoids unintended consequences that could diminish the voice of local governments and subregions within Metro governance; and
- Addresses future County governance changes by allowing for the participation of the elected County Executive in Metro governance without disrupting the Board's established balance of countywide and subregional representation.

The SGVCOG is particularly concerned that alternatives involving substantial restructuring of the Board could weaken the established balance between countywide and subregional interests that has served Metro and Los Angeles County well for decades. While we appreciate ongoing discussions regarding rider engagement, subject matter expertise, and community representation, we believe such objectives can be advanced without altering the core framework that guarantees representation for the County's diverse subregions.

Furthermore, the SGVCOG believes that any future consideration of Board expansion should be guided by the principle of enhancing rather than diminishing subregional representation. As Los Angeles County moves from five to nine Supervisorial Districts, it is particularly important that any resulting governance changes not come at the expense of the four subregional municipal seats that provide direct representation for the County's remaining 87 cities. The existing City Selection Committee structure ensures that cities throughout Los Angeles County maintain a meaningful voice in regional transportation policy and investment decisions and should remain a foundational element of Metro governance.

As one of the County's largest and most populous subregions, the San Gabriel Valley's representation on the Metro Board should be maintained at a minimum and, if governance changes are contemplated in the future, consideration should be given to increasing opportunities for representation from large subregions that are responsible for a substantial share of the County's population, economic activity, transportation infrastructure, and transit ridership.

The SGVCOG also believes that Metro's governance structure should continue to strike an appropriate balance between countywide leadership and local representation. Metro's success as a regional transportation agency has been built upon collaboration among Los Angeles County, the City of Los Angeles, and the County's diverse cities and subregions. Preserving this balance will remain critical as Metro advances major transportation investments and prepares for future growth and mobility challenges.

As Metro continues its governance review, the SGVCOG respectfully urges the Metro Board to prioritize geographic equity, local government accountability, and dedicated subregional representation. These principles have been essential to fostering collaboration among Los Angeles County's cities and ensuring that transportation investments reflect the needs of all communities throughout the region.

Thank you for your leadership and for the opportunity to provide input on this important discussion. We look forward to continuing to work collaboratively with Metro throughout the governance review process and appreciate your consideration of the San Gabriel Valley's perspective.

Sincerely,



Hon. Ed Reece
President, San Gabriel Valley Council of Governments
Vice Mayor, City of Claremont

Cc: Hon. Tim Sandoval, Mayor, City of Pomona
Hon. Hilda L. Solis, Los Angeles County Board of Supervisors, District 1
Hon. Kathryn Barger, Los Angeles County Board of Supervisors, District 5

LA/OC UNION SINCE 1908 BUILDING & CONSTRUCTION TRADES

Los Angeles/Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

LOS ANGELES COUNTY FEDERATION OF LABOR AFL-CIO

July 22, 2026

Chief Executive Officer, Stephanie Wiggins,
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Los Angeles County Metropolitan Transportation Authority Motion to add new Board Seat for Labor

Dear Metro Board of Directors,

The LA/OC Building & Construction Trades Council along with The Los Angeles County Federation of Labor are writing to express our strong support for the motion to create three additional voting seats on the Metro Board of Directors, including one specifically for a labor representative. As you know, at tomorrow's Metro Board Meeting, the Metro Board of Directors will be voting on a proposal which would add 3 members to the staff recommendation for the Board: a rider appointed by the county supervisors residing in an unincorporated area, the County Executive, and a labor representative. This proposal gives the working people of this community a meaningful seat at the table of one of our most important public agencies.

The Los Angeles County Metropolitan Transportation Authority consists of several Board Members, who set policy, coordinate, plan, fund, build, and operate transit services and transportation programs throughout Los Angeles County. Labor has always been at the heart of these programs and has been the staunchest of partners with Metro from program inception to system operations. Metro's Project Labor Agreement and Construction Careers Policy make union labor an essential part of Metro's construction program, and we have already played an important part in many of the biggest wins for Metro over the last decade and more. With 28 major infrastructure projects slated for delivery by 2028 and the 2028 Olympics driving major transit investments, labor is the engine behind Metro's slate of projects. The rationale is clear: Labor is the foundation that has already built Metro projects. Labor should have a vote on what gets built.

The timing of this proposal also makes sense. Former Metro Board Chair Dutra formed an Ad Hoc Board Composition Committee to review the board's structure, meaning this push for a full voting labor seat is landing at a moment when board composition is already actively under review. As a member of the ad-hoc committee, Executive Secretary Ernesto Medrano has worked with his colleagues to make this idea a reality. The Metro Board seat proposals for small cities and transit rider advocates are also being voted on in this same meeting, a clear sign that the Board is already actively considering adding voices beyond the current elected-official structure. But even within the elected official structure, the County Executive will be elected by all of Los Angeles County and be responsible for representing the entire region. Without the County Executive being seated on the Board, there will be significant portions of unincorporated LA County without representation. Item 57 ensures that the entirety of our county is receiving the representation it deserves.

The LA/OC Building & Construction Trades Council sees firsthand how the hard work of our members continues to build the essential infrastructure that keeps California safe, connected, and moving forward. We strongly support making a member of our labor family a full voting member on the LA Metro Board, and we respectfully urge your support for this proposal.

Respectfully,



Ernesto Medrano
Executive Secretary
EM: ag/OPEIU#537/afl-cio

Yvonne Wheeler
President, L.A. County Federation of Labor

From: [redacted]
To: Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board meeting positions
Date: Wednesday, July 22, 2026 12:16:24 AM

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Agenda items #5, 55, 56, 57 (Metro Board composititon reform)

SUPPORT

Reform of the Metro Board is long overdue and highly support a board member must be a rider. However, I am a bit wary that "regular transit rider" is too broad as I don't want fare evaders and people who blast loud music be represented on the board just because they fit the "rider" description either. I would like the "rider" to be a representative who has a background in finance, law, construction, engineering, procurement, security, mass transit management, real estate development experience, etc. much as how mass transit riders of such backgrounds are the ones who are on the board in places like New York, London, Paris, Tokyo, Seoul, Taipei, Hong Kong and Singapore.

Agenda items #47 (Award BEB contract to El Dorado National)

SUPPORT

I understand Supervisor Hahn held some reservations in the Operations, Safety, and Customer Service Meeting last week as it's not union made. But I would like to remind that El Dorado National is a California based company which is based in Riverside, and that our precious taxpayer dollars should be used to help California based businesses and retain our taxpayer dollars right here in SoCal as well as going for who is able to provide the best price and top points as top priority rather than whether it's unionized or not. And, we should be supportive of this Riverside based company to help build their experience and technical know-how so that we can move away from the New Flyer and Gillig duopoly system. What better way to do that by investing our taxpayer dollars into a company based right here in CA and in Riverside? And if something needs fixing, it's much more quicker to call up a company and bring in technicians from Riverside than where ultimately the money goes to a company based in Winnipeg, Canada.

Support awarding the BEB contract to El Dorado National.

Agenda items #13 (Open Streets Program)

NEEDS MORE CONSIDERATION

I am formally OPPOSED to Metro forever funding the open streets and CicLAvia events as if it

is welfare benefit for City of LA and shady non-profit organizations who are more interested in keeping Metro forever funding these types of events rather than the original intent of these events which was to permanently designate certain areas of City of LA to be car-free zones and be permanently open streets for pedestrians and cyclists. Rather it seems they would prefer to help keep the existence of these 501(c)(3) organizations funded and not have City of LA do it's job of creating car free zones in past places where CicLAvia has taken place, such as along Hollywood Blvd, Sunset Blvd, Melrose Ave, Koreatown, Silverlake/Echo Park, Highland Park, etc. all of which are within City of LA boundaries.

Item #13 seems to reduce the funding to this program which I would support, but long term this program should not be made permanent and MOVE to defund this program so that precious funding should be retained for Metro services (more faregates, TAP to Exit, better maintenance of stations and buses, etc.) and redirect the responsibility to the City of LA and LADOT to move past these events from pilot festivity stage to a permanent car-free section for their own city.

Regards,

[redacted]
Metro rider

[please redact my name and email address when publicly published]

From: L Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:48:26 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Laurel Reidel
[redacted]

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:36:59 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Max Schank
[redacted]

From: Jessica Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:33:06 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jessica Rodriguez

From: Anakaren Andrade
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:18:39 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anakaren
[redacted]

--
Anakaren Andrade

From: Aviv Schifrin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 3:04:35 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Aviv Schifrin
[redacted]

From: Paula Cizek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:59 PM

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Dear Metro Board,

As a car-free Angeleno (well, Santa Monican) and therefore regular user of the Metro, I wanted to make my position clear on tomorrow's Items:

- Item #5: At the very least, the Board should ensure that the future County Executive has a dedicated voting seat. In addition:
  - Metro should require professional qualifications for all appointed board members (c'mon this feels basic)
  - Create minimum participation requirements for members with consequences for non-compliance (do the job)
  - Adjust recusal rules to allow for a majority of the non-recused to pass a vote.
- Item #55: doesn't guarantee a seat for the County CEO when it should.
- Item #56: adding another small city seat risks division; we need a regional approach.
- Item #57: It's fine to add the County CEO as a dedicated seat, but I do NOT support changing the City of LA threshold.

Thank you,
Paula Cizek


From: Abbey Campbell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:55 PM

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Dear Metro Board,

Unfortunately, I have to work and cannot attend or call into Thursday's meeting. However, as a Los Angeles resident and occasional metro rider, I have to weigh in on some important issues that are up for discussion. One of my deepest desires as an Aneleno is to have public transit be a more viable, reliable option for me and my neighbors.

Regarding **Item #5,** the staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members (as is standard in most major cities internationally), create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

For **Item #55**, if it does not guarantee a seat for the County CEO; that should be amended.

On **Item #56**, I do not support adding another small city seat.

On **Item #57**, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Personally I would also really like to see a minimum ridership requirement for anyone serving on the metro board. If the board makes decisions regarding this public service, then they should use it!

Thank you,
Abbey Campbell
[redacted]

From: Nate Grossman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:38:04 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nathaniel Grossman


From: Gregory Dillon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:35:14 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Greg Dillon
[redacted]

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:31:27 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Trang
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:11:00 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Olivia Salaben
[redacted]

From: Andrew Solomon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:54 PM

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Dear Metro Board,

I am writing in my personal capacity regarding Items 5, 55, 56, and 57.

Item 5 — DO NOT SUPPORT, MAJOR AMENDMENTS NEEDED
I appreciate staff's work, but I believe the recommendation reflects the minimum amount of reform rather than the level of reform Metro deserves. At a minimum, the future County Executive should have a dedicated voting seat on the Board. Additionally, Metro should require professional qualifications for appointed Board members, establish minimum participation requirements with meaningful consequences for chronic non-participation, and revise its recusal rules so that motions require a majority of the non-recused members to pass.

Item 55 — DO NOT SUPPORT
I cannot support this motion because it does not guarantee the future County Executive a dedicated voting seat on the Metro Board. As Los Angeles County's governance evolves under Measure G, Metro's governance should evolve alongside it. The County Executive will provide continuity, administrative expertise, and a countywide perspective that no other position can offer.

Item 56 — DO NOT SUPPORT
Adding another small-city seat moves Metro in the wrong direction. The Board should be structured to encourage regional thinking, not further incentivize parochial decision-making. Metro exists to operate an integrated transportation network that serves the entire county, and its governance should reflect that mission.

Item 57 — SUPPORT ONLY IF AMENDED
I support adding the County Executive as a dedicated voting member of the Metro Board. However, I do not support raising the population threshold for the City of Los Angeles, which would effectively reduce the City's representation. The County Executive seat should be added without eliminating an existing Los Angeles seat.

Metro has grown into one of the largest and most consequential transit agencies in the United States. Its governance should reflect that reality by prioritizing expertise, accountability, participation, and regional decision-making over jurisdictional politics.

Thank you for your consideration.

Andrew Solomon
[redacted]

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:22 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[Robbie Hughes]
[redacted]

Sent from my iPhone

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:10:16 PM

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Dear Metro Board,

I'm a regular Metro and Metrolink rider and serve on the Northridge South Neighborhood Council, where first/last mile transit access is one of my main issues. I've read the staff report and the motions. Here's where I stand.

Item 5 — Alternative A: Not Enough

Alternative A lets appointing authorities seat riders or subject matter experts, but doesn't require it. Metro's own outreach — 1,300+ engagement touchpoints, 900 survey responses — found that rider representation was the single most consistent ask from the public. Responding to that with a "you can if you want to" isn't reform.

Beyond the rider seat, I want the Board to go further on three things:

Professional qualifications. There are zero qualification requirements to govern a $9 billion agency. That should change. Transportation planning, engineering, public health, finance — something.

Participation requirements with real consequences. Members routinely walk in and out of meetings because Metro is a secondary responsibility. Cap absences, require regular system ridership, and actually enforce it.

Fix the recusal rules. Right now a recusal is effectively a no vote — motions still need a majority of the full 13-member board. If two members recuse, you still need 7 out of 11. The threshold should adjust to non-recused members only. Recusal should remove someone from the vote, not let them quietly block it.

Item 55 — Bass, Najarian, Barger, Dupont-Walker: Support with one caveat

This is the right motion. It guarantees a dedicated voting rider seat, gives the County CEO a clear path to the board under Measure G, and requires one of the Mayor's public appointees to be a transit advocate. The MBTA and WMATA have both made this commitment in statute — Metro should too.

My one caveat: the CEO seat should be guaranteed, not left to the Board of Supervisors' discretion. Giving the same body that controls the County delegation the option to include the CEO isn't the same as guaranteeing it.

Item 56 — Hahn, Richardson, Sandoval: Cannot support

I get the concern — smaller cities do face real disadvantages in the City Selection Committee's population-weighted process. But adding a dedicated small city seat makes the parochialism problem worse, not better. The board already struggles with members prioritizing their own districts over the regional system. One more seat built around a single jurisdiction's interests isn't the fix. If smaller cities need more voice, that conversation belongs in the City Selection Committee and League of Cities processes, not in board composition.

Item 57 — Fasana Proposal: Partial support

I support a dedicated County CEO seat. The CEO will be the only elected official with a countywide mandate, and their responsibilities will overlap directly with Metro's work. Leaving that seat optional for the Board of Supervisors doesn't cut it.

I don't support changing the City of LA threshold from 35% to 43.75%. Per the 2020 Census, LA City's share of the combined city population is about 43.4% — just below the proposed cutoff — so this change would immediately strip a seat from the City's contingency. And the staff report notes this share has straddled the 43.75% midpoint at every census since 1960, so the seat would likely keep flipping back and forth. Meanwhile, 74% of Metro ridership originates in the City, 64.8% of bus revenue-miles run through it, and it holds 56% of the County's zero-vehicle households. Cutting City representation based on a population technicality when the City generates most of the system's actual usage doesn't make sense.

Thanks for the opportunity to comment.

Matt Zebro
[redacted]

From: John Lin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:59:54 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Lin


From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:41:01 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kemal Pulungan
Los Angeles

From: Ana Cobarrubias
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:36:20 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ana Cobarrubias
[redacted]

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:58 PM

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:58 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: Anycca Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:56 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anycca Cortez
[redacted]

Sent from my iPhone<3

From: branko burcksen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:15:53 PM

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Branko Burcksen


From: Lydia Costantian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:06:05 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Lydia Costantian
[redacted]

From: Yuhki Fukusumi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:59:27 AM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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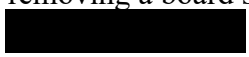
On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yuhki Fukusumi
[redacted]

From: Christian Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:41:28 AM

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Dear Metro Board, On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote. On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism. On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. Thank you, Christian Campos,



From: Kathryn Melendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:10:30 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kathryn Melendez
Monrovia, CA
[redacted]

From: Roseanne Costantino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:54:27 AM

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Dear Metro Board,

I am a metro rider and an involved and enthusiastic Angeleno. I am concerned that the Board is out of step with the people of this city and the future we need to work toward. On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Roseanne Costantino
[redacted]

From: Natalie Vital
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:42:05 AM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Natalie Vital


From: Gabi Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:38:29 AM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gabriela A.Perez
[redacted]

Sent from my iPhone

From: Esmeralda I. Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:35:30 AM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone,
Esmeralda I. Silva

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:30:48 AM

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Dear Metro Board,

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Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Bryan Matsumoto
[redacted]

From: Celia A Andrino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:06:43 AM

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Celia Andrino


From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:04:48 AM

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Serafin Avalos, Jr.
[redacted]

Sent from my iPhone

From: Patrick Folsom
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:40:46 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.
On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.
On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Patrick Folsom
[redacted]
Yahoo Mail: Search, Organize, Conquer

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:19:54 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ayla Stern
[redacted]

Ayla

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:05:37 AM

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Dear Metro Board,

I am writing to oppose items 5, 55, 56, 57.

For Item 5, the recommendation by staff is the least amount of reform possible. The Board needs to make sure the future County Executive has a dedicated voting seat. In addition, Metro should require professional qualifications for all appointed board members. They also need to create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item 55 does not guarantee a seat for the County CEO. Anything that does not require a seat for the County CEO should be a non-starter.

On Item 56, the Board does not need another small city seat. We need regional planning, not more small city parochialism.

On Item 57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
MC Guerry
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:51:09 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yesenia Nava
[redacted]

From: Nick Gallo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:36:59 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Gallo
[redacted]

Best,
Nick Gallo
[redacted]

From: Nick Richert
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:33:19 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Nick Richert
[redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:28:25 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you.

From: Rob Nickell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:51:47 AM

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Thank you,
Robert Nickell
[redacted])

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:44:47 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Sam Shapiro-Kline
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:43:25 AM

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Hello Metro Board,

Having gone from exclusively driving in LA to get around to being car free and taking metro and the bus for the last five years, I feel I should have some say and have some stake in getting Metro leadership that are actual subject matter experts (and Metro users) on the system.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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Thanks,
Angelo Mike


From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:23:04 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Rachel Moeckel


From: Andrew H
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 10:43:18 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Andrew Hernandez
[redacted]

From: Jenna Kim
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:20:29 PM

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Thank you,
Jenna Kim
[redacted]

From: Tom Fay
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:18:02 PM

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Thank you,
Dr Thomas Fay
[redacted]

Thomas Fay
Assistant Professor in Theoretical Chemistry
University of California, Los Angeles
https://faygroupucla.github.io/

From: Jason Fryer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:32 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jason Fryer


Sent from my iPhone

From: ngomez1604@yahoo.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

If Metro wants to be the "world class" transit system it always claims it wants to be, and properly serve their everyday riders, then it should be led by those who are actually experts in transit. The reason our system has so many ongoing issues is because of the fact that our board is compromised simply of politicians who do not use the system themselves and only want to serve in the best interests of their own constituents, which does not represent ALL Metro riders in the slightest.

From: Michael Gifford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:20:40 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Mike Gifford
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:15:50 PM

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Thank you,
Yonatan Ahituv


From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:57:38 PM

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Thank you,
Allen Natian
[redacted]

From: Sun Kin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:44:50 PM

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Thank you,
Kabir Kumar,


From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:41:26 PM

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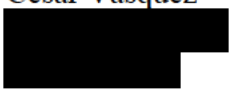
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Thank you,
Cesar Vasquez


From: Tommy Truong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:14:59 PM

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Thank you,
Tommy Truong
[redacted]

From: ddsorgs@proton.me
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:55:28 PM

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Thank you,

Darius Dastur

From: Suzanne S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:11:04 PM

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Thank you,
SUZANNE SURTEES
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:34:33 PM

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Thank you,
Dustin Shahan
[redacted]

From: Zozo Chen-Wernik
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:11:38 PM

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Thank you,
Zofia Chen-Wernik
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:48:01 PM

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Thank you,
Kenneth Johnson
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:44:21 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

AJ cho

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:43:28 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jan Yonan
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:41:19 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yonah Gereboff
[redacted]

From: Jake Rosen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:37:39 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jake Rosen
[redacted]

[redacted]

From: Grant Blakeman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:34:29 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should. The system serves the region, not the individual cities within it.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. While the system serves the region and not the individual cities within it, the city of Los Angeles is the core consumer of Metro and as long as there is direct city representation on the Board, it should have an influence more proportional to its stake in Metro's work.

Thank you,

Grant Blakeman
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:27:32 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kandy Valdez
[redacted]

From: Gahl Peled
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:21:38 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gahl Peled
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:15:02 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ava Marinelli
[redacted]

From: Stu Selonick
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:51:26 PM

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To the Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Also, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stu Selonick
[redacted]

From: Gary Ghoukasian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:42:21 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gary Ghoukasian
[redacted]

From: Philip Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:35:46 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Philip Taylor
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:25:03 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Cron-DeVico
[redacted]

From: Cameron Cerny
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:20:58 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cameron Cerny
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:09:30 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I use the metro everyday to get to work and these changes will help make my life much better

Thank you,
Nathan Schilling
[redacted]

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:01:53 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Brent Daugherty
[redacted]

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:00:32 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Steven Stanton
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:59:43 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Wyatt Zadoorian
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:34:00 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Koke
[redacted]

From: Danny Pravder
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:27:14 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Danny Pravder
[redacted]

From: Jehan Anketell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:19:03 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jehan Anketell


From: Stephen S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:06:09 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stephen Son
[redacted]

From: Daniel Moon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:31 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Daniel Moon
Los Angeles
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:55:10 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Violet Carne
[redacted]

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:49:53 PM

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Dear Metro Board,

- On Item #5, staff's recommendation is suggesting the least amount of reform possible. Again? Why?
At a minimum, the Board should ensure the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

- On Item #55, it does not guarantee a seat for the County CEO; it should.

- On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

- On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Let's accelerate progress and transit with the proper thoughtful and ambitious changes much needed already.

Thank you,
Auguste Miller
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:43:20 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Timothy Shen
[redacted]

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:37:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Caro Vilain
[redacted]

From: Benjamin Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:34:06 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Benjamin Phillips
[redacted]

From: Thanos T
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:26:45 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Thanos Trezos
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:06:49 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Michael
[redacted]

Sent from my iPhone

From: Edna Cedillos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Edna Lewis

From: Carey J Bennett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Carey Bennett
[redacted]

Sent from Proton Mail for Android.

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:03:44 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jamie Chen


From: Derrick Riley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:00:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Derrick Riley
[redacted]

From: JJ Jung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:59:27 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kyeong Hoon Jung
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:52:50 PM

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Dear Metro Board,

My name is Julio Rodriguez and I live in the city of LA at [redacted]

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Julio Rodriguez
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:49:48 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dominic Bendinelli
LA Metro Commuter
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:40:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Chasen Daniels


From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:39:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Amin El Gamal
[redacted]

From: Tyler Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:38:57 PM

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Dear Metro Board,

As a regular Metro rider, and someone who would love to have cleaner air and less traffic on our streets, it's important to me that the Metro Board is actively making good transportation decisions for LA County.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Taylor
[redacted]

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:28 PM

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Thank you,
Amanda McDaniel
[redacted]

From: Jem Isreallycool
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:21 PM

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Thank you,
Jem Unger Hicks


From: Denton Cohen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:35:28 PM

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Thank you,
Denton Cohen
[redacted]

From: Anna-Jane Tabler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:34:47 PM

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Thank you,
AJT
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Caleb Schimke
[redacted]

From: Marcos Rodriguez Maciel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:02 PM

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Thank you,
Marcos Rodriguez Maciel
[redacted]

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:32:22 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Collin Surbeck
[redacted]

From: Garrick Jensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:34 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Garrick Jensen
[redacted]

From: Abigail Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:19 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Avigail Vargas
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:26:49 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Brett Keating


From: Isaiah Loya
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:50:35 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Isaiah Simpson-Loya
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) Feedback on Alternative A & Fixing Metro"s Board Structure
Date: Monday, June 29, 2026 10:59:06 AM

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Dear Ad Hoc Committee,

Metro's current board structure has significant underlying issues, and unfortunately, Alternative A fails to address them. As it stands, there is no requirement for board members to actually use the transit system they oversee, and outside professional commitments frequently interfere with their attendance. Furthermore, the current setup seems to incentivize ribbon-cutting ceremonies over true operational excellence.

I ask that you:

- **avoid siloing specific interest groups to a single seat (especially non-voting**); issues like rider experience and labor should be a concern of all board members

- **ensure that the County Executive is a voting member**

- i**nstitute professional qualifications** for all appointed board members

- **create minimum participation requirements** for members with consequences for non-compliance

- **adjust recusal rules** to allow for a majority of the non-recused to pass a vote

We have a once-in-a-generation opportunity to fix these structural deficits at the board level. Let's get it done.

Thank you,

Brett Keating



From: Geoffrey Fudenberg
To: Board Clerk
Subject: (EXTERNAL) feedback on items 5, 55, 56, 57, 27, 13,
Date: Wednesday, July 22, 2026 12:01:19 PM

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Dear Metro board,

I ride metro for roughly two commutes per week. If train frequency was higher and delays were less frequent (e.g. due to lack of signal pre-emption), I would hope to ride it more frequently. If metro board members experienced this every week, I would imagine these issues would have a higher chance of being resolved.

Given this, on Item #5 I believe Metro should: (i) require professional qualifications for all appointed board members, (ii) create minimum participation requirements **(e.g. taking transit every week to work)** for members with consequences for non-compliance, and (iii) adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item #55 does not guarantee a seat for the County CEO; it should.

Item #56 does not clearly benefit the interests of the majority of riders.

For Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

For item #27 I urge you to vote NO for diverting $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts.

Finally for item #13, the Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Geoff Fudenberg
[redacted]

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) IBEW 11 member AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:13:15 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I am personally not a fan of how politician heavy our Metro board of directors is set up to be, especially as some members are city council members or mayors that represent my district but that I don't actually have a voice as they are not from my city and thus are not truly accountable to me or voters in my city. I think ensuring that the future County CEO is a full member of the board is a step in the right direction. Some politicians should be on the board, and the CEO will be accountable to everyone. Additionally, I strongly support requiring any appointees to have relevant experience. This is how many transit agencies across the country pick their appointees.

Thank you,
Christian Wollenberg
[redacted]

From: Desmond Ruggels
To: Board Clerk
Subject: (EXTERNAL) Item 5 comment on July 23 meeting
Date: Wednesday, July 22, 2026 4:55:16 PM

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Hello.

I am writing a GENERAL COMMENT on item 5.

My name is Des Ruggels. I am a resident of Los Angeles County and am in support of the Fasana-Horvath motion on Metro governance. This motion would give riders a dedicated spot on the board (most board members do not ride transit) and would also give labor a spot. This motion also gives more power to the County instead of the individual cities, allowing for region-wide decisions to be less impacted by municipal politics (as a Burbank resident, this point is especially important).

Please support the Fasana-Horvath motion on Metro governance so riders and labor are properly represented when important decisions on transit are made.

Thank you.

-Des Ruggels
Burbank, CA resident and transit rider

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Tuesday, June 30, 2026 9:53:16 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
[redacted]

Sincerely,
Joseph Karpinski

From: Dan Lipson
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 6:54:44 PM

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I’m sending this to you while on my metro bus commute home from work.

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Dan Lipson
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 3:29:38 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Yesenia Nava
[redacted]

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 11:42:01 AM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Jan Yonan
[redacted]

From: John Farren
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 11:11:05 AM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
John Farren
[redacted]

From: Kim Silverstein
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 10:27:41 AM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Kim Silverstein
[redacted]

From: Wendy Ruiz
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 9:42:22 AM

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Dear Ad Hoc Committee,

Metro's board structure has serious problems, and Alternative A fails to address any of them.

Right now, there is no requirement that board members use the system they're leading, and the meeting schedule interferes with attendance for those with day jobs.

This plan is not a real alternative, in fact it worsens the situation by incentivizing ribbon cuttings over operational excellence. We need true leadership, public accountability, and a transportation service that serves the needs and meets the standards of the community it serves.

I ask that you:

- Do not silo specific interest groups to a single seat, especially non-voting seats.
-Ensure that issues like rider experience, and labor be a concern of all board members.
-Institute professional qualifications for all appointed board members.
- Establish minimum participation requirements for members with consequences for non-compliance.
- Adjust recusal rules to allow for a majority of the non-recused to pass a vote.

This is a once-in-a-generation opportunity to fix the gaping holes caused by the structural problems at the board, please champion solutions to these issues.

Thank you,
Wendy Ruiz

[redacted]
Servant to The City of Los Angeles
Metro Rider and Mother of Metro Rider Youths

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 9:24:49 AM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Jamie Chen
[redacted]

From: Yonah Moshe Gereboff
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Monday, June 29, 2026 8:07:50 AM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Yonah
[redacted]

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Sunday, June 28, 2026 7:34:40 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Max Schank
[redacted]

From: Ben Wong
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Sunday, June 28, 2026 5:41:09 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Benjamin Wong
[redacted]

From: Stephen Zimmerman
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Sunday, June 28, 2026 5:18:18 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence. WE HAVE A CHANCE TO INSTITUTE REAL CHANGE! Please do not squander this opportunity.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Stephen Zimmerman
[redacted]

From: Noah Ahmed Surti
To: Board Clerk
Subject: (EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date: Sunday, June 28, 2026 5:07:45 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,
Noah Surti
[redacted]

From:	Brandon Ryan Crawford
To:	Board Clerk
Subject:	(EXTERNAL) Item 5: Alternative A doesn"t solve the board"s structural problems!
Date:	Thursday, July 2, 2026 5:56:46 PM

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Dear Ad Hoc Committee,

Metro's board structure has real problems, and Alternative A doesn't fix any of them. Right now, there's no requirement that board members use the system they're leading, and day jobs often interfere with attendance. There are also incentives for more ribbon cuttings over operational excellence.

I ask that you:
- not silo specific interest groups to a single seat (especially non-voting); issues like rider experience and labor should be a concern of all board members
- ensure that the County Executive is a voting member
- institute professional qualifications for all appointed board members
- create minimum participation requirements for members with consequences for non-compliance
- adjust recusal rules to allow for a majority of the non-recused to pass a vote

This is a once-in-a-generation opportunity to fix structural problems at the board, let's get it done!

Thank you,

Brandon Crawford (he/him)
[redacted]

From: Neil Yazma
To: Board Clerk
Subject: (EXTERNAL) LA Resident AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:51:43 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Neil Yazma
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) LOS ANGELES COUNTY RESIDENT AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:50 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.
Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Rich Black
To: Board Clerk
Subject: (EXTERNAL) Los Angeles deserves a Metro Board designed for the future
Date: Tuesday, July 21, 2026 8:52:47 PM

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LA Metro Board Clerk,

I am writing to express strong support for reforming the Los Angeles Metro Board to better reflect the needs of riders and the expertise required to guide a modern transit system. Metro is responsible for one of the most complex transportation networks in the country, yet its governing structure does not currently include dedicated transit professionals or direct rider representation. This gap limits Metro's ability to make decisions rooted in operational knowledge, lived experience, and long-term planning.

A reformed board should include appointed transit experts with backgrounds in transportation planning, engineering, and system operations. Their insight would help ensure that Metro's strategies are grounded in evidence, feasibility, and best practices used by successful agencies worldwide. Equally important is the inclusion of rider representation. Riders understand the system's day-to-day realities — reliability, safety, accessibility, and service gaps — in ways that cannot be captured through occasional public comment alone.

Metro must also be empowered to pursue long-term transit projects without being constrained by short-term political cycles. Transformational infrastructure requires continuity, stability, and a governance model that prioritizes durable mobility outcomes over temporary political wins. A board that integrates expert and rider voices would help safeguard Metro's long-range vision and strengthen accountability. Los Angeles deserves a Metro Board designed for the future; informed, inclusive, and committed to building a reliable, sustainable, and equitable transit system. I urge policymakers and community leaders to support meaningful governance reform.

Rich Black
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Metro Ad Hoc Meeting 6/29 Public Comment
Date: Sunday, June 28, 2026 5:48:46 PM

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If Metro wants to be the "world class" transit system it always claims it wants to be, and properly serve their everyday riders, then it should be led by those who are actually experts in transit. The reason our system has so many ongoing issues is because of the fact that our board is compromised simply of politicians who do not use the system themselves and only want to serve in the best interests of their own constituents, which does not represent ALL Metro riders in the slightest.

From: Adriana Bravo
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Items 5, 55, and 56 – FOR
Date: Tuesday, July 21, 2026 4:37:10 PM

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Hi Metro Board,

I am writing in support of Items 5, 55, and 56.

Metro should benefit from perspectives beyond elected officials alone. I support expanding eligibility to include transit riders, advocates, and subject matter experts who can bring valuable firsthand and professional experience to the Board.

At the same time, simply allowing a rider to be appointed is not enough. Riders should have a guaranteed voting seat, which is why I strongly support Item 56.

There is an important difference between someone who uses Metro occasionally and someone who depends on it as their primary transportation. When a bus does not arrive or a train is significantly delayed, some riders may be able to call an Uber or drive instead. Others may be late to work, lose wages, miss school, miss appointments, or be left without another option. Those experiences should be directly represented in the decisions that shape the system.

I also believe one rider seat should be understood as a starting point, not the full extent of rider representation. Metro serves an extremely large and diverse county, and one person cannot fully represent workers, students, seniors, disabled riders, parents, immigrants, and communities with very different levels of service.

As Metro develops the selection process, it should prioritize people who regularly depend on Metro and who understand the consequences when the system fails. That lived experience is a form of expertise and should be treated as such.

I ride Metro every day, and I am committed to helping make it better because people like my parents and me deserved better when we had to rely on it. Current and future riders deserve better as well.

I respectfully urge the Board to vote FOR Items 5, 55, and 56.

Thank you for your time and consideration.

In solidarity,

Adriana Bravo

UCLA Alumni

[redacted]

From: Nick Andert
To: Board Clerk
Subject: (EXTERNAL) Public comment for Full Board Meeting items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:54:09 PM

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Hi,
This month the board has the opportunity to address critical deficiencies in its board makeup by de-politicizing and professionalizing the Metro Board.

While I am pleased to see the attachment to item 5 *recommend* that all appointing bodies appoint subject matter experts with rider experience, and asks them to pledge to take metro multiple times a month, **these should all be explicit *requirements*.** I have no faith that any flexibility will be used in practice *without* making it a specific requirement. A simple language alteration, requiring subject matter expertise and requiring regular ridership, would turn this from an empty motion into a spectacular one, and would eliminate the need for advocacy groups to fight this on the state level, which is coming absent this change.

Second, I am in staunch opposition to the small cities seat in item 56 and the adjustment of LA population threshold in 57. Each would even further dilute YIMBY majorities with NIMBY representation, and would be disastrous for the board.

A labor representative is also not ideal, as labor is likely to prioritize building highways, when our environmental goals should lead to a cessation of further highway construction/widening.

Ultimately, subject matter expertise should be the guiding light on who belongs on the board, and regular ridership should be required of *all* members. There is risk of a dedicated rider representative removing the perceived obligation of other board members to keep rider experience and concern in mind, and this is mitigated by enforcing regular ridership for all members.

Finally, while board reform is being contemplated, a bureaucratic flaw in board rules must be altered - when a board member recuses from a vote for any reason, the threshold to clear a majority should thusly be lowered - else, all recusals effectively become 'no' votes, eliminating the point of half of all recusals in the first place. This is completely nonsensical and opens the door to corruption.

Thank you,
Nick Andert
Resident, CD5

From: Connor Auld
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting 7/23/26
Date: Wednesday, July 22, 2026 2:40:16 PM

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In regards to agenda items about changing Board membership (5, 55, 56) they're all horrible. Part of the reason Metro runs such an unreliable service is that the Board is made up 100% of people who do not rely on transit (riding Metro to board meetings doesn't count). Too often the Board throws riders under the bus for the sake of political expediency. There need to be actual riders on the Board, not just 1, and not just riders hand picked by LA county's anti-transit political class.

On item 13, the Planning and Programming Committee recommendations; I would like to express how outrageous it is that Metro is preparing to zero out open street funding essentially at the bidding of corrupt unaccountable international organizations. FIFA, and the IOC/LA28 should not be in a position to unilaterally dictate an end to open street events that Angelenos love (orr attach ridiculous terms, why does CicLAvia have to be on the day of the FIFA final and then nothing for the rest of the year?) Who in the world does this Board see as its main constituency??? This isn't an issue in any other host cities but ours, why is this even being considered? Why is the Metro Board filled with so many people who are so anti everything but cars?

-Connor Auld
Daily Metro User

Sent from my iPhone

From: Jonah
To: Board Clerk
Subject: (EXTERNAL) Strongly AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:47:42 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; but it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jonah Linder
[redacted]

From: William Klein
To: Board Clerk
Subject: (EXTERNAL) Comment Regular Board Meeting Thu 7/23/2026 Item 6 SR-710 and 10 Measure R
Date: Wednesday, July 22, 2026 4:39:43 PM

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Metro is again proposing to waste millions of dollars on unnecessary freeway and roadway construction. So many studies have shown that this kind of construction does not improve safety, reduce emissions, nor traffic. It is akin to Donald Trump bombing school children to open the straight of Hormoz and then bombing more when it doesn't open. It doesn't work, it just makes our world worse.

The metro board is expanding highway construction at a rapid pace, almost as if we need to create climate warming all by ourselves. Please stop. Don't think of the children, think of yesterday's heat wave pounding Los Angeles, and just make it stop.

I ask that you vote no on these measures.

Read the studies: The Data Behind California's Highway Expansion Crisis

William Klein
[redacted]

From: Marlene Grossman
To: Board Clerk
Subject: (EXTERNAL) Item # 9 Pacoima Metrolink and Mobility Hub
Date: Wednesday, July 22, 2026 10:33:37 AM

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Dear Members of the Metro Board,

I am writing to express my strong support for the passage of Item #9.

The Northeast Valley communities view the Metrolink Station at Van Nuys Blvd. and San Fernando Road as a vital connection to the light rail line currently under construction from San Fernando Road south to the Van Nuys Metrolink Station.

Crucial to the success of this station is the planned mobility hub at the corner of San Fernando Road and Van Nuys Blvd., which is urgently needed. The light rail construction has required removing significant on-street parking along Van Nuys Blvd. in Pacoima, creating a growing hardship for local businesses. The mobility hub will greatly help alleviate this issue.

Thank you for your time and consideration.

Sincerely,

Marlene Grossman,
Member of the NEST Coalition

From:	Srihari Narayanan
To:	Board Clerk
Subject:	(EXTERNAL) Public Comment for LA Metro Regular Board Meeting 07/23/2026, Item 10, Against
Date:	Wednesday, July 22, 2026 1:34:23 PM

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Hello,

I am an incoming UC Riverside CS PhD student, starting this fall. Although I will not reside in LA county, as a near-future SoCal resident I have a stake in LA county matters, and the proposed ~$120 million for freeway widenings in Item 10 are insult on top of injury, especially coming on top of the nearly $1 billion approved for highway expansions two months before (see https://la.streetsblog.org/2026/05/28/metro-may-2026-board-updates-budget-east-valley-rail-noho-pasadena-river-path-and-more). Though it may seem I am not impacted by these projects, I will likely use Metrolink a lot for visiting friends in LA county and traveling to other universities in the SoCal area for academic collaborations, and LA Metro, facetiously claiming budget constraints, reduced their contribution to Metrolink by $6.1 million—pennies compared to what Metro has and is planning to spend on highway widenings in Item 10 and putting that system at risk of drastic service cuts (on top of the service cuts in March!) and a transit death spiral. It's like if the Cookie Monster said "oh we need to be conservative with our limited amount of cookies!" I can see your hand in the jar giving away all the cookies to highway expansion!

I distinctly remember Mayor Karen Bass a few months ago facetiously comparing the non-existent impacts of the K Line North extension claimed by some NIMBYs to the harmful impacts of past freeway projects/widenings, despite voting for highway expansions plenty of times (see https://la.streetsblog.org/2025/04/25/metro-and-caltrans-break-ground-on-105-freeway-expansion, https://la.streetsblog.org/2026/03/20/metro-plans-to-spend-nearly-900m-expanding-freeways-next-year-a-40-percent-increase). Well, now she and the Metro board have the chance to put their money where their mouths are and reject Item 10, and not only restore but also increase their contribution to Metrolink.

Thanks,
S.N.

From: Leya Luo
To: Board Clerk
Subject: (EXTERNAL) Public Comment on 07.23.2026 Item 10 - Against
Date: Wednesday, July 22, 2026 1:40:08 PM

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To whomever it may concern,

My name is Leya Luo and I am a UCLA graduate student who relies on public transportation to navigate the city of Los Angeles and the state in general. I believe highway widening projects are a waste of time and money that do not solve any of the problems they claim to fix, disproportionately burden underprivileged communities and worsen existing health disparities, and will also lead to worsening air pollution and other harmful environmental effects. Thus, I am opposed to funding any highway widening projects as almost anything else would be a better use of the money.

Thank you,

Leya

CITY OF COMMERCE

Kevin Lainez
Mayor

June 25, 2026

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Commerce Support for the Eastside Transit Corridor Phase 2 Project

Dear Metro Board Chair and Board Members:

On behalf of the City of Commerce, I am pleased to express the City's strong support for the Eastside Transit Corridor Phase 2 Project. This transformative investment will improve regional mobility, expand access to jobs, education, healthcare, and other essential destinations, and strengthen transportation connections throughout Southeast Los Angeles County.

For many years, Metro has worked with corridor cities, community members, businesses, and regional stakeholders to advance this project and thoughtfully respond to public input. The City appreciates Metro's commitment to collaboration and recognizes the extensive planning that has brought the project to this important milestone.

The Eastside Transit Corridor Phase 2 Project will provide lasting regional benefits by improving access to major employment centers, supporting workforce mobility, strengthening connections to one of the County's most significant economic corridors, and creating new opportunities for residents, businesses, and visitors. Approximately two miles of the Initial Operating Segment are located within the City of Commerce, including the future Commerce/Citadel Station, which will further enhance connectivity and economic opportunity within the City.

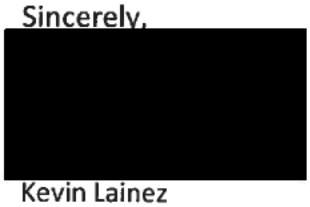
As part of the current environmental review process, we understand that the Metro Board will determine the preferred Maintenance and Storage Facility (MSF) location from among the evaluated alternatives, including MSF Option 3, which is located within the City of Commerce. We recognize that a maintenance and storage facility is an essential operational component needed to support the safe, reliable, and efficient operation of the light rail system.

If the Metro Board ultimately selects MSF Option 3, the City is open to and committed to continuing to work closely with Metro throughout project development, design, and implementation to ensure the facility reflects the City's operational, economic development, land use, and community priorities. We look forward to partnering with Metro to ensure the facility successfully supports both the long-term needs of the regional transit system and the City of Commerce.

The City also looks forward to continuing its partnership with Metro throughout final design and implementation to maximize opportunities for economic development, mobility, and community benefit while maintaining efficient traffic circulation, preserving access for residents and businesses, and minimizing construction and long-term operational impacts.

We appreciate Metro's longstanding partnership with the City of Commerce and respectfully encourage the Metro Board to continue advancing the Eastside Transit Corridor Phase 2 Project. The City remains committed to working collaboratively with Metro to deliver a project that serves both our local community and the region for generations to come.

Sincerely,



Kevin Lainez

Mayor, City of Commerce

LA/OC UNION SINCE 1908 BUILDING & CONSTRUCTION TRADES

Los Angeles/Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

LOS ANGELES COUNTY FEDERATION OF LABOR AFL-CIO

July 22, 2026

Chief Executive Officer, Stephanie Wiggins,
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Los Angeles County Metropolitan Transportation Authority Motion to add new Board Seat for Labor

Dear Metro Board of Directors,

The LA/OC Building & Construction Trades Council along with The Los Angeles County Federation of Labor are writing to express our strong support for the motion to create three additional voting seats on the Metro Board of Directors, including one specifically for a labor representative. As you know, at tomorrow's Metro Board Meeting, the Metro Board of Directors will be voting on a proposal which would add 3 members to the staff recommendation for the Board: a rider appointed by the county supervisors residing in an unincorporated area, the County Executive, and a labor representative. This proposal gives the working people of this community a meaningful seat at the table of one of our most important public agencies.

The Los Angeles County Metropolitan Transportation Authority consists of several Board Members, who set policy, coordinate, plan, fund, build, and operate transit services and transportation programs throughout Los Angeles County. Labor has always been at the heart of these programs and has been the staunchest of partners with Metro from program inception to system operations. Metro's Project Labor Agreement and Construction Careers Policy make union labor an essential part of Metro's construction program, and we have already played an important part in many of the biggest wins for Metro over the last decade and more. With 28 major infrastructure projects slated for delivery by 2028 and the 2028 Olympics driving major transit investments, labor is the engine behind Metro's slate of projects. The rationale is clear: Labor is the foundation that has already built Metro projects. Labor should have a vote on what gets built.

The timing of this proposal also makes sense. Former Metro Board Chair Dutra formed an Ad Hoc Board Composition Committee to review the board's structure, meaning this push for a full voting labor seat is landing at a moment when board composition is already actively under review. As a member of the ad-hoc committee, Executive Secretary Ernesto Medrano has worked with his colleagues to make this idea a reality. The Metro Board seat proposals for small cities and transit rider advocates are also being voted on in this same meeting, a clear sign that the Board is already actively considering adding voices beyond the current elected-official structure. But even within the elected official structure, the County Executive will be elected by all of Los Angeles County and be responsible for representing the entire region. Without the County Executive being seated on the Board, there will be significant portions of unincorporated LA County without representation. Item 57 ensures that the entirety of our county is receiving the representation it deserves.

The LA/OC Building & Construction Trades Council sees firsthand how the hard work of our members continues to build the essential infrastructure that keeps California safe, connected, and moving forward. We strongly support making a member of our labor family a full voting member on the LA Metro Board, and we respectfully urge your support for this proposal.

Respectfully,

[redacted]

Executive Secretary
EM: ag/OPEIU#537/afl-cio

[redacted]

Yvonne Wheeler
President, L.A. County Federation of Labor

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
2010 Main Street, 8th Floor | Irvine, CA 92614-7214
Telephone: 949.553.1313 | Facsimile: 949.553.8354
www.allenmatkins.com

Paige H. Gosney
E-mail: pgosney@allenmatkins.com
Direct Dial: 949.851.5444 File Number: 393715.00012

Via Electronic Mail (BoardClerk@metro.net)

July 22, 2026

Los Angeles County Metropolitan
Transportation Authority
Attn: Board of Directors
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: COMMENT IN SUPPORT OF RECOMMENDATION B – AGENDA ITEM NO. 12 – EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

Dear Honorable Board Members:

This firm represents Prologis, Inc. ("Prologis"), owner of the approximately 13.8-acre property located at 2100 Yates Avenue in the City of Montebello ("Prologis Property"). This letter concerns Agenda Item No. 12, the Eastside Transit Corridor Phase 2 Project, scheduled for consideration at the Los Angeles County Metropolitan Transportation Authority Board of Directors' regular meeting on July 23, 2026, and, specifically, Recommendation B, which would approve the 9-acre Maintenance and Storage Facility ("MSF") Site 3 in the City of Commerce for the 4.7-mile Initial Operating Segment ("IOS"). Prologis incorporates by reference its May 22, 2024 comments on the Final Environmental Impact Report and its June 26, 2026 comments on the National Environmental Policy Act Environmental Assessment ("EA").

Prologis supports Recommendation B and respectfully urges the Board to approve staff's recommendation as presented.

Staff's recommendation appropriately right-sizes the MSF to the IOS's actual operational needs. Metro has determined that Site 3 can accommodate up to 39 light rail vehicles, exceeding the IOS minimum requirement of 12 vehicles; would utilize five parcels Metro has already acquired; would require no additional business relocations; would avoid the displacement of nine businesses and approximately 500 jobs; and would reduce acquisition, construction, and environmental impacts. Metro's cost-benefit analysis ranks Site 3 first, with a score of 6.2 compared to 5.7 for Site 2, and concludes that Site 3 would provide similar mobility and accessibility benefits at a lower cost, with a shorter construction duration and fewer impacts to adjacent properties and businesses.

Prologis recognizes and appreciates Metro staff's careful evaluation of the relevant property-owner, business-displacement, operational, environmental, and construction considerations, and commends staff for recommending the alternative that would avoid or substantially reduce those impacts. Accordingly, Prologis respectfully urges the Board to adopt Recommendation B as presented.

Because Agenda Item No. 12 is limited to the IOS while maintaining the full nine-mile Eastside Transit Corridor Phase 2 Project, Prologis's support for Recommendation B does not withdraw, waive, or modify its prior comments, objections, positions, claims, or rights concerning the EA, Metro's 2024 approvals under the California Environmental Quality Act, the full nine-mile Project, or any future proposal affecting the Prologis Property. Prologis expressly reserves all rights and remedies related to these matters.

Very truly yours,



Paige H. Gosney

cc: Prologis (via e-mail)

AARP California

200 S. Los Robles Ave., Suite 400 | Pasadena, CA 91101
1-866-448-3614 | TTY: 1-877-434-7598
aarp.org/CA | caaarp@aarp.org
facebook.com/aarpcalifornia | Instagram and X: @aarpca

July 22, 2026

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Opposition to Agenda Item 13, File 2026-0432, Open and Slow Streets Grant Program Update

Dear Members of the Metro Board:

On behalf of AARP California and our members across Southern California, I respectfully urge the Board to pull Agenda Item 13 (File 2026-0432) from the consent agenda and reject the staff recommendation as currently proposed.

Metro's Open and Slow Streets Program has been a hallmark investment in community mobility, active transportation, public health, and neighborhood engagement for more than a decade. Created in 2013, the program has funded over 100 events across Los Angeles County with the goals of encouraging walking, biking, transit use, community engagement, and equitable access to transportation options.

As written, the staff recommendation would leave large-scale Open Streets events without dedicated Metro funding through 2027 and into the first half of 2028, while also delaying a decision regarding a permanent program until after the Olympic and Paralympic Games.

AARP California is deeply concerned that this approach places the future of Open Streets programs at risk and deprives Los Angeles County residents of valued programming and community building opportunities. Programs such as CicLAvia, ActiveSGV's 626 Golden Streets, Camino City Terrace, and similar community-based Open Streets events have demonstrated their value by connecting residents with transit, encouraging physical activity, supporting local businesses, and creating safer opportunities for people of all ages and abilities to walk, bike, roll, and engage with their communities.

These benefits are particularly important for older adults. Open Streets events allow residents of all ages and abilities to experience safe, accessible public spaces, reduce social isolation, and

explore transportation options that support independence and healthy aging. They also provide communities with a tangible opportunity to experience the benefits of safer streets and multimodal transportation investments—which voters supported and approved through ballot initiatives like Measure M.

At a time when Southern California is preparing to welcome the world, we should be expanding access to programs that promote mobility, health, community connection, and transportation choice. Open Streets events have proven to be an effective and popular way to achieve these goals.

We urge Metro to build upon this success and provide a path forward that strengthens, rather than weakens, this important program and the progress made towards a more age-friendly, connected, and inclusive Los Angeles County.

Thank you for your consideration.

Sincerely,



Luis Campillo
Regional Director, Southern California

AARP®

CICLAVIA
525 South Hewitt Street, Suite 164
Los Angeles, CA 90013
213.365.0605 / info@ciclavia.org

July 22, 2026

Subject: **AGAINST Agenda Item #13, File 2026-0432** — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

On behalf of CicLAvia thank you for the opportunity to submit written public comment. We are writing to ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open streets events unfunded from now through the first half of 2028 and defers any decision on a permanent program until after the 2028 Olympics & Paralympics Games. That's a two-plus-year gap with no funding and no plan, long enough to put the open streets program's survival at risk.

This threatens regional open streets organizations and programs like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets. These events matter well beyond the region's biggest cities: smaller cities rely on them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation. Metro spent a decade building this movement. Walking it back now undercuts Metro's own ridership and multimodal goals, right as the region prepares to host the world for the Olympics and Paralympics Games.

We are asking the Board to:

- Direct staff to find a funding solution that keeps open streets events running now, instead of tabling the conversation until after the Olympics.
- Fund open streets events through 2027 and into 2028, rather than delaying the decision.
- Make open streets events a permanent, dedicated program, not a grant line competing for survival every cycle.
- Protect the multi-neighborhood, 4+ mile format that has made these events successful across the region.

Please pull Agenda Item #13 from consent.

Thank you,

[redacted]

Romel Pascual, Executive Director
CicLAvia

Pedal Movement

223 E 1st Street
Long Beach, CA 90802
(562) 436-2453
njrusso@pedalmovement.com

July 22, 2026

Los Angeles County Metropolitan Transportation Authority
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: **AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update — Please Pull from Consent Agenda**

Dear Members of the Board,

On behalf of Pedal Movement, I am writing to ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and defers any decision on a permanent program until after the 2028 Olympics. A change of this consequence should not pass without debate.

Pedal Movement is a Long Beach-based bikeshare and mobility company. We operate the City of Long Beach's bikeshare system, run a retail bike shop and bike valet service, and provide mobility consulting across the region. This work gives me a specific vantage point on what open streets events actually do.

They are among the most effective transit and active-mobility demand generators the region has. This past weekend, both CicLAvia and Beach Streets brought large crowds into our region's streets, and our team saw the effects firsthand: people who don't normally feel safe get to enjoy their streets, families discover routes they return to, and residents connect car-free travel to the transit lines that get them there. Our valets parked hundreds of bikes at Beach Streets and CicLAvia and the Long Beach Bikeshare program experienced its busiest day of the year. That is precisely the ridership and mode-shift outcome Metro says it wants. Cutting the program for more than two years walks away from Metro's own goals at the moment they matter most.

These events also sustain an entire ecosystem of small mobility businesses. Companies like ours — along with the bike shops, vendors, and community organizations that line these routes — rely on open streets as moments of visibility, revenue, and community trust that no marketing budget can replicate. A funding gap does not merely shrink events; it undercuts the regional workforce that makes active transportation real on the ground.

223 E 1st Street
Long Beach, CA 90802
(562) 436-2453
njrusso@pedalmovement.com

Open streets matter well beyond LA's largest cities. Many of the smaller communities we serve use these events to bring safe biking, walking, and transit access to neighborhoods that otherwise see little investment in this kind of infrastructure. Erasing regular events erases that access.

I respectfully ask the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is revisited puts the program's survival at risk.
2. Fund open street events through 2027 and into 2028 — without delaying the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival every cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made these events successful.

Metro should be proud of spending more than a decade building this movement into a proven model. As a company whose entire business is getting people out of cars and onto bikes and transit, I can tell you it works — and that walking it back now, as the world prepares to arrive for the Olympics, is the wrong move.

Please pull this item from consent.

Respectfully,

Nick Russo
President & CEO, Pedal Movement

The Office of the External Vice President,
Graduate Students Association, University of California, Los Angeles
Jack Feng, External Vice President | vpex@gsa.asucla.ucla.edu
Kerckhoff Hall 316, 308 Westwood Plaza, Los Angeles, CA 90095

July 22, 2026

Los Angeles County Metropolitan Transportation Authority
Metro Board of Directors
Office of Board Administration
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Los Angeles Metro Board Members,

On behalf of the UCLA Graduate Students Association (GSA), the official elected body representing nearly 14,000 UCLA graduate and professional students, I write to express our strong opposition to Agenda Item #13 (File 2026-0432) and respectfully request that you pull it from the consent agenda for full discussion.

Graduate and professional students at UCLA depend on a public transportation system that is reliable, affordable, accessible, and sustainable. Our students live in communities across Los Angeles County and rely on Metro buses and rail, walking, biking, and other forms of active transportation every day to travel to campus, research laboratories, hospitals, internships, classrooms, and workplaces. Public transit is not simply an option for many of our members. It is the infrastructure that allows them to contribute beyond our campus while navigating life across the nation's second largest city and region.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 while delaying any decision on a permanent program until after the 2028 Olympic and Paralympic Games. This creates significant uncertainty for organizations such as CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets and threatens programs that expand access to safe, people-centered transportation in communities throughout Los Angeles County.

This proposal comes at precisely the wrong time. UCLA will serve as the Athletes' Village for the 2028 Olympic and Paralympic Games, while Metro is advancing transformative investments including the D Line Extension to Westwood and the Sepulveda Transit Corridor, which will connect the San Fernando Valley to the Westside with a station at UCLA. Together, these investments will fundamentally reshape how students, workers, residents, and visitors travel throughout Los Angeles County. Open street events are a natural extension of this vision, encouraging people to discover Metro, walk, bike, and embrace a safer, more connected, and multimodal transportation network. As UCLA prepares to welcome the world, Metro should be expanding opportunities for residents to experience sustainable mobility, not scaling them back.

Los Angeles has already demonstrated the power of this approach during the 2026 FIFA World Cup. Students and residents alike used Metro to travel between neighborhoods, attend matches, and participate in free community celebrations such as "Kick It in the Park" watch parties across the region. These events showed that when transit, active transportation, and public spaces work together, Los Angeles can welcome the world while strengthening connections within our own communities. Open street events extend that legacy by making sustainable transportation visible, accessible, and enjoyable long after international events have ended.

For UCLA students, open street events are not simply recreational programs. They encourage transit ridership, improve access to safe walking and biking infrastructure, support community well-being, connect neighborhoods, and make it easier for students to choose affordable transportation over driving. They reinforce Metro's long-term goals of increasing ridership, reducing emissions, improving safety, and building a transportation system that serves everyone.

We respectfully ask the Board to pull Agenda Item #13 from the consent agenda to allow for full public discussion. We further urge the Board to identify a funding solution that keeps open street events operating without interruption, provide funding through 2027 and into 2028, establish open street events as a permanent Metro program rather than a competitive grant opportunity, and preserve the multi-neighborhood format that has made these events successful across Los Angeles County.

We, UCLA graduate and professional students, are building our futures in Los Angeles and deserve a public transportation system that is reliable, accessible, sustainable, and designed around people. Continued investment in open street events advances those priorities and reflects the region's commitment to a more connected future. We respectfully urge you to pull Agenda Item #13 from the consent agenda and protect this vital program.

Thank you for your time and consideration.

Sincerely,

[redacted]

Jack Feng
External Vice President, Graduate Students Association
University of California, Los Angeles

Councilmember
Emmanuel J. Estrada
City of Baldwin Park

July 22, 2026

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

(Via - Electronic Mail)

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Emmanuel J. Estrada, Councilmember for the City of Baldwin Park, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.

These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

Emmanuel J. Estrada
Councilmember
City of Baldwin Park

July 14, 2026

Metro Board of Directors c/o Planning and Programming Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza Los Angeles, CA 90012

RE: Agenda Item 13, File #2026-0432 - Open and Slow Streets Grant Program Update
PUBLIC COMMENT IN OPPOSITION TO STAFF RECOMMENDATION AS WRITTEN

Dear Chair and Members of the Committee,

On behalf of CicLAvia and ActiveSGV, thank you for the opportunity to submit a comment on July 15, 2026, Planning and Programming Committee's meeting agenda item: Open and Slow Streets Grant Program Update. We want to begin, genuinely, with gratitude. For more than a decade, Metro has been an extraordinary partner in reimagining what Los Angeles County's streets can be. Metro's investment helped open streets grow from a bold experiment into a proven regional model, such as CicLAvia and 626 Golden Streets/Active Streets, to one that has put hundreds of thousands of county residents on foot, on bikes, and on transit, many for the first time. Metro's support did not just fund events; it helped build a multimodal culture in this county, connecting corridors to bus and rail, introducing new riders to the system, and making public transit feel like a natural, comfortable part of everyday life for communities across Los Angeles County. We do not take that partnership for granted, and we do not want to lose it.

It is precisely because of that partnership that we write today with real disappointment. The staff report before you responds to a motion, authored with vision by Directors Horvath, Dutra, Solis, Hahn, Sandoval, and Yaroslavsky, that directed the CEO to chart a path toward a permanent, sustained Open and Slow Streets Program and to secure a minimum of $1 million to keep large-scale events alive between the FIFA World Cup and the 2028 Olympic and Paralympic Games. We are grateful to those Board members for their leadership in recognizing what is at stake and for pushing staff toward a durable solution. **Regrettably, the staff report does not deliver on that direction.**

Where the Staff Report Falls Short

- **No path to a permanent program**. Rather than recommending how to transition Open and Slow Streets from a pilot to a permanent program, as directed, staff push that decision to a Cycle 8 report in 2028, two years from now, and after the very Olympic and Paralympic Games this motion was meant to prepare us for.
- **No dedicated Metro funding for the gap months and years.** The motion asked Metro to identify a minimum of $1 million to fund an abbreviated grant cycle. Instead, the report asks local jurisdictions to fund events themselves out of Local Return and TDA Article 3,

sources Metro does not control, that vary widely by jurisdiction, and that was not what the Board directed.

- **No protection for large-scale, multi-community events**. The report is silent on preserving the 4+ mile, multi-neighborhood format that has driven Open Streets' equity and ridership outcomes, risking a shift toward small, tourism-oriented "fan zone" activations in its place.
- **An unaddressed, near-total gap in 2027**. As currently structured, Cycles 6 and 7 fund essentially no events in the 2027 calendar year at all, a full year without a single large-scale Metro-supported Open Streets event, at the exact midpoint between two global events the region is preparing to host.
- **A missed deadline.** The Board directed this report back in March 2026. It arrives four months later, in July, further compressing the runway to plan for 2027 and into 2028.

The Numbers Tell the Story: Cycles 4, 5, and 6/7 Compared

A review of Metro's own grant records across Cycles 4, 5, and 6/7 makes clear that the shift underway in this program is not a minor adjustment, it is a fundamental change in what "Open and Slow Streets" means in Los Angeles County.

Metric	Cycle 4	Cycle 5	Cycles 6 & 7
Funded Events	12	16	~30
Total Route Miles	67.3 miles	83.6 miles	65.2 miles
Total Metro Funding	$5.0 million	$5.48 million	$10.0 million
Average Miles per Event	5.6 miles	5.2 miles	2.2 miles
Cost per Mile	$74,294	$65,564	$153,280

Source: Metro Open and Slow Streets grant records by cycle, mileage and funding data compiled from Cycles 4,5, 6 &7.

Three things stand out. **First, Metro's total investment in Cycles 6 and 7** nearly doubled compared to Cycle 4 and Cycle 5, yet **the total route miles delivered went down, from 83.6 miles in Cycle 5 to just 65.2 miles in Cycles 6 and 7.** Twice the money is producing fewer miles of open streets, not more. In fact, more half of the routes in Cycles 6 and 7 were less than one mile long.

Second, the average event length has been cut by more than half. Cycle 4 and Cycle 5 events averaged 5.2 to 5.6 miles, long enough to link multiple neighborhoods, commercial corridors, and transit stations along a single route. Cycles 6 and 7 average just 2.2 miles per event, a route length that struggles to connect more than a single neighborhood or a narrow slice of a corridor.

Third, and most tellingly, the cost per mile has more than doubled, from roughly $65,600–$74,300 per mile in Cycles 4 and 5 to over $153,000 per mile in Cycles 6 and 7. Los Angeles County is paying more than twice as much per mile to deliver an event that covers less than half the distance.

This is what we mean when we say the current structure risks losing the true nature of Open Streets. The model that made this program successful, and that Metro helped pioneer regionally, was never about staging isolated activations. It was about opening long, connected corridors that stitch neighborhoods together, put transit stations along the route, and let tens of thousands of people experience their county differently for a day. Shorter, costlier, more fragmented events are a different program with a different, diminished impact. **We do not believe the Board intended for Metro's investment to buy less distance at a higher price, and we do not believe that is a direction that serves the communities this program was built to reach.**

What Is at Stake

If this report is adopted without revision, Los Angeles County risks losing far more than a line item in a budget.

- **We risk losing over a decade of public trust and civic momentum** built one open street at a time. We risk losing the very rehearsal space our region needs, the real-world experience in large-scale street closures, transit coordination, and crowd management that will make the difference between a good 2028 Games and a great one.
- **We risk losing the equity outcomes** that come from free, community-scale events, replacing them with smaller activations concentrated around tourism.
- **And we risk losing organizational partners** like CicLAvia and 626 Golden Streets/Active Streets itself, along with the volunteers, vendors, and community organizers who depend on a predictable, funded cadence of events to keep this work alive. **A program cannot survive on a two-year silence between mega-events and expect to be ready to lead when the world arrives in 2028**.

We do not believe this outcome reflects what the Board intended when it passed this motion, and we do not believe it reflects what Metro is capable of. Metro has shown, for over a decade, that it understands the value of open streets, not as a novelty, but as core infrastructure for building a transit-riding, bike-riding, walking public. We remain optimistic that this Board and Metro staff have the capacity, the relationships, and the track record to get this right.

Our Request

We respectfully urge the Board to decline to simply receive and file the staff report as written, and instead direct staff to return with a revised plan that:

- **Commits identifiable Metro funding**, not solely a redirection to local jurisdictions, to sustain large-scale, multi-community Open Streets events through 2027 and into 2028, as the original Board motion requested;
- **Establishes a real timeline and process toward a permanent program,** developed with meaningful input from community stakeholders and event producers, well ahead of 2028; and
- **Explicitly protects the 4+ mile, multi-neighborhood event format** that has defined this program's success.

A Direct Ask of the Board

We respectfully ask the Board as a whole, to introduce and adopt a standalone Board directive that formally prioritizes and institutionalizes the Open Streets Program as an essential, permanent function of Metro, on par with the other core mobility programs this agency sustains year after year, not a discretionary grant line that must re-justify its existence every cycle. That single act would do more to secure the next decade of Open Streets in Los Angeles County than any staff report could. We ask this of you directly because it is a decision only the Board can make, not another request for staff to study the question, but a Board-authored directive that settles it.

Thank you again for Metro's years of partnership and for the vision Directors Horvath, Dutra, Solis, Hahn, Sandoval, and Yaroslavsky brought to this motion. We remain a committed partner and ready to work with the Board and staff to close these gaps before Los Angeles County welcomes the world.

If you have any questions, please contact us at romel@ciclavia.org and david@activeSGV.org.

Respectfully submitted,

[redacted]

Romel Pascual
Executive Director, CicLAvia

[redacted]

David Diaz, MPH
Executive Director, ActiveSGV

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Pickle, a drag queen in Franklin Village and the Executive Director of Drag Arts Lab, an organization dedicated to expanding and elevating the art of drag throughout the greater Los Angeles County.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Our organization has partnered with CicLAVia to provide Drag Story Hours to the community at these events, and we have seen first hand the importance of their programs and the infrastructure that supports these programs.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull pull Agenda Item #13 (File 2026-0432) from consent.

Sincerely,



Pickle
Executive Director, Drag Arts Lab

Dear Metro, 7/21/26

I'm 9 years old and I love biking in CicLAvia. I have participated in five CicLAvias with my Gram. We take the metro E, J, A, and D line with our bikes.

I love all the booths and riding in so many new places and seeing all the weird and cool bikes.

Please do not end CicLAvia.

Isaac

Isaac Diaz
Santa Monica

Pedal Movement

223 E 1st Street
Long Beach, CA 90802
(562) 436-2453
njrusso@pedalmovement.com

July 22, 2026

Los Angeles County Metropolitan Transportation Authority
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: **AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update — Please Pull from Consent Agenda**

Dear Members of the Board,

On behalf of Pedal Movement, I am writing to ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and defers any decision on a permanent program until after the 2028 Olympics. A change of this consequence should not pass without debate.

Pedal Movement is a Long Beach-based bikeshare and mobility company. We operate the City of Long Beach's bikeshare system, run a retail bike shop and bike valet service, and provide mobility consulting across the region. This work gives me a specific vantage point on what open streets events actually do.

They are among the most effective transit and active-mobility demand generators the region has. This past weekend, both CicLAvia and Beach Streets brought large crowds into our region's streets, and our team saw the effects firsthand: people who don't normally feel safe get to enjoy their streets, families discover routes they return to, and residents connect car-free travel to the transit lines that get them there. Our valets parked hundreds of bikes at Beach Streets and CicLAvia and the Long Beach Bikeshare program experienced its busiest day of the year. That is precisely the ridership and mode-shift outcome Metro says it wants. Cutting the program for more than two years walks away from Metro's own goals at the moment they matter most.

These events also sustain an entire ecosystem of small mobility businesses. Companies like ours — along with the bike shops, vendors, and community organizations that line these routes — rely on open streets as moments of visibility, revenue, and community trust that no marketing budget can replicate. A funding gap does not merely shrink events; it undercuts the regional workforce that makes active transportation real on the ground.

223 E 1st Street
Long Beach, CA 90802
(562) 436-2453
njrusso@pedalmovement.com

Open streets matter well beyond LA's largest cities. Many of the smaller communities we serve use these events to bring safe biking, walking, and transit access to neighborhoods that otherwise see little investment in this kind of infrastructure. Erasing regular events erases that access.

I respectfully ask the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is revisited puts the program's survival at risk.
2. Fund open street events through 2027 and into 2028 — without delaying the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival every cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made these events successful.

Metro should be proud of spending more than a decade building this movement into a proven model. As a company whose entire business is getting people out of cars and onto bikes and transit, I can tell you it works — and that walking it back now, as the world prepares to arrive for the Olympics, is the wrong move.

Please pull this item from consent.

Respectfully,

Nick Russo
President & CEO, Pedal Movement

From: Alica Avila
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:17:29 AM

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Dear Metro Board Members,

My name is **Alicia Avila**, a resident of **Chatsworth**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

- Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
- Open street events are for everyone. Cutting funding doesn't just shrink events. It erases opportunities for communities that don't otherwise get this kind of infrastructure investment.
- I'm asking the Board to **please pull this item from consent.**

- Fund open street events through 2027 and into 2028, don't push the decision down the road.
- Find a creative solution now, don't shut down the conversation for 2+ years until after the Olympics.
- Protect the 4+ mile, multi-neighborhood format that makes these events impactful.
- Make the open street events program permanent, not a grant line fighting for survival every cycle.

Thank you,

Alicia Avila

From:	kridd
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:59:50 AM

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Dear Metro Board Members,

My name is Kristin Riddick, a resident of Jefferson Park in the West Adams neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristin Riddick

Sent from Yahoo Mail for iPhone

From: Uniqueb81
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 6:57:15 AM

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Dear Metro Board Members,

My name is Benjamin Delgado, a resident of Pacoima in the San Fernando Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This gives me time to spend with my Kids my Family and Friends, gives kids the opportunity to get out of the house and learn how to ride a bike, gives kids the opportunity to do outdoor activities, make friends, get off those video games, I been attending CiclLAvia for over 10 years now and have always had a good experience and have made good memories.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Benjamin Delgado

From:	Ernie Gonzalez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 8:24:41 PM

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Dear Metro Board Members:

My name is Ernesto Gonzalez and I'm a resident of Mission Hills. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multi-modal transit, as well as our region's air quality and climate goals.

Please:

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ernesto Gonzalez

From: Matt Luna
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:43:46 PM

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Dear Metro Board Members,

My name is Matthew R. Luna, a resident of the City of Carson. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. It also really brings communities together and feel something special in their neighborhood for a short period of time. It gives lasting memories to those who participate.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Matthew R. Luna

From:	Adrianne Robertson
To:	Board Clerk
Cc:	Trinity Robertson; Scott Robertson; Da_Toater 123
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:28:15 PM

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Dear Metro Board Members,

My name is Adrianne Robertson, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
-Fund open street events through 2027 and into 2028—don't delay the decision.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Adrianne

From: jane Alcala
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:47:51 PM

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Dear Metro Board Members,

My name is Jane Alcala, a resident of Paramount. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. My husband and I attend and participate in nearly all CicLAvia events throughout the year, as we have for as long as the program has existed. It has greatly enhanced our lives and made us more attached to Los Angeles as a whole.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jane and Steven Alcala

From: Elizabeth Kattler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:11:39 PM

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Dear Metro Board Members,

My name is Elizabeth Kattler, a life long resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. It creates community, joy, and supports local businesses.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Elizabeth Kattler

From:	Lawrence Tam
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:00:37 PM

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Dear Metro Board Members,

My name is Lawrence Tam, a resident of San Gabriel. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. My family, friends and I have been enjoying these programs for years, attending almost every single event. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Furthermore, these events bring the surrounding communities together, including those who live tens and hundreds of miles away.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lawrence

From:	Stephanie Hodge
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:29:18 PM

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Dear Metro Board Members,

My name is Stephanie Haycock, a resident of Los Angeles/ Hollywood Hills East. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephanie Haycock

From:	Katie Vincent
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:15:23 PM

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Dear Metro Board Members,

My name is Katie Vincent, a resident o West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Katie Vincent

Sent from my iPhone

From:	Tim Short
To:	Board Clerk
Subject:	(EXTERNAL) Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:54:11 AM

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Dear Metro Board Members,

My name is Tim Short a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tim Short

From: Michael Otero
To: Board Clerk
Subject: (EXTERNAL)
Date: Wednesday, July 22, 2026 1:05:08 PM

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Dear Metro Board Members,

My name is Michael, and I'm a resident of Downtown LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As a car-free resident of Los Angeles, events like these boost morale and give us spaces to exist safely in our communities. The amount of times I feel unsafe as a pedestrian because of the lack of car-free spaces is too common of an occurrence.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Otero

From: daniel M
To: Board Clerk
Subject: (EXTERNAL)
Date: Wednesday, July 22, 2026 12:12:40 PM

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From: Marissa Gluck
To: Board Clerk
Subject: (EXTERNAL)
Date: Wednesday, July 22, 2026 9:20:41 AM

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Dear Metro Board Members,

My name is Marissa Gluck, a resident of Hollywood Hills West. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marissa Gluck

From: Susana Medina
To: Board Clerk
Subject: (EXTERNAL)
Date: Wednesday, July 22, 2026 8:39:15 AM

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Dear Metro Board Members,

My name is Susana Medina, a resident of **Sylmar**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susana Medina

Mrs. Medina
4th Grade Teacher
Sol and Gema's Mom

From: Justin Moore
To: Board Clerk
Subject: (EXTERNAL)
Date: Wednesday, July 22, 2026 7:47:02 AM

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No more Ciclavia? Surely a community event can stay? Focus on any other city problem.

Justin Moore
[redacted]
Sent from my iPhone

From: Laura LaRose
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, July 21, 2026 8:58:31 PM

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Dear Metro Board Members,

My name is Laura LaRose and I live in the Brentwood neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for saving open streets,

Laura LaRose
[redacted]

From: M H Turner
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, July 21, 2026 7:11:44 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Michael Turner], a resident of [Gardena Ca]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Turner

Sent from my iPhone

From: Maria Martínez
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, July 21, 2026 6:44:01 PM

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Dear Metro Board Members,

My name is Maria Martinez, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maria Guadalupe Martinez

From: Sherome Staley Jr
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, July 21, 2026 6:33:32 PM

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Send email to: BoardClerk@metro.net

Subject: AGAINST Agenda Item #13, File 2026-0432

Dear Metro Board Members,

My name is Sherome Staley Jr, a resident of **Mid City in Los Angeles**. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,
Sherome Staley Jr.

From: Paula Yerman
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, July 21, 2026 4:58:34 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Paula Yerman , a resident of Mid City, Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Paula Yerman

From: jeangoode567@icloud.com
To: Board Clerk
Subject: (EXTERNAL)
Date: Tuesday, July 21, 2026 4:33:52 PM

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Email:

Subject: AGAINST Agenda Item #13, File — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jean Goode, a resident of Los Angeles Mid-City area. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to Please pull this item from consent.

Thank you for your consideration,

Sent from my iPhone

From: Zachariah Dalton
To: Board Clerk
Subject: (EXTERNAL)
Date: Wednesday, July 22, 2026 2:24:57 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

My name is Zachariah Dalton, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

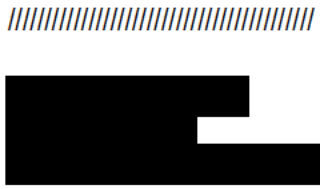
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zachariah Dalton



From:	Jesus Fabian
To:	Board Clerk
Subject:	(EXTERNAL) : AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:28:25 PM

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Dear Metro Board Members,

My name is Jesus , a resident of Historic South Central. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesus Fabian

From: Lilly Lee
To: Board Clerk
Subject: (EXTERNAL) : AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:33:06 PM

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Dear Metro Board Members,

My name is **Lilly li** , a resident of **Duarte.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Best
Lilly

From: Andy Au
To: Board Clerk; Admin ActiveSGV; Yasser Martinez - ActiveSGV
Subject: (EXTERNAL) : AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 2:33:31 AM

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Dear Honorable Metro Board Members,

My name is Andy Au and I'm a 62 year old lifelong resident of Metro's service area. I remember when Metro was the RTD, Rapid Transit District system.

I have been a resident of Northeast Los Angeles from Silver Lake to Eagle Rock growing up.

I now live in South Pasadena.

I have enjoyed SO many Open Streets events over last 16 years having participated in the 10 - 10 - 10 inaugural CicLAvia.

I've brought my children to these events since they were 10 and 12 years old.

They are now 26 and 28 years old and I want to and plan to bring their children to future CicLAvia and ActiveSGV Open Streets events.

That will not happen if you don't take immediate ACTION.

Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Andy Au

[redacted] [redacted]

From: Jackie Smash
To: Board Clerk
Subject: (EXTERNAL) *** You Must Pull Agenda Item #13 (File 2026-0432) from the consent agenda
Date: Wednesday, July 22, 2026 4:51:36 PM

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Dear Metro Board Members,

My name is Jackie Potts and I'm a longtime driver, bicyclist and resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. **I've become a tremendous fan of CicLAvia over the past 8 years. It's drawn me to neighborhoods I never would have explored otherwise like East Melrose Ave and downtown L.A. I've discovered new restaurants, stores and enclaves thanks to Ciclavia. I've started using my bike and Metro Rail more. My friends and I look forward to their events every year.**

Events like Ciclavia matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- **Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk**
- **Fund open street events through 2027 and into 2028—don't delay the decision.**
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- **Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.**

Please pull this item from consent.

Thank you for your consideration,
Jackie Potts
[redacted]

From: Ty Bruton
To: Board Clerk
Subject: (EXTERNAL) 13 (File 2026-0432)
Date: Tuesday, July 21, 2026 5:19:24 PM

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My name is Ty. I would like for you to leave this file out of the agenda. It does not serve the people of Los Angeles. This event is still young in it's growth. Many businesses have been able to have access to new customers from outside of the area, people from all over the world have also joined from time to time.

I believe the bigger picture is to turn this into a world wide event. For example: Asia has many countries full of people who live in the city where they ride bicycles, down and through Austraila and all throughout Africa and Europe and even the Middle East.

Imagine if we the people of California the Golden State single handedly made history by bringing the rest of the world together, with the long term objectives to be:

New customer business/clients, new world travelers (people who needed a reason to travel now have one), fundraisers for political and educational reasons, celebrity appearances, book signings, various classes and courses and so much more.

This development will bring more good news for the entire West Coast, not only that, imagine how much bigger the events will become once the building across from the Convention Center and Laker Stadium will do. There will be more traffic as all eyes will desire to witness what I consider to be the crown jewel of our Downtown Los Angeles.

Thank you

From: [redacted]
To: Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board meeting positions
Date: Wednesday, July 22, 2026 12:16:24 AM

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Agenda items #5, 55, 56, 57 (Metro Board composititon reform)

SUPPORT

Reform of the Metro Board is long overdue and highly support a board member must be a rider. However, I am a bit wary that "regular transit rider" is too broad as I don't want fare evaders and people who blast loud music be represented on the board just because they fit the "rider" description either. I would like the "rider" to be a representative who has a background in finance, law, construction, engineering, procurement, security, mass transit management, real estate development experience, etc. much as how mass transit riders of such backgrounds are the ones who are on the board in places like New York, London, Paris, Tokyo, Seoul, Taipei, Hong Kong and Singapore.

Agenda items #47 (Award BEB contract to El Dorado National)

SUPPORT

I understand Supervisor Hahn held some reservations in the Operations, Safety, and Customer Service Meeting last week as it's not union made. But I would like to remind that El Dorado National is a California based company which is based in Riverside, and that our precious taxpayer dollars should be used to help California based businesses and retain our taxpayer dollars right here in SoCal as well as going for who is able to provide the best price and top points as top priority rather than whether it's unionized or not. And, we should be supportive of this Riverside based company to help build their experience and technical know-how so that we can move away from the New Flyer and Gillig duopoly system. What better way to do that by investing our taxpayer dollars into a company based right here in CA and in Riverside? And if something needs fixing, it's much more quicker to call up a company and bring in technicians from Riverside than where ultimately the money goes to a company based in Winnipeg, Canada.

Support awarding the BEB contract to El Dorado National.

Agenda items #13 (Open Streets Program)

NEEDS MORE CONSIDERATION

I am formally OPPOSED to Metro forever funding the open streets and CicLAvia events as if it

is welfare benefit for City of LA and shady non-profit organizations who are more interested in keeping Metro forever funding these types of events rather than the original intent of these events which was to permanently designate certain areas of City of LA to be car-free zones and be permanently open streets for pedestrians and cyclists. Rather it seems they would prefer to help keep the existence of these 501(c)(3) organizations funded and not have City of LA do it's job of creating car free zones in past places where CicLAvia has taken place, such as along Hollywood Blvd, Sunset Blvd, Melrose Ave, Koreatown, Silverlake/Echo Park, Highland Park, etc. all of which are within City of LA boundaries.

Item #13 seems to reduce the funding to this program which I would support, but long term this program should not be made permanent and MOVE to defund this program so that precious funding should be retained for Metro services (more faregates, TAP to Exit, better maintenance of stations and buses, etc.) and redirect the responsibility to the City of LA and LADOT to move past these events from pilot festivity stage to a permanent car-free section for their own city.

Regards,

[redacted]
Metro rider

[please redact my name and email address when publicly published]

From:	Karen Swett
To:	Board Clerk
Subject:	(EXTERNAL) A local Metro & CicLAvia citizen AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:20:55 AM

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Dear Metro Board Members,

I've worked with Metro folks, as a mentor/coach in Glendale College's Team Internships Program. I know you care about our needs and welcome our involvement as your Metro riders. I've taken city buses, the Metro, and the Metroline many, many times. I've also ridden with my kids in CicLAvia events in Hollywood, Venice, Pasadena, the Valley, South LA, and DTLA over the past 10 or 12 years.

My name is Karen Swett, a resident of La Canada Flintridge (well, in an apt). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Why not keep that sense of community we already have, plus new community-building as the Olympics approach?

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

PLEASE consider the following - I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
2. Fund open-street events through 2027 and into 2028 - we ALL benefit from a greater sense of community , now more than ever. Please don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing

for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open-street events successful in the region.

Please, please, please pull this item from consent. We need to come together more than ever nowadays.

Thank you for listening to your community!

Take care,
Karen

Karen L. Swett
Associate Professor
Speech Communication/Communication Studies
Glendale Community College

From: Carlos Luarca
To: Board Clerk
Subject: (EXTERNAL) Against "item 13"
Date: Tuesday, July 21, 2026 5:30:29 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Carlos Luarca, a resident of the Park La Brea Community for the past 26 years. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dr Luarca

Sent from my iPhone

From: Francisco Sarabia
To: Board Clerk
Subject: (EXTERNAL) Against agenda #13
Date: Tuesday, July 21, 2026 7:00:15 PM

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Dear Metro Board Members,

My name is Jose castillo, a resident of **los angeles City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Jose J Castillo

From:	Elena Le
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 11:12:50 AM

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Dear Metro Board Members,

My name is Elena Le, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. This item goes against LA's promises to not let the games impact the local community. Why does the community have to sacrifice its community events to benefit the Olympics? If you want Angelenos to ride transit, you must make it easy and exciting for us to be a part of the community. CicLAvia promotes all alternatives to cars and LA Metro should support this mission.

This policy puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open

street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Elena Le

From:	Cynthia R
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST agenda item #13 - Thursday 7/23 board meeting
Date:	Wednesday, July 22, 2026 7:28:28 AM

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Dear Board Members,
My name is Cynthia R., I am a resident of Los Angeles County as well as a current Metro employee. I am asking you to remove agenda item #13 from tomorrow's meeting (Thursday 7/23).

By pulling grant funding from open street events and pausing further conversation, you will destroy the hard work events like CicLAvia and Active626's Golden Streets/Active Streets have spent years cultivating. Open street events have grown in popularity over the years. It's increased awareness of multi-modal mobility, highlighted the importance of safe walking, biking, and transit access, and created a strong community.

As the world's eyes are on Los Angeles, I think it would be a terrible decision to reduce funding for these events. I am strongly AGAINST this item.

Board Members, I ask that you please find a way to continue funding these events through 2028 **AND BEYOND**. It would be so beneficial to Angeleno's for these open street events to be permanent.

Please, please pull this item from the consent agenda.

Thank you for your time and consideration,
Cynthia R.

From:	Treva Moore
To:	Board Clerk
Cc:	Treva Moore
Subject:	(EXTERNAL) AGAINST Agenda Item #13 File 2025-0432 Open and Slow Streets Grant Prigram Update- Please pull from Consent Calendar
Date:	Wednesday, July 22, 2026 7:18:48 AM

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Good morning Metro Board Members!
Please remove Agenda Item #13 from the consent calendar and please protect Open Streets Funding through 2027, 2028 and beyond Please.
My family, kids and my friends get the chance to ride safely free of cars for 4-6 miles. It brings people together in a healthy and safe way. It brings money to the businesses along the closed routes. We always stop and eat at a restaurant on the closed route.
Please direct staff to find a creative funding solution to keep open streets events running through 2027 and into 2028 and beyond Please.
Please make the Open Streets car free events a permanent dedicated program Please.

My name is Treva and I reside in [redacted]

Thank you for your consideration!!!! (:

Treva

From: Darko Yo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13 -file 2026-0432.
Date: Tuesday, July 21, 2026 6:00:38 PM

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Dear Metro Board Members,

My name is James Mora, a resident of Helms Bakery district. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

James Mora

From:	Sarah Ruttinger
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13 File 2026-0432 open & slow st grant update - please pull from consent calendar!
Date:	Tuesday, July 21, 2026 4:06:27 PM

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To the Metro Board -
I'm Sarah, and I live in Los Feliz. I have lived in West Hollywood, Los Feliz, and Echo Park for the past 17 years and truly feel so honored that Los Angeles has welcomed me into their home. The open streets events are one of my absolute favorite things about LA, and that's why I'm asking you to pull Agenda Item #13 (File 2026 - 0432) from the consent calendar for a full and complete discussion.

Events like CicLAvia and other open streets programs matter! This agenda item would put them in jeopardy. I'm asking the Board to:

Find a creative funding solution to keep these events running now, instead of shutting them down until after the Olympics.

Fund the events through 2027 and into 2028.

Make the events a permanent program! They shouldn't be constantly at risk and fighting for their survival.

The events are multi-neigborhood and 4+ miles, which has proven to be a success and brings so much joy and awareness to the community. Protect them!

Please pull this item from consent.
Thank you,
Sarah Ruttinger
--
Sarah Ruttinger
(she/her)
[redacted]

From:	Laurie
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13 File 2026-0432 Open and Slow Streets Grant Program Update Please Pull From Consent Calendar
Date:	Tuesday, July 21, 2026 3:15:40 PM

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Dear Metro Board members:

Please don't take our beloved CicLAVia away from us.

I have participated since 2010.

I am also a Metro customer. I ride buses and trains. Including the new D Line.

My name is Laurie Paladino a resident of Los Angeles. I am asking you to pull Agenda item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and punts any permanent program decision until after the 2028 Olympics.

This puts the open streets organizations like CicLAVia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk! These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. We love it and we appreciate it more than I can convey.Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open streets events running now, rather than shutting down the conversation until after the Olympics. We need these events at a time where there is increasingly less to look forward to. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Please, fund open streets events events through 2027 and into 2028.Do not take away this beloved program from us. Families take their children to safely ride bikes in these events. They bring communities together and expose us to different neighborhoods and businesses. We cherish these opportunities to participate.

Please, make open streets events events events a permanent, dedicated program, not a grant line competing or survival each cycle.

Protect the multi-neighborhood, 4+ mile formate that has made open streets events successful in the region.

Don’t take this away from us. We need this.

Please pull this item from consent.

From a 30+ resident of Los Angeles,

Laurie Paladino

From:	A Ramos
To:	Board Clerk
Subject:	(EXTERNAL) Against agenda item #13 File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:17:14 PM

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Dear Metro Board Members,

My name is Aracely R, a resident of Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Aracely R.

From: Jayna Staley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13 File 2026-0432
Date: Tuesday, July 21, 2026 6:44:41 PM

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Dear Metro Board Members,

My name is **Jayna Staley**, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,
Jayna Staley

From: DeAnn Trimarchi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13 File 2026-0432
Date: Tuesday, July 21, 2026 7:38:32 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is DeAnn, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

DeAnn Trimarchi

DeAnn Trimarchi
www.deannphotography.com
www.deanntrimarchi.com

From: Jjiecova
To: Board Clerk
Subject: (EXTERNAL) Against agenda item #13 file 2926 0432 open and slow streets grant program
Date: Wednesday, July 22, 2026 12:57:51 PM

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Dear Metro Board Members,

My name is Judy Covarrubias resident of Reseda Ca. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Judy Covarrubias

Sent from my iPad

From: Jesse Barajas
To: Board Clerk
Subject: (EXTERNAL) Against agenda item #13 File
Date: Wednesday, July 22, 2026 8:17:50 AM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jesse Barajas, a resident of **Los Angeles, Korea town.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesse B.

From: Aguilar, Irma
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13
Date: Tuesday, July 21, 2026 8:32:00 PM
Attachments: image001.png
image002.png
image004.png
image006.png
image008.png
image003.png
image005.png
image007.png
image009.png

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Dear Metro Board Members,
My name is Irma Aguilar and I live in Burbank, CA. I respectfully urge the Board to remove Agenda Item #13 (File 2026-0432) from the consent calendar and allow for a full public discussion.
The current proposal would leave major open streets events without funding through 2027 and much of 2028, while postponing decisions about the future of the program until after the 2028 Olympic Games. Such a delay creates significant uncertainty for organizations that have spent years building successful community events – and more importantly, the community
Programs such as CicLAvia, ActiveSGV's 626 Golden Streets, and similar initiatives provide much more than recreational opportunities. They create safe, accessible spaces for walking, biking, and transit use while bringing communities together in a way unseen – and in a healthy way. For many smaller cities, these events offer one of the few opportunities to experience active transportation projects and public spaces that might otherwise never receive investment.
Over the past decade, Metro has played an important role in growing and supporting these programs. Reducing that commitment now risks undermining progress toward Metro's goals of increasing transit use, expanding transportation options, and creating more connected communities—especially as the region prepares to welcome visitors from around the world for the Olympics. Seize the moment to expand programs that will benefit the community and visitors!
I encourage the Board to:

- Identify funding solutions that allow open streets events to continue without interruption rather than postponing action for several years.
- Maintain financial support for these programs throughout 2027 and into 2028.
- Establish open streets initiatives as a permanent Metro program with dedicated funding rather than requiring them to compete for limited grant resources each cycle.
- Preserve the larger, multi-neighborhood event format that has proven successful in engaging residents across the region.

Please remove this item from the consent agenda so it can receive the thoughtful discussion it deserves.
Thank you for your time and consideration.

Sincerely,
Irma Aguilar



Irma Aguilar
Sales Enablement Leader

Ingersoll Rand

Haskel International
100 East Graham Pl,
Burbank,
CA 91502,
USA

Office +1 818 843 4000

ingersollrand.com

From: Susan Ryan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13
Date: Tuesday, July 21, 2026 7:03:06 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **Susan Ryan**, a resident of **MId-City Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susan Ryan

S. Orange Dr., Los Angeles

--

Susan

From: José Luis Oyola
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-
Date: Wednesday, July 22, 2026 10:28:03 AM

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Dear Metro Board Members,

My name is Jose Oyola a resident of [Your City/Neighborhood]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Oyola

[redacted]

From: Hannah Calistri
To: Board Clerk
Subject: (EXTERNAL) Against Agenda Item #13, File 2026-0432—Open and Slow Streets Grant Program Update— Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:47:06 PM

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Dear Metro Board Members,

My name is Hannah Calistri and I am a resident of Silver Lake. Though I am not a native Angelino, I graduated from California State University, Los Angeles, and have become a proud citizen of LA.

The first time I felt *true* love for Los Angeles was when I took my bike to a CicLAvia event extending from Chinatown through Downtown. My bike had been collecting dust in my apartment because riding around Silver Lake with scarce bike infrastructure felt like a death wish. But when I am advertising Ciclavia to my friends, I describe it as *heaven on earth*. It's an event where Angelinos of all ages and walks of life can come together to enjoy our cities' urban architecture and culture. No other event in LA can take you from the heart of Culver City to Santa Monica or from my area all the way to West Hollywood. It is a chance for people to actually take a step in a neighborhood they only ever drive through, learn something new from the various tents and vendors associated with the event, or try a new restaurant that is now overflowing with bikers. (Ciclavia brings incredible foot traffic into otherwise low-traffic areas). I have never seen happier Angelinos anywhere else, enjoying each other's company and our city's uniquely expansive and multicultural community.

CicLAvia counters every negative claim about our city and these claims are being thrown around now more than ever with the upcoming Olympics. Open street programs like Ciclavia challenge all the anti-LA rhetoric: that our streets are unsafe for bikers and pedestrians, that we are car dependent, that we do not have public transportation. Of course, safety, traffic, and transportation are major issues for our city, but Ciclavia demonstrates how we are working towards a better future. If anything, Ciclavia can help us get excited and innovative about the Olympics and show the world LA through our eyes. Why shut down something that advertises and promotes the best parts of our city?

Ciclavia was able to collaborate with Netflix to promote Stranger Things Season 5, which seemed like a great model for generating funding for these events. That event was extremely well-attended and a blast to be a part of. Losing Ciclavia for 2027-28 would be losing an essential and exciting part of our city's evolving culture.

Returning to the script, I am asking the Board to:

• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years

before this is even revisited is unacceptable and puts the program's survival at risk

• Fund open street events through 2027 and into 2028—don't delay the decision.

• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

And again, I am asking the Board to reconsider Ciclavia as a defining feature of Los Angeles. If you care about Angelinos, the reputation of Los Angeles, and the future of our city, you should care about and fund Ciclavia.

Thank you for your time and consideration.

--
Hannah Calistri, MA
Archaeological Field Technician
Museum Conservation Researcher

From: David Marsh
To: Board Clerk
Subject: (EXTERNAL) Against Agenda Item #13, File 2026-0432 - Open Streets
Date: Wednesday, July 22, 2026 10:57:16 AM

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Dear Metro Board Members,

My name is David Marsh, resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The report on this leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I have been a Ciclavia participant for about two decades, and love it. Losing it would be a blow to me, more importantly, thousands of particpants and all the cities that host this.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration

David Marsh, Pasadena, CA

From:	Grant Winfrey
To:	Board Clerk
Subject:	(EXTERNAL) Against Agenda Item #13, File 2026-0432, Open and Slow Streets Grant Program - Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:52:28 PM

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Dear Metro Board Members,

My name is Grant Winfrey, a resident of Hollywood.

I'm asking you to pull Agenda Item #13, File 2026-0432, from the consent agenda for full discussion.

The report leaves large open street events unfunded through the first half of 2028. This postpones any permanent program decision until after the 2028 Olympics, which would cause great harm to the tremendous momentum underway in establishing a new vision for our streets and transportation.

Important open street organizations like CicLAvia would be put at real risk. These amazing community events matter in making Los Angeles the city we want it to be, how we move around it, and use it. This is too critical for us to lose.

Metro built this movement over the last decade. Don't damage this great creation. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as ridership grows and the region prepares to host the world for the Olympics.

I'm asking the Board to:
- Find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028. Don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Pull this item from consent.

Thank you for your attention to this important matter.

Grant Winfrey

From:	Linda Finn
To:	Board Clerk
Cc:	Linda Finn
Subject:	(EXTERNAL) Against Agenda Item #13, File 2026-0432, Open and Slow Streets Grant Program Update/Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:37:52 PM

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7/21/26
Dear Metro Board Members:

**First let me say how much I love the L.A. Metro system for oh, so many reasons!

And now:
My name is Linda Finn, a resident of North Hollywood. As requested, via email, by CICLAVIA
I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda
for full discussion.
As written, the staff report leaves large-scale open-street events unfunded through 2027 and the first half of 2028, and punts any permanent program decision until after
the 2028 Olympics.
This puts open-street organizations like CicLAvia and open streets programs like
ActiveSGV's 6626 Golden Streets/Active Streets at real risk.
These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, just as the region prepares to host the world for the Olympics.
I'm asking the Board to:
-Direct staff to find a creative funding solution to keep open street events running now rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
-Fund open street events through 2027 and into 2028; don't delay the decision.
-Make open street events a permanent dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.
Thank your your consideration,
Linda Finn

*This letter was composed by CicLAvia but it makes a lot of sense. I have been so impressed by the open street/one-day closure to motor vehicles concept. Those special days allow individuals and families to relax and enjoy walking and the outdoors; local vendor food is always extra-special as folks casually and playfully come upon something that appeals!
Best regards to what's best for Los Angeles. (I was born downtown in 1949!)
L.F.

From:	Jake Amatruda
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:56:33 PM

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Dear Metro Board Members,

My name is Jake, a resident of Atwater Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jake Amatruda

From:	Frederick Nichols
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:56:31 PM

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Dear Metro Board Members,

My name is Frederick Nichols, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Frederick Nichols

From:	emy christoffersen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:56:28 PM

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My name is Emy Christoffersen a resident of Santa Clarita. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Emy Christoffersen

From:	Aisling Ilayne
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:55:59 PM

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My name is Aisling Smith, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aisling Smith

From:	Ethan Ravens
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:55:36 PM

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Dear Metro Board Members,

My name is Ethan, a resident of Los Angeles, West Adam's and union organizer. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ethan Ravens

Ethan Ravens

From:	Mark Mallare
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:54:02 PM

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Dear Metro Board Members,

My name is Mark, a resident of **Culver City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mark M

From:	Nicolas Barmak
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:52:47 PM

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Dear Metro Board Members,

My name is Nicolas Barmak, a resident of Sawtelle, LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicolas Barmak

From: Jess Fugate
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:51:17 PM

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Dear Metro Board Members,

My name is Jessica Fugate, a resident of Beverly Hills and an employee of the City of Los Angeles. I kindly request that you remove Agenda Item #13 (File 2026-0432) from the consent agenda so that it can be discussed in full.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Moreover, LA City departments use these events (CicLAvia) to build bridges and connect with the community.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I urge you to please pull this item from consent.

Thank you for your consideration,

Jessica Fugate
****

Sent from my iPhone

From:	chaiken berg
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:50:49 PM

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Dear Metro Board Members,

My name is Martin Berg. I am a resident and homeowner in Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Martin Berg

Sent from my iPad

From:	Adrian C. Tenney
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:50:41 PM

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Dear Metro Board Members,

My name is **Adrian Tenney**, a resident of **Montecito Heights**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for considering,

ADRIAN
TENNEY

she/her/they/them

ISA Certified Arborist #WE-14186A

Living and working on Tovaangar, the traditional lands of the Gabrielino-Tongva Peoples

TERREMOTO.LA

From:	cathy yeh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:49:52 PM

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Dear Metro Board Members,

My name is Catherine Yeh, a resident of Los Angeles, 90025. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Catherine Yeh

From:	Kevin Doody
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda Kevin Doody
Date:	Wednesday, July 22, 2026 4:49:16 PM

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Subject:

Dear Metro Board Members,

My name is **Kevin Doody,** a resident of **Glendale.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kevin Doody

From:	Tommy Fleming
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:48:52 PM

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Dear Metro Board Members,

My name is Tommy Fleming, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tommy

From:	Danielle Swiontek
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update -- Please pull consent item
Date:	Wednesday, July 22, 2026 4:48:07 PM

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Dear Metro Board Members,

My name is Danielle Swiontek, and I am a resident of Santa Barbara County who frequently uses public transit to and within Los Angeles County. My husband is a longtime participant in CicLAvia events, which have become one of his favorite reasons to visit Los Angeles.

I am writing to ask that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open streets events unfunded through 2027 and the first half of 2028, while postponing any decision on a permanent program until after the 2028 Olympic Games.

That creates a very real risk for organizations such as CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets. These events matter far beyond Los Angeles' largest cities. They bring safe opportunities for walking, bicycling, and transit use to neighborhoods that otherwise see little investment in active transportation infrastructure, while introducing thousands of people to places they might never otherwise visit.

Metro has played a central role in building this movement over the past decade. Allowing it to stall now would undermine many of Metro's own goals for transit use, active transportation, and regional mobility just as Los Angeles prepares to welcome the world for the Olympics.

I respectfully ask the Board to:

* Direct staff to identify a creative funding solution that keeps open streets events operating now, rather than delaying the conversation until after the Olympics. A funding gap of more than two years puts these programs at unnecessary risk.
* Fund open streets events through 2027 and into 2028 instead of postponing the decision.
* Establish open streets as a permanent, dedicated program rather than a grant program that must compete for survival each funding cycle.
* Protect the multi-neighborhood, four-plus-mile format that has made these events so successful throughout the region.

Please pull this item from the consent agenda and give it the discussion it deserves.

Thank you for your consideration.

Sincerely,

Danielle Swiontek
Goleta, California

From:	Dustin Perkins
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:47:06 PM

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Dear Metro Board Members,

My name is Dusty Perkins and I am resident of Eagle Rock. My family and I have tremendously enjoyed the community and connection that open street events like CicLAvia have brought to life in the city. Per the recommendation of organizations which I support, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
* Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
* Fund open street events through 2027 and into 2028—don't delay the decision.
* Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
* Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Dusty Perkins

From:	Maya Román
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:46:03 PM

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Metro Board Members,

My name is Maya Roman, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streetsat real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maya Roman

From:	Marissa Ayala
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 4:45:59 PM

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Metro Board Members,

I am writing on behalf of the ACT-LA coalition to request that Item #13 is removed from the consent calendar during tomorrow's (Thursday July 23rd) meeting.

The Open Streets program, built in collaboration with cities across LA County has provided engaging, safe, public events that encourage public transit, and for many LA County residents are their only exposure to alternative transit experiences.

We ask staff to consider the item with the time and discussion deserved, and pursue alternative funding solutions to keep the program running to its fullest extent.

Best,

Marissa Ayala (she/her/hers)
Policy and Advocacy Manager | ACT-LA
cell: [redacted] website: www.act-la.org

From: care kado
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:45:28 PM

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Dear Metro Board Members,

My name is **CARRIE KADOHIRO**, a resident of **SAN GABRIEL, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
CARRIE KADOHIRO

From: Kayleigh Jankowski
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:44:34 PM

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Dear Metro Board Members,

My name is Kayleigh Jankowski, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kayleigh Jankowski

From: Kayleigh Jankowski
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:44:27 PM

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Dear Metro Board Members,

My name is Kayleigh Jankowski, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kayleigh Jankowski

From:	Priscilla Vargas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:44:06 PM

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Dear Metro Board Members,

My name is Priscilla Vargas, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

--

Priscilla Vargas

[redacted]

From:	Ryan Luevano
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:43:58 PM

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Dear Metro Board Members,

My name is ryan, a resident of West Adams I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Luevano

From: Lexie Rooks
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:43:47 PM

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Dear Metro Board Members,

My name is Lexie Rooks, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lexie Rooks

From: susan nega
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:42:41 PM

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Dear Metro Board Members,

My name is Susan Walker, resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susan Walker

Sent from my iPad

From:	Chisom Nnorom
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:42:38 PM

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Dear Metro Board Members,

My name is **Chisom Nnorom**, a resident of **Mid City Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Chisom Nnorom

From:	Paul Ho
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:42:27 PM

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Dear Metro Board Members,

My name is Paul Ho, a resident of Gardena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Paul Ho

From:	Jonathan Bensick
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:42:09 PM

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Dear Metro Board Members,

My name is Jonathan Bensick, a resident of Los Angeles (currently living in Mid-City). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This jeopardizes some of our city's most successful civic events that my family, friends and neighbors look forward to every year, events that encourage bicycle, train and bus travel, and inspire Angelenos to envision a city with less reliance on cars.

It puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Jonathan Bensick | AIA, LEED AP BD+C

[redacted]

From:	Cecile DeLong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:39:29 PM

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Dear Metro Board Members,

My name is Cecile DeLong, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cecile DeLong

From:	Samantha Ciapponi
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:38:52 PM

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Dear Metro Board Members,

My name is Samantha Ciapponi , a resident of Los Angeles I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Samantha Ciapponi

From: Makaila Lopez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:38:48 PM

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Dear Metro Board Members,

My name is Makaila Lopez, a resident of Cypress Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Makaila Lopez

From:	Jon Axell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:38:17 PM

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Dear Metro Board Members,

My name is Jon Axell, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jon Axell

From:	Jennifer Woon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:36:34 PM

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Dear Metro Board Members,

My name is Jennifer, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Woon

From:	zoe starr
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:36:31 PM

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Dear Metro Board Members,

My name is Zoe Starr, a resident of **Los Angeles County/West Hollywood.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zoe Starr

From: Virginia
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update
Date: Wednesday, July 22, 2026 4:35:16 PM

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Dear Metro Board Members,

My name is Virginia and I'm a resident of the Palms/Culver City area. Please pull Agenda Item #13 from the consent agenda.

Open street organizations are already underfunded and under-supported, and choosing to leave them off the budget for the next two years will be devastating both to the communities they serve and the people who work so hard to make those events happen. These events are so valuable not only as a fun Sunday outing, but as a way to educate Angelenos on the importance of reducing cars and creating safe streets for everyone to enjoy. It shows them a glimpse of what Los Angeles could do if we took Vision Zero and HLA seriously and prioritized people and a good quality of life over moving and storing cars.

Additionally, if Metro is serious about having a "car-free" Olympics, then you should continue to have these events as way to prepare the public for closed streets and restricted access to cars. Organizations like CicLAvia and Golden Streets are also wonderful potential partners to help with Olympic adjacent events, but they won't exist if you take away vital funding.

These open street events are incredibly eye-opening and with no exaggeration, life-changing. They are loved and well-attended. If you gut these organizations you will gain nothing and lose over 10 years worth of work and investment towards making Los Angeles a modern, multimodal city.

I urge you to remove this item from consent.

Thank you for your time,
Virginia

From:	Biking While Black
To:	Board Clerk
Cc:	Rachel Burke; Elizabeth Doerr; Alina Borja; Damon Turner
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:34:17 PM

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Dear Metro Board Members,

My name is **Yolanda Davis-Oversreet**, founder of Biking While Black and a resident of Los Angeles, living in West Adams and Downtown LA over the past year. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Yolanda Davis-Overstreet

Biking While Black, Founder

From:	Alex Darafeev
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:34:14 PM

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Dear Metro Board Members,

My name is Alexander Darafeev, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alexander Darafeev

From:	stacie chaiken
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:34:11 PM

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Dear Metro Board Members,

My name is Stacie Chaiken. I am a resident and homeowner in Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stacie Chaiken

From:	Catherine Grande
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:33:31 PM

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Dear Metro Board Members,

My name is Catherine Grande, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Catherine Grande

From:	HD
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:32:45 PM

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Dear Metro Board Members,

My name is Helena Dukovich, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets will be put at great risk. These events bring liveliness, joy, and genuine offline community to our neighborhoods, and they matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk, not to mention disappointing the local communities by keeping such events far and few between.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Helena Dukovich

From:	Shelby Scuderi
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:31:40 PM

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Dear Metro Board Members,

My name is Shelby Scuderi, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shelby Scuderi

From: renee roediger
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open & Slow Streets Grant Program Update - Please Pull from Consent Agena
Date: Wednesday, July 22, 2026 4:30:33 PM

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Dear Metro Board Members,

My name is Renee Roediger, a resident of South LA neighborhood. I'm asking you to pull Agenda Item #13 from the consent agend for full discussion.

Ya'll - CicLAvia is one of my favorite events in LA. My kids and I have a great time and its such an easy way to stay civically engaged with great booths at the hubs. Let's get creative to find funding! Mexico city does this weekly, we can do it bi-monthly!

Thank you!
Regards,
Renee

From: Tom Hitchner
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:29:47 PM

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Dear Metro Board Members,

My name is Tom Hitchner, a resident of Vermont Square in South Los Angeles. I have seen firsthand the value that open-street events like Ciclavia have had on building community, encouraging exploration, and building youth interest in non-motorized transportation and outdoor exercise. Therefore, **I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

These events have been beneficial to millions of Angelenos, particularly those in underserved communities. To pull their funding would be to halt the momentum that Metro has built in encouraging multimodal transportation, right before we host the 2028 Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Metro should be looking to encourage alternative transportation, not stifle it. Please pull this item from consent.

Thank you for your consideration,

Thomas Hitchner
[redacted]

[redacted]

From:	Nancy Lam
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:28:58 PM

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Dear Metro Board Members,

My name is Nancy Lam, a resident of Vermont Square in South LA near Leimert Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nancy Lam *(she/ella)*
Director of Organizing and Policy
Redeemer Community Partnership
(

From:	Alexandra Formella
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:28:27 PM

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Dear Metro Board Members,
My name is Alexandra Formella, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Alexandra Formella

From:	Denayja Reese
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:26:01 PM

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Dear Metro Board Members,

My name is Denayja Reese, a resident of the East Hollywood neighborhood in Los Angeles, CA.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration!

From: Josie Mallari
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:25:35 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Josie Mallari, a resident of Historic Filipinotown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Josie Mallari

From:	Melissa Platero
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:25:20 PM

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Dear Metro Board Members,

My name is Melissa Platero, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melissa Platero

From:	Jostin Grimes
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:25:08 PM

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Dear Metro Board Members,

My name is **Jostin Grimes**, a resident of **Los Angeles, Chinatown** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jostin Grimes

Jostin A. Grimes
Morehouse College '17

From: Katie Wagenknecht
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:24:09 PM

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Dear Metro Board Members,

My name is Ekatherina Buday, a resident of Los Angeles in View Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ekatherina Buday

From:	Reilly Saint-Amand
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:23:36 PM

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Dear Metro Board Members,

My name is Reilly, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Reilly

From: Jordyn Doyel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:23:27 PM

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Dear Metro Board Members,

My name is **Jordyn Doyel**, a resident of **Pasadena**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jordyn Doyel


[redacted]

From:	Jessica Zapata
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:23:17 PM

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Dear Metro Board Members,

My name is Jessica Zapata a resident of Torrance CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. The people make up the city of Los Angeles! We need these spaces for community, prosperity, and to enjoy life! There is

only one life to live and we’re blessed to be in the great city of Los Angeles, where amazing events like these happen! Let’s continue this tradition please.

Thank you for your consideration,

Jessica Zapata

From: Aaron Paley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:23:00 PM

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Dear Metro Board Members,

My name is Aaron Paley, a resident of Los Feliz, and co-owner of Community Arts Resources. I am one of the co-founders of the open streets movement in Southern California.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia, and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Community activists and organizers, community-based organizations, and countless individuals built the strongest movement for open streets in the United States right here in Los Angeles County over the past 18 years. With Metro's support, LA County has become the hallmark for open streets in this country and a showcase for the world. If Metro were to abandon its commitment to supporting open streets year-round, it would have negative

consequences on multiple fronts and would even undermine Metro's goal of encouraging car-free alternatives for the summer of 2028. These events work because they are regular and predictable. If open streets disappear for two years, many will not have the same level of attendance if and when they do come back.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Revisit the 2028 commitments based upon the lessons learned in 2026. I know that we all learned a great deal from this "dress rehearsal" that everyone says the World Cup was. As a dress rehearsal, let's take notes and adjust for 2028. Using the existing allocations that were made in the fall of 2025 does not allow any of us to learn from this past summer.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aaron Paley

Aaron Paley (he/him)
President & Co-Founder
Community Arts Resources
[redacted]

[redacted]
www.carsla.net

From: Hadley Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:22:35 PM

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Dear Metro Board Members,

My name is Hadley Vargas, a resident of Los Angeles/View Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hadley Vargas

From: Gray Thomas-Sowers
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:22:13 PM

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Dear Metro Board Members,

My name is Gray Thomas-Sowers, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

On a personal note, I attend Ciclavia with my kids at every opportunity. I believe the event is integral to building a love of this city, and fosters local community like no other.

Thank you for your consideration,

Gray Thomas-Sowers

Production Sound
Graythomassowers.com

From: angela do
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:21:55 PM

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Dear Metro Board Members,

My name is **Angela**, a resident of **Torrance**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Angela

From: Michelle Diaz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:21:44 PM

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Dear Metro Board Members,

My name is Michelle Diaz, a resident of Long Beach, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

-> Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

-> Fund open street events through 2027 and into 2028—don't delay the decision.

-> Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

-> Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Diaz

From:	Hilda Diaz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:20:35 PM

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Dear Metro Board Members,

My name is Hilda Diaz, a resident of El Sereno, north east LA, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hilda Diaz

From: Vanedy Medina
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:20:33 PM

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Dear Metro Board Members,

My name is **Vanedy**, a resident of **Downtown Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vanedy Medina

From:	Jill Zivley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:20:18 PM

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Good afternoon,

My name is Jill Zivley, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
Open street events help small businesses, promote Metro use, bring joy to so many Angelenos, and help us imagine a different future for our community.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent!

Thank you for your consideration,

Jill Zivley
[redacted]

From:	Stacey Ulloa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:19:37 PM

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Dear Metro Board Members,

My name is Stacey Ulloa, a resident of Downey. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stacey Ulloa

From:	Alexander Kwong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:19:36 PM

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Dear Metro Board Members,

My name is Alexander Kwong, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Alexander Kwong

--

Alexander Kwong – Product Designer

[redacted]

From: Benjamin Buday
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:19:11 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Benjamin Buday, a resident of Hyde Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

[redacted]

Please pull this item from consent.

Thank you for your consideration,

Benjamin

From: Evelyn Conway
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:18:35 PM

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Dear Metro Board Members,

My name is Evelyn, a resident of Los Angeles living in Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Evelyn Conway

From: dimartinoamanda@gmail.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:15:01 PM

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Dear Metro Board Members,

My name is Amanda DiMartino resident of north Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amanda

From:	Ross Palmer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 (tel:2026-0432) — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:14:57 PM

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Dear Metro Board Members,

My name is Ross Palmer, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432 [redacted])) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Ross

From:	C. W. Moss
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:14:04 PM

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Dear Metro Board Members,

My name is Cole Moss, a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cole Moss

—

[redacted]

[redacted]

From: Tina Treude
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:13:45 PM

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Dear Metro Board Members,

My name is Tina Treude, a resident of WestLA/Sawtelle and I bike daily to UCLA for work. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Tina Treude

^v^ ^v^ ^v^ ^v^ ^v^ ^v^ ^v^ ^v^ ^v^

Tina Treude
[redacted]

From: Lane Stroud
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:13:10 PM

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Dear Metro Board Members,

My name is Lane, I live in Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like **CicLAvia -- which is the best thing in LA** -- and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Lane

From: David Clair
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:12:13 PM

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Dear Metro Board Members,

My name is David Clair, a resident of MidCity. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Clair & Family

From:	Priscila Papias
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 4:11:09 PM

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Dear Metro Board Members,

My name is Priscila Papias and I'm a resident of Long Beach. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

The Open streets program beautifully represents the possibilities that can occur when we close down our streets and allow the community to take them over for walking, rolling, strolling and more. Please make Open Streets events a permanent, dedicated program and pull this item from consent.

Thank you for your consideration,

Priscila

From: KYLA Purtell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:11:00 PM

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Dear Metro Board Members,

My name is KYLA J. Purtell, a resident of the Rampart Village neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
KYLA J. Purtell

From: Lisa Loeffler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:10:49 PM

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Dear Metro Board Members,

My name is **Lisa Loeffler**, a resident of **Sierra Madre**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts

the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lisa

--
Lisa Loeffler
The Loeffler Team | Real Estate
RE/MAX Premier Properties
[redacted]

From:	Monica Robles
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:10:24 PM

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Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is MonicaRobles, a resident of **Compton**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather

than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Monica Robles

From: Jack Galanty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:10:07 PM

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Dear Metro Board Members,

My name is Jack Galanty, a resident of Venice & Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm urging the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision!!!

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jack Galanty

From: Martin Lopez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:09:54 PM

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Dear Metro Board Members,

My name is **Martin Lopez**, a resident of **Koreatown**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Martin Lopez

From: Josué Hervey-Yoo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:09:02 PM

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Dear Metro Board Members,

My name is Josué Hervey-Yoo, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Josué Lamonte Hervey-Yoo

From:	Aaron Flohr
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:08:23 PM

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Dear Metro Board Members,

My name is Aaron resident of Koreatown I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Aaron

From: D Tats
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:08:03 PM

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Dear Metro Board Members,

My name is Daniel Tatomer, a resident of Los Angeles (Eagle Rock). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel Tatomer

From: Patricia D
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:06:23 PM

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Dear Metro Board Members,

My name is Patricia Dydo, a resident of Torrance, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I have participated in many Cyclavias, even in recent years as a senior citizen, using Metro rail to the routes. Cyclavia has allowed me to explore the many neighborhoods in the city and county that I would never have explored outside of an event like Cyclavia. Cyclavia allows me to visit coffee shops and restaurants and retail establishments new to me along the routes and to pass, by word of mouth, these finds to friends and neighbors unable to attend--a plus to businesses. And the Leimert Park event last month is just one example of the kind of unique cultural experiences that Cyclavia offers with the African marketplace and Festival of Masks parade at the beginning of the route. It was wonderful!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Patricia Dydo

From:	J Patrick Adair
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:06:18 PM

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Dear Metro Board Members,

My name is J Patrick Adair, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Patrick

—



From:	Jessica Espinoza
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:05:19 PM

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Dear Metro Board Members,

My name is Jessica Espinoza, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessica Espinoza

From: paige one
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:05:16 PM

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Dear Metro Board Members,

My name is Paige, a resident of **Los Angeles County** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

A happy pedaling participant

Paige Riegert

From:	Nat Chaparro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:05:08 PM

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Dear Metro Board Members,

My name is Natalia and I have been a resident of LA County for seven years, where I've resided both in LA City and Inglewood. I write to strongly urge you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I've lived in both neighborhoods with extensive bike infrastructure and extremely limited infrastructure and these types of Open Street events have been opportunities for me to bike safely, visit local businesses and build community.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
-

In my birth country of Colombia, a country with significantly less resources than Los Angeles, cities like Cali and Bogotá close major roads for biking and pedestrian traffic EVERY SUNDAY. Creating a healthier and safer future for Angelenos starts by making investments in the things that will help us thrive.

Please pull this item from consent.

Thank you for your consideration,

Natalia Ospina

From:	Thomas Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:04:33 PM

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Dear Metro Board Members,

My name is Thomas Martinez, and I'm a resident of Los Angeles. **I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

Quite frankly, it's embarrassing that this proposal is even before you**. Open street events are exactly the kind of investments that allow Los Angeles to grow and develop.** When we look at peer cities like New York and Mexico City, programs such as NYC DOT's Open Streets and Muévete en Bici demonstrate what Los Angeles should and can become. These programs function well because there is dedicated funding.

These events empower residents to be active, connect with their neighborhoods, and become stewards of their streets. Opening roadways for people walking and biking allows us to reimagine our public spaces as vibrant community assets rather than simply corridors for cars. Because of Open Streets events, I've discovered small businesses I never would have noticed from behind the wheel. **I visit independently owned corner stores, markets, and cafes multiple times a month because I found them through open street events.** These events strengthen our local economy by bringing customers directly to neighborhood businesses.

Open streets events have become a cornerstone of Los Angeles culture, helping small businesses thrive at a time when many are struggling to compete with big-box retailers and online commerce.

Metro has spent the last decade building this movement. It would be a mistake to undermine Metro's own investments in ridership and multimodal transportation. I**'m an active Metro rider who uses both bus and rail, and decisions like this make me and many others less likely to use transit. Please don't make that mistake.**

I respectfully ask that you pull this item from the consent agenda and give it the full discussion it deserves.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Thomas M. Martinez
--
[redacted]

From: Shirley Mariel Rivera
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 4:03:46 PM

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Dear Metro Board Members,

My name is Shirley Rivera, and I'm a resident of Alhambra. **Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.**

Open Streets events allow for accessibility to the streets for millions to have a non-driver experience. For public and active transit users and non-users, it is an opportunity to experience what a safer, healthier, more vibrant Southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shirley Rivera

--
Shirley Mariel Rivera
[redacted]

From:	Sam Perez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:02:28 PM

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Dear Metro Board Members,

My name is Samantha Perez, a resident of Los Angeles - Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Samantha P.

From:	Boone Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:00:35 PM

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Dear Metro Board Members,

My name is Boone Martinez, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Boone Martinez

From:	Christina Paschina
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:00:02 PM

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Dear Metro Board Members,

My name is Christina Paschina and I am a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (which me and my family adore. It's a wonderful way for us to explore our neighboring cities and Communities) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christina Paschina

From:	Birgitta Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:00:00 PM

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Metro Board Members,
My name is Birgitta Martinez], a resident of Eagle Rock, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade.
Walking it back now undercuts Metro's own ridership and multi-modal goals.

Metro built this movement over the last decade.
Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

Birgitta Martinez
Sent from my iPhone

From:	Birgitta Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:00:00 PM

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Metro Board Members,
My name is Birgitta Martinez], a resident of Eagle Rock, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade.
Walking it back now undercuts Metro's own ridership and multi-modal goals.

Metro built this movement over the last decade.
Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

Birgitta Martinez
Sent from my iPhone

From:	Chuey Islas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:59:04 PM

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Dear Metro Board Members,

My name is Jesus Gomez, a resident of Los Angeles in Lincoln Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesus Gomes

From: craig reinhart
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:58:59 PM

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My name is Craig Reinhart, a resident of Agoura Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

Ciclavia brings people together as a community. In these times, we the people need this more than ever. Ciclavia is an oasis in the rough sea of partisan politics and divisive rhetoric that we are currently experiencing. Please do not take this away from us.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Craig Reinhart

From:	Jeremy Loeb
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:58:55 PM

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Dear Metro Board Members,

As a resident of Westchester, I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia at real risk. CicLAvia is an amazing, wonderful event which helps contribute to the goal of less cars in the city and does a wonderful job at building community.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeremy Loeb

From: sciences.publiques
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:58:32 PM

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Dear Metro Board Members,

My name is Verity, a resident of **Echo Park/Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Verity

Sent with Proton Mail secure email.

From:	Jennifer Birnbryer-Lao
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:57:45 PM

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Dear Metro Board Members,

My name is Jennifer Birnbryer-Lao , a resident of Sunland. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Birnbryer-Lao

From:	Laura Duran
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:57:40 PM

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My name is Laura Duran, a resident of South LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's
surBoardClerk@metro.netvival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laura Duran

From:	Brejelle Taylor
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:56:36 PM

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Dear Metro Board Members,

My name is Brejelle Taylor, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brejelle Taylor

From:	David Barrett
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:56:28 PM

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Dear Metro Board Members,

My name is **David Barrett**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

From:	Los Angeles Bicycle Academy
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:55:56 PM

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Dear Metro Board Members,

My name is Damon Turner a resident of Downtown Los Angeles I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Damon Turner
Founder
Los Angeles Bicycle Academy
labikeacademy.org



From:	Richard Turner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:53:06 PM

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Dear Metro Board Members,

My name is Richard Turner, a resident of DTLA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Below is the form letter I was asked to send. I want to add to that that I have been to nearly every CiclaVia for the last 3 years (since I moved back ot Los Angeles). This is a great event that is participated in by people from every walk of life in Los Angeles. From every social and economic strata, Ending funding for this would be, in my opinion, a terrible decision.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events

running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Richard Turner

From: Britney Baker
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:52:54 PM

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Dear Metro Board Members,

My name is **Britney**, a resident of **West Adams, Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration!

Doin' my best,

Britney Baker
[redacted]

An adventure is only an inconvenience rightly considered. An inconvenience is an adventure wrongly considered. - G.K. Chesterton

From: Jessica Valdenegro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:51:41 PM

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Dear Metro Board Members,

My name is Jessica Valdengro, a resident of Azusa. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the

decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jessica Valdenegro

From: Rachel C Yen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:47:26 PM

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Dear Metro Board Members,

My name is Rachel Yen and I'm a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

My partner and I were personally able to attend our first CicLAvia event in East Hollywood this past Sunday and being able to occupy the streets safely with others in our community was such a privilege. These types of opportunities are so important in getting people outside, promoting physical activity, and feeling like part of something special.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Rachel Yen

F om
To Boa d Cle k
Subject [EXTERNA] AGENDT Agenda Item #13 le 2026-0432 — Open and Slow St eets G ant og am Update – ina e u i f om C rnsent Agenda
Date W dnesday July 22 2026 3 46 50 M

CAUT ON Th s ema o g nated f om ou s de of the o gan zat on Ple p Met o p o ect aga nst cybe h eats Ve fy he sende s erna add ess ca effe y Do not c ck nks o attachments un ess you t ust the sende Be awa e of ph h ng s gns such as u gent equests unexpec ed nks o offe s that seem oo good to be t ue Be caut ous of spoo ed ema s hat appea o come f om t usted sou ces Repo t su p c ous ema s Fo ow Met o po c es and update accounts on y th ough off c a channe s

Dea Met o Boa d Membe s

My name s And ea Ram ez a ea dent of Mon ebe o I m ask ng you to pa Agenda Item #13 (F z 2026-04422) f om he consent agenda fo fu d scuss on

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P ease pu th s em f om consent

Thank you fo you cons de at on
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And ea Ram ez
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From: Kelsey McGarry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:43:26 PM

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Dear Metro Board Members,

My name is Kelsey McGarry, a resident of Virgil Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

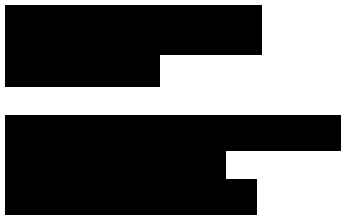
program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kelsey McGarry

--



From:	Brenda Hernandez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:42:23 PM

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Dear Metro Board Members,

My name is Brenda Hernandez, a resident of Hawthorne, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brenda Hernandez

From:	Geraldine Zumaya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:42:02 PM

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Dear Metro Board Members,

My name is Karla Carrillo , a resident in North Hollywood 91601. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Karla Carrillo

From: A.V
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:40:14 PM

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Dear Metro Board Members,

My name is **Ali Valle**, a resident of **Montecito Heights**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ali Valle

From:	Ednita Seavers
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:40:05 PM

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Dear Metro Board Members,

My name is Ednita Seavers, a resident of Harbor City, and I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open-street organizations like CicLAvia and open-streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Ednita Seavers

From:	Becki Berumen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:39:24 PM

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Dear Metro Board Members,

My name is Becki Berumen, a resident of Park La Brea in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Becki

Becki Berumen
[redacted]

From:	Caroline Kelly
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:39:02 PM

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Dear Metro Board Members,

My name is Caroline, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Caroline

From: Kerry O"Brien
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:35:59 PM

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Dear Metro Board Members,

My name is Kerry O'Brien, a resident of Santa Monica, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

CicLAvia is an event that makes LA come alive, get people mixing, get people using public transportation and cycling. I am part of a group called Finding Female Friends Over 50 which has about 1000 members in the Los Angeles Chapter. I have organized more than seven events over the past four years to attend CicLAvia and they have been well attended, with most people using public transportation to get to the events. Some attendees have even become regular public transportation riders after attendees have ridden together.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.

Thank you for your consideration,

Kerry O'Brien

From:	Emma Wade
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:35:26 PM

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Dear Metro Board Members,

My name is Ema Wade, a resident of Westwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Emma

From:	Taylor Lohman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:35:07 PM

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Dear Metro Board Members,

My name is Taylor Lohman a resident of Los Angeles / Torrance. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Taylor Lohman

From: Antonio Hernandez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:35:05 PM

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Dear Metro Board Members,

My name is Antonio, a resident of Desert View Highlands, unincorporated LA county near Palmdale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

My family and I have enjoyed numerous outings at these events. The fact that we gladly go through the effort of loading up a car full of bikes and driving over an hour each way speaks volumes about how valuable they are. These events provide a rare, safe environment for family recreation and allow us to connect with different communities in a way that simply isn't possible elsewhere.

Thank you for your consideration,
Antonio Hernandez

--
FG INC

From:	Paulette Dallas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:34:48 PM

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Dear Metro Board Members,

My name is Paulette a resident of Los Feliz/Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

P Dallas

From:	Jonathan Chue
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:34:26 PM

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Dear Metro Board Members,

My name is Jonathan Chue, a resident of Crenshaw Manor. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonathan Chue

[redacted]

From:	Josh Steichmann
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:33:30 PM

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Dear Metro Board Members,

My name is Josh Steichmann, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From:	Jasmine Palacios
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:25:56 PM

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Dear Metro Board Members,

My name is **Jasmine Palacios**, a resident of **Los Angeles, California**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jasmine E. Palacios
[redacted]

From:	Elaine Thap
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:25:32 PM

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Dear Metro Board Members,

My name is Elaine Thap, a resident of Sun Valley, asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elaine Thap

From: jim@jimpos.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:25:15 PM

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Dear Metro Board Members,

My name is Jim Stein, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Regards,

Jim Stein

From: Eddie Cortez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:25:00 PM

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Dear Metro Board Members,

My name is Eddie Cortez, a resident of East Hollywood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Eddie Cortez
[redacted]

From:	Courtney Davis
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:23:46 PM

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Dear Metro Board Members,

My name is Courtney Davis, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent!

Thank you for your consideration,
Courtney Davis
[redacted]

From: Sandra Simpkins
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:21:28 PM

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- My name is Sandra Simpkins, a resident of Los Angeles/Vermont Knolls Neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
    -
    - I'm asking the Board to:
    - Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
    - Fund open street events through 2027 and into 2028—don't delay the

decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.
-
- Thank you for your consideration,
-
- Sandra Simpkins

-
-
-
-
-

From:	Brandon Taraku
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:21:06 PM

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Dear Metro Board Members,

My name is Brandon Taraku, a resident of the Palms neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brandon

From:	Joyce Tam
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:21:00 PM

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Dear Metro Board Members,

My name is Joyce, a resident of West Adams in LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streetsat real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joyce Tam

From:	Cheri Uno
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:20:32 PM

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Dear Metro Board Members,

My name is Cheri Uno, a resident of Mt. Washington, City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cheri Uno, [redacted]

From:	Colin Wilkins
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:19:23 PM

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Dear Metro Board Members,

My name is Colin Wilkins, a resident of Toluca Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Colin

From:	Kathleen T
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:18:35 PM

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Dear Metro Board Members,

My name is Kathleen Tuntisukharom, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Kathleen Tuntisukharom

From:	Aryan Ray
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 3:18:34 PM

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Dear Metro Board Members,

My name is Aryan Ray and I'm a resident of Diamond Bar. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aryan Ray

From:	Casey Newlin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:17:17 PM

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Dear Metro Board Members,

My name is Casey Newlin, a resident of Culver City (and recently moved from West Adams). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Casey

From:	Casey Newlin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:17:17 PM

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Dear Metro Board Members,

My name is Casey Newlin, a resident of Culver City (and recently moved from West Adams). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Casey

From: Mariel Waller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:14:34 PM

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Dear Metro Board Members,

My name is Mariel Waller, a resident of **Manhattan Beach**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like **CicLAvia** and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--

Mariel Waller
[redacted]

From: Rashad Douglass
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:12:27 PM

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Dear Metro Board Members,

My name is Rashad Douglass, a resident of Downtown LA/City West. I'm asking you to pull **Agenda Item #13 (File 2026-0432)** from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rashad Douglass
[redacted]

From:	Ian Dutton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:09:21 PM

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Dear Metro Board Members,

My name is Ian Dutton, a resident of Venice. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I am a huge believer that opening streets to the people is a tiny drop in an annual budget but starts to repair the disastrous effects of generations of over-motorization. Not just in LA but in NYC, Paris, Bogota, Santiago de Chile - around the world, communities that have been torn apart by car-based development and corollary impacts are recovering thanks to reclaiming of streets. It's nothing to fund these measures to offset the billions spent by Metro and CalDOT and other such agencies to negatively impact communities.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ian Dutton

[redacted]

From: Tyler Dosaj
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:09:11 PM

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Dear Metro Board Members,

My name is Tyler Dosaj, a resident of Monterey Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Tyler Dosaj
[redacted]

From:	Heather Joy
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:08:16 PM

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Dear Metro Board Members,

My name is Heather Salveron a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From:	Ravneet Chhabra
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:07:13 PM

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Dear Metro Board Members,

My name is Ravneet Chhabra, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ravneet Chhabra

--

Rav Chhabra
he/his/him
Operations Director

[redacted]

From:	Shane Sasaki
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:05:06 PM

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Dear Metro Board Members,

My name is Shane Sasaki and I am a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Shane Sasaki

From: Brian Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:00:44 PM

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Dear Metro Board Members,

My name is Brian Perez, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the

Olympics.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brian Perez

From: patrick prather
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:59:43 PM

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Dear Metro Board Members,

My name is Patrick Prather, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Patrick Prather

From:	ihlamor
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:58:42 PM

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Dear Metro Board Members,

My name is Leyla, a resident of **Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

LA residents deserve refreshing events like these to enjoy the city we love and support!

Please pull this item from consent.

Thank you for your consideration,

Leyla Nur

Sent from Proton Mail for Android.

From:	Laurel Broughton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:57:01 PM

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Dear Metro Board Members,

My name is Laurel Broughton resident of Echo Park I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laurel Broughton

From:	Itzel Gidwani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 2:55:34 PM

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Dear Metro Board Members,

My name is Itzel, and I am a resident of South Central, Los Angeles. I am writing to you today to urge you to pull Agenda Item #13 (File 2026-0432) from the consent calendar to allow for full discussion with community members.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as CicLAvia. Open streets events celebrate public and active transit, allowing millions of County residents to experience and reimagine what a safer, healthier, and more vibrant Southern California can feel like. Reversing this program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Open streets prioritize people over vehicles, making it a much-needed initiative in a city that experiences high rates of traffic collisions that permanently impact community members' lives.

I urge you to take the following into consideration:

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

A better LA is only possible by nurturing programs such as open streets, which are vital to fostering community and a sense of belonging across the city. **Pull this item from consent.**

Thank you for your consideration,
Itzel / Luka Gidwani

From:	Itzel Gidwani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 2:55:34 PM

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Dear Metro Board Members,

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I urge you to take the following into consideration:

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

A better LA is only possible by nurturing programs such as open streets, which are vital to fostering community and a sense of belonging across the city. **Pull this item from consent.**

Thank you for your consideration,
Itzel / Luka Gidwani

From:	Lauren Murko
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:52:31 PM

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Dear Metro Board Members,

My name is Lauren Murko, a resident of California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

<3 Lauren Murko

From:	Jessica Melendez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:50:09 PM

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Dear Metro Board Members,

My name is Jessica Melendez, a resident of South Central LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessica Melendez (*She/Her/Ella*)
Director of Policy
T.R.U.S.T. South LA
Tenemos que Reclamar y Unidos Salvar la Tierra-South LA
[redacted]

From: Nga Tran
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:49:57 PM

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Dear Metro Board Members,

My name is **Nga Tran**, a resident of **Los Angeles, Eagle Rock/HLP**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nga Tran

From:	Neyda Quintanilla
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432- Open and Slow Streets Grant Program Update- Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:48:24 PM
Attachments:	image.png

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Dear Metro Board Members,

My name is Neyda Quintanilla, and I am a resident of Los Angeles (Watts). I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like Ciclavia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

METRO has built this movement over the last decade. Walking it back now undercuts METRO's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I am asking the Board to:

- Direct staff to find a creative funding solution to keep open streets events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028- do not delay the decision
- Make open street events a permanent, dedicated program, not a grant line competing for survival in each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Neyda Quintanilla (She | Her)
Community Liaison Manager
T.R.U.S.T. South LA
Tenemos que Reclamar y Unidos Salvar la Tierra-South LA
[redacted]

From:	DT VC
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:48:06 PM

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Dear Metro Board Members,

My name is Don Vince-Cruz, a resident of La Crescenta, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Don Vince-Cruz

From: Maria Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:47:16 PM

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Dear Metro Board Members,

My name is Maria Silva, a resident of Los Angeles, Mid City area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maria Silva



From:	Tamara Nguyen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:47:13 PM

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Dear Metro Board Members,

My name is Tamara Nguyen, a resident of La Crescenta, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tamara Nguyen

From:	Whitmore, Dindi (ext)
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda Dear Metro Board Members
Date:	Wednesday, July 22, 2026 2:46:29 PM

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My name is Dindi Whitmore, a resident of Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dindi Whitmore

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whom it is addressed. If you have received this email in error you have no permission whatsoever to use, copy, disclose or forward all or any of its contents. Please immediately notify the sender and thereafter delete this email and any attachments.

From:	Melinda Cotton
To:	Board Clerk; You can reach Los Angeles County Fourth District Supervisor Janice Hahn by emailing her office at
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 —" Open and Slow Streets Grant Program Update" - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:46:01 PM

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Dear Metro Board Members,

My name is Melinda Cotton, a resident of Long Beach, who often uses Metro trains and buses to traverse our busy County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

My husband and I have participated in a number of CicLAvias, and used our Metro A Train and busses to get to the Ciclavia. These Ciclavia events are hugely rewarding, much fun, and helpful in learning more about our 'Metro' area and meeting residents and business people across the region. They bring people together for a welcome day of bike riding and interacting with a multitude of people. CicLAvias are enjoyed by adults and children alike. They are well worth Metros continuing investment.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your attention,
Melinda Cotton

From:	Shani Anne Marvelous
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:45:12 PM

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Dear Metro Board Members,

My name is Shani Blueford, a resident of Inglewood, CA in Morningside Park and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

Shani Blueford

Shani Anne Marvelous
ShaniAnneMarvelous.com

From:	Ben Au
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:43:58 PM

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Dear Metro Board Members,

My name is Ben Au, a resident of Hancock Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ben Au

From:	Tatiana Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:43:48 PM

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Dear Metro Board Members,

My name is Tatiana Lopez, a resident of Santa Clarita, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tatiana S. Lopez

From:	Angelica Arellano
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:42:40 PM

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Dear Metro Board Members,

My name is Angelica, and I am a resident of El Sereno, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Angelica Arellano

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 2:42:39 PM

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Dear Metro Board Members,

My name is **Michelle Rivera and I'm** a resident of **Westlake/MacArthur Park**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Rivera

--

Michelle Rivera

Creative Community Planner | Public Matters

[redacted]

Socials: @publicmatters

[redacted]

From:	Marah Morris
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:40:22 PM

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Dear Metro Board Members,

My name is Marah Morris and I am a resident of el Sereno. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. This board needs to make open street events a permanent dedicated program immediately, not a grant line competing for survival each cycle.

Please pull this item from consent.

Thank you for your consideration,

Marah Morris

From:	Mike Blockstein
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 2:39:16 PM

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Dear Metro Board,

My name is Mike Blockstein. I live in LA in CD13.

Last Sunday I rode Ciclavia as I have many times. It is my favorite public event in LA. I was NOT there because of the World Cup. I was there because Ciclavia and Open Streets are LA at its best, a mixture of people from all over, of all ages, using all modes of active transportation, but mostly just enjoying experiencing LA in a way they can't otherwise.

When there, I met a couple who came from Woodland Hills to run and be part of their first Ciclavia. They came because they wanted to be more involved in LA.

That's what Open Streets offer. It's a vital program.

Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

It is unfathomable that funding for something that does so much for a small amount would be pulled until the Olympics. Please find ways to find funding, make this a permanent program that should never be at risk of funding cuts and let Open Streets continue to thrive throughout all of the region.

Sincerely,

Mike Blockstein

From:	Benjamin Brownstein
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:39:12 PM

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Dear Metro Board Members,

My name is Benjamin Brownstein, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Benjamin Brownstein

From:	Jay Hankinson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:36:56 PM

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Dear Metro Board Members,

My name is Jeremy Hankinson, a resident of Leimert Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeremy Hankinson

From:	Emily Saex
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:36:23 PM

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Dear Metro Board Members,

My name is Emily Saex, and I'm a resident of Hollywood, CA (90038). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (which is a great program/event! It truly benefited our local community just this past weekend) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Emily Saex

From:	Evelyn Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:35:52 PM

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Dear Metro Board Members,

My name is Evelyn Martinez a resident of South Gate. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This is insane.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. These events serve as knowledge hubs for those who don't know how to ride safely in streets. There are so many programs that table and provide information to individuals who would otherwise not come across it. I encourage you to you attend an event and see the life it brings into people and communities before deciding on where and when to allocate funds.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Evelyn Martinez

From: Julia
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:35:38 PM

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Dear, Metro board members

My name is Julia Price, a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julia Price

From:	Devon Cooley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:34:10 PM

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Dear Metro Board Members,

My name is Devon Cooley, from Simi Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Devon Cooley

From:	Cesar Gallegos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:33:52 PM

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Dear Metro Board Members,

My name is Cesar Gallegos, a resident Koreatown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I am incredibly frustrated and disappointed that large-scale open street events could be unfunded through 2027 and the first half of 2028 if this item goes unopposed. Events like CivLAvia and ActiveSGV's 626 Golden Streets/Active Streets are incredible opportunities for the community at large and come together and celebrate the neighborhoods, shops, attractions and people that make Los Angeles such a special place to live in.

I cannot for the life of me understand why the board is seriously moving forward with this decision. i am incredibly disillusioned with my representatives interest in improving the lives and conditions of their constituents. It often seems the board takes joy in stripping every bit of positive progress that this city makes toward making streets pleasant for pedestrians, bikers, and the mobility impaired in the name of saving a parking space or lane of road for drivers - whom much of the city's infrastructure is already built to accommodate.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cesar Gallegos
(He/Him)

From:	Rachel Martinelli
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:32:56 PM

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Dear Metro Board Members,

My name is Rachel Martinelli, a resident of Brentwood and someone who works in Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I have lived in Los Angeles for 13 years. One of my earliest memories of the city was visiting graduate schools in April 2012 and unexpectedly encountering CicLAvia while trying to navigate Downtown LA. At the time, I had no idea what was happening, but it quickly became one of the most memorable parts of my visit.

What struck me then, and still does today, is that CicLAvia reveals a version of Los Angeles we rarely get to experience. As an architect, I'm constantly thinking about how design shapes human experience, and CicLAvia is one of the rare events that transforms miles of infrastructure into a shared civic space where people, not cars, define the character of the city. It creates opportunities for neighbors, families, and communities to connect, explore the city, and experience Los Angeles in a different way. As someone who lives on the Westside and commutes to Downtown, I have seen firsthand how these events bring together people from different neighborhoods and create connections that are otherwise rare in a city as large and car-dependent as Los Angeles.

I urge you to support continued funding for open streets programs and help ensure a sustainable future for CicLAvia. Specifically, I ask that the Metro Board:

- Direct staff to find a creative funding solution to keep open streets events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this issue is revisited is unacceptable and puts the program's survival at risk.
- Fund open streets events through 2027 and into 2028. Do not delay this decision.
- Make open streets events a permanent, dedicated program, not a grant line competing for survival each funding cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open streets events successful throughout the region.

These events are an investment in community, public health, local businesses, and the civic life of Los Angeles. They make our city more connected, accessible, and vibrant for all.

Thank you for your consideration.

--

Rachel E. Martinelli, AIA

From:	James Duehren
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:31:41 PM

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Dear Metro Board Members,

My name is James, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

James Duehren

From:	Ryan Schmierer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:30:56 PM

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Dear Metro Board Members,

My name is **Ryan Schmierer**, a resident of **East Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Schmierer

From:	Peter Safonov
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:30:56 PM

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Dear Metro Board Members,

My name is Peter Safonov, a resident of the Downtown LA Arts Distrct. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peter Safonov

From:	Jessica Lee
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:30:31 PM

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Dear Metro Board Members,

My name is [Your Name], a resident of [Your City/Neighborhood]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessica Lee

From:	Kasey Cooley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:28:57 PM

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Dear Metro Board Members,

My name is Kasey Fraser, a resident of Canoga Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kasey-Rayn Fraser (Cooley)
(she/her)
[redacted]

From: Manne Green
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:27:22 PM

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Dear Metro Board Members,

My name is Manne Green, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

In addition, I strongly believe the events are a uniting force in the communities that put the event on. Ciclavia brings people together in a rare way: where people exercise and spend time together appreciating their communities and each other. This social benefit is invaluable.

Please pull this item from consent.

Thank you for your consideration,

Manne Green

From: Mia Fraser
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:27:16 PM

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Dear Metro Board Members,

My name is Mia Fraser, a resident of Canoga Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Mia Fraser

From:	Don Lubach
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:27:15 PM

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Subject: Dear Metro Board Members,

My Name is Don Lubach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I gather my pals in Santa Barbara and we take the Amtrak and then Metro to nearly every CicLAvia event. These events fill our hearts and remind us of the possibility to make any city into a temporary, car-free paradise. Oh, and we eat and drink everything in site, spending hundreds of dollars on LA businesses.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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From: Jonah Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:26:42 PM

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Dear Metro Board Members,

My name is Jonah Reidel, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonah Reidel

From:	David Ischayek
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:25:19 PM

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Dear Metro Board Members,

My name is David Ischayek, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

I have joined a few of the Ciclavia events each year, and I find it brings friends and families together, outside, away from the typical electronics and screens, creates awareness of local businesses, encourages healthy activity and through these impacts directly and indirectly

improves our city.

Thank you for your consideration,

From:	Sam-Omar Hall
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:23:47 PM

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Dear Metro Board Members,

My name is Sam-Omar, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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Please pull this item from consent.

Thank you for your consideration,

Sam

From:	Don R
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:22:07 PM

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Metro Board Members,

My name is Donald Rice, a resident of WIlshire Center, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Donald Rice

From: Lana Farrand
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:21:37 PM

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Dear Metro Board Members,

My name is Lana Farrand, and I am a resident of Leimert Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lana Farrand

From: Catherine Geanuracos
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Pull from Consent Agenda and FULLY FUND OPEN STREETS
Date: Wednesday, July 22, 2026 2:20:29 PM

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To the Metro Board an d Mayor Bass:

CicLAvia is one of the great joys of Los Angeles. As a Hollywood resident, Metro rider, current CicLAvia board member, and former board chair, I strongly urge you not to cut open streets funding for the next two years and beyond.

Metro has been an incredible partner to CicLAvia - but Metro staff's short-sighted recommendation to defund open streets, and their lack of creativity in finding alternate funding sources is unacceptable. It is FALSE that the only way to fund open streets is to defund Bus Rapid Transit.

I am requesting:

- Pull tomorrow's consent calendar item Agenda Item #13, File 2026-0432
- Direct staff to find funding for open streets through Summer 2028
- Make the open streets program a permanent part of the budget.

As a reminder - CicLAvia has inspired thousands and thousands of Angelenos to take Metro for the very first time. Our impact is broad and deep - please do not let this program wither away.

Best
Catherine
--

Catherine Geanuracos

Schedule with me

From:	Molly Lau
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:19:01 PM

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Dear Metro Board Members,

My name is Molly, a resident of LA city. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Molly Liu

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:17:24 PM

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Dear Metro Board Members,

My name is Jenny, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

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Please pull this item from consent.

Thank you for your consideration,

Jenny

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:17:10 PM

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Thank you for your consideration,

Jenny

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:17:02 PM

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Jenny

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:47 PM

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Jenny

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:42 PM

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Thank you for your consideration,

Jenny

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:31 PM

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Please pull this item from consent.

Thank you for your consideration,

Jenny

From:	Shabnam Sheikh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:21 PM

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Dear Metro Board,

My name is Shabnam Sheikh and I live in Mid-City. I'm asking you to pull Agenda #13 for full discussion.

I LOVE the new D line and we need more people out of their cars. Please don't pull funding for cyclavia, those events are so important for the community!

--
Shabnam Sheikh

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:17 PM

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As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jenny

From:	Michael Busse
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:14 PM

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Dear Metro Board Members,

My name is Michael, and I am a resident of Los Feliz in the City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events are so important to the communities that host them; they build connections between neighbors, create temporary open space in a region that suffers from park inequity and a lack of park access overall, and give local businesses and organizations a chance to interact with new clientele. Beyond that, open street events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Walking back Metro's support for open street events would undercut Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Michael

Michael R Busse

[redacted]

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:16:03 PM

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Dear Metro Board Members,

My name is Jenny, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jenny

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:15:53 PM

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Dear Metro Board Members,

My name is Jenny, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jenny

From: Rémy Morgan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:15:52 PM

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Dear Metro Board Members,

My name is Rémy Morgan, a resident of Alhambra. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

The above is a script provided by CicLAvia, but I cannot overstate my agreement with what they have provided. Open Streets events are incredible to be apart of and a hopeful glimpse into the future. It gets the community out and about and active and shows us what could be. To shut down CicLAvia and ActiveSGV's events is to deny the people the experience of seeing truly functioning transport infrastructure. How do you anticipate anyone wanting to use the metro or the bus if they're dependent on cars and can't see a better path forward?

It's beyond devastating to see open streets events could be lost. When I moved here, I was

really not sold on LA until I attended one of these events. It's what eventually led to me falling in love with the city.

Please pull this item from consent.

Thank you for your consideration,
Rémy Morgan

From:	eric contreras
To:	Board Clerk
Cc:	eric contreras
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:14:46 PM

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Dear Metro Board Members,

My name is Eric Contreras, a resident of Los Angeles, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eric Contreras

From: Xander Lee
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:13:24 PM

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My name is Xander Lee a resident of Palms/West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

Xander Lee, MPH
UCLA Fielding School of Public Health Environmental Health Sciences '24

From:	Vanesa Iniguez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:13:22 PM
Attachments:	image.png

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Dear Metro Board Members,

My name is Vanesa Iniguez, a resident of South LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vanesa Iniguez (She/Her/Ella)
Director of Climate Initiatives
T.R.U.S.T. South LA
Tenemos que Reclamar y Unidos Salvar la Tierra-South LA
[redacted]

From:	Amanda Heraux
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:11:55 PM

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Dear Metro Board Members,

My name is Amanda Heraux, a resident of Los Angeles / Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amanda Heraux

From: Darin Black
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:11:46 PM

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Dear Metro Board Members,

My name is Darin Black, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Darin Black

Virus-free.www.avast.com

From:	Joe Cavers
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:11:37 PM

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Dear Metro Board Members,

My name is Joe Cavers, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

On a personal note, as a Los Angeles transplant who became American in 2023 and has come to dearly love the city I now call home, Ciclavia is without a doubt one of the standout gems of the city. It brings me tremendous joy to see neighborhoods brought to life and people brought together to enjoy the event, and I look forward to attending every single one. I'd be incredibly saddened if we were to lose these, please reconsider.

Please pull this item from consent.

Thank you for your consideration,

Joe Cavers

From:	Tiffany Chao
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:11:21 PM

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Dear Metro Board Members,

My name is Tiffany Chao, a resident of the Arts' District and a small business owner in downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tiffany Chao

--
Tiffany

Head Alien
[redacted]

From:	Sara Crump
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432--Open and Slow Streets Grant Program Update--Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:10:05 PM

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Dear Metro Board Members,

Please pull Agenda Item #13 from the consent agenda for full discussion.

My name is Sara Crump, and I live in Sherman Oaks.

I attended the first CicLAvia, and I'm still excited to attend whenever I can, after all these years.

In a region that famously doesn't have a center, or much space for large communal gatherings, CicLAvia and other open streets events provide a rare opportunity to create a moment of collective identity a few times a year, one in which all Angelenos can freely participate.

I'm deeply troubled by the idea that Metro would rather spend its discretionary funds on one-off occasions for tourists, in connection with highly-commercialized international sporting events, than on more ordinary and everyday, but much more relevant, activities that bring joy, well-being and connection in these troubled times when we are so fragmented as a community.

Thank you, Supervisor Horvath, for speaking up in opposition.

Thank you for you consideration,

Sara Crump

From:	Jenny Chevez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:08:53 PM

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Dear Metro Board Members,

My name is Jenny Chevez, a resident of Koreatown/East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to

-
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jenny Chevez

From:	Delmi Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:08:06 PM

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Dear Metro Board Members,

My name is Marty Maru, a resident of Los Angeles, specifically Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marty Maru

From:	Joshua Kirchmer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:07:47 PM

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Dear Metro Board Members,

My name is Joshua Kirchmer, a resident of East Hollywood, and a board member on the East Hollywood Neighborhood Council. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joshua Kirchmer
Human, Not Robot

From:	Christine Lai
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 2:06:28 PM

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Dear Metro Board Members,

My name is Christine Lai and I'm a resident of San Pedro. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

-Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christine Lai

From:	Daniel Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:05:53 PM

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Dear Metro Board Members,

My name is Daniel Lopez, a resident of Huntington Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel Lopez

From:	Natalie Romeo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:05:53 PM

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Dear Metro Board Members,

My name is Natalie Romeo, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Natalie Romeo

From:	Michael Briones
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:05:19 PM

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- **My name is Michael Briones, a resident of [Los Angeles/Vermont Square]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**
- **Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.**
- **Open street events are for everyone. Cutting funding doesn't just shrink events. It erases opportunities for communities that don't otherwise get this kind of infrastructure investment.**
- **I'm asking the Board to please pull this item from consent.**

From:	Aida Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:05:04 PM

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Dear Metro Board Members,

My name is Aida Lopez, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aida Lopez

Aida Lopez
B.S.Civil Engineering
Loyola Marymount University Class of 2017
[redacted]

From:	Janessa Mendoza
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:04:55 PM

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Dear Metro Board Members,

My name is Maria Mendoza and I reside near Glendale /Glassell Park/Eagle Rock. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maria Mendoza

From:	Geraldine Zumaya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:03:52 PM

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Dear Metro Board Members,

My name is Perla Carrillo, a resident of San Fernando 91340. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Perla Carrillo

From:	Courtney McCullagh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:03:41 PM

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Dear Metro Board Members,

My name is Courtney, a resident of Los Felix, CA, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Courtney

From:	Courtney Lamb
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:02:09 PM

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Dear Metro Board Members,

As a 26-year resident of Los Angeles County and a regular and enthusiastic CicLAvia participant, I have seen Metro's commitment to funding open streets events bring a much-needed sense of shared community and joy to our many disparate neighborhoods. Metro's plan to abandon funding for these successful programs not only lets down Angelenos, all of whom can participate in these free and friendly events, but imperils preparations for the Olympics by eliminating the regular attention to our streets, neighborhoods, and transportation infrastructure that open street events provide.

Open streets events are regular proof of LA's welcoming and accessible vibe. Please fund 4+ mile open street events into 2027 and 2028 and pull this item from consent. Thank you.

Sincerely,

Courtney Lamb
Culver City, CA

From:	Geraldine Zumaya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:00:36 PM

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Dear Metro Board Members,

My name is Catherine.Z, a resident of Burbank / 91505. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Catherine.Zumaya

From:	J. Kelly
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:59:46 PM

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Dear Metro Board Members,

My name is James Kelly, a resident of View Heights. . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

James Kelly

From:	A Wassamire
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:59:15 PM

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Dear Metro Board Members,

My name is Ashley Wassamire, a resident of Hollywood/Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

• Fund open street events through 2027 and into 2028—don't delay the decision.

• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Sent from my iPhone

From:	Simon Hagene
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:58:24 PM

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Dear Metro Board Members,

My name is Simon Hagene, a resident of West Hollywood in LA County. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Simon Hagene

S.H.

From:	Craig Lyn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:57:39 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Craig Lyn, a resident of West LA (90025). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Craig

From:	Geraldine Zumaya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:57:02 PM

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Dear Metro Board Members,

My name is Alondra Carrillo , a resident of San Fernando {91340}. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alondra Carrillo

From:	Geraldine Zumaya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:53:55 PM

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Dear Metro Board Members,

My name is Isabella .Z, a resident of SanFernando/ 91340. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isabella.Z

From:	Leonard Slutsky
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:53:17 PM

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Dear Metro Board Members,

My name is Leonard Slutsky, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Leonard Slutsky

From:	Emily Thompson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:51:39 PM

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Dear Metro Board Members,

My name is Emily, a resident of LA, district 13. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Ciclavia is a great community event and the city desperately needs to build spaces and create community.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Emily

Sent from my iPhone

From:	Geraldine Zumaya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:50:23 PM

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Dear Metro Board Members,

My name is Geraldine.Z, a resident of Burbank / 91505 . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Geraldine.Zumaya

From:	Farah Sosa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:49:40 PM

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Dear Metro Board Members,

My name is Farah Sosa, a resident of Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. And they also bring JOY.

I'm asking the Board to:

- Find creative ways of funding as needed for massive public initiatives. The lack of funding puts them at risk of extinction.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Farah Sosa

From:	Cathy Flynn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:49:19 PM

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Dear Metro Board Members,

My name is Cathy Flynn, a resident of Winnetka. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cathy Flynn
[redacted]
(Pronouns She/Her)
(Why are pronouns important?)

“To laugh often and love much; to win the respect of intelligent people and the affection of children; to earn the appreciation of honest critics and to endure the betrayal of false friends; to appreciate beauty; to find the best in others; to leave the world a bit better whether by a healthy child, a garden patch, or a redeemed social condition; to know that even one life has breathed easier because you have lived - this is to have succeeded.” ***- Ralph Waldo Emerson***

From: Lauren McCuen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:48:28 PM

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Dear Metro Board Members,

My name is Lauren McCuen, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Open Streets events are some of my favorite days of the year! My friends and family love getting together and exploring different neighborhoods on foot and by bike.

Please pull this item from consent.

Thank you for your consideration,

Lauren McCuen

From: Esteban McKenzie
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:48:08 PM

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Dear Metro Board Members,

My name is Esteban McKenzie, a resident of Long Beach/Ramona Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Esteban McKenzie

From:	David Lindsay
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update: Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:46:05 PM

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Dear Metro Board Members,

My name is David Lindsay. I am a resident of Long Beach, CA. I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The reason for this, is that as written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. It does more to promote the areas and local businesses, than any advertising ever could.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region

Please consider pulling this item from consent.

Thank you for your consideration.

Sincerely,

David Lindsay

From:	Izzysugi
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:45:57 PM

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Dear Metro Board Members,

My name is Isabelle Sugimoto, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isabelle Sugimoto

From: kamguard2000-p@yahoo.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:45:39 PM

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Dear Metro Board Members,

My name is Kathryn McCullough, a resident of Los Angeles, Fairfax District, where I've lived for over 30 years. I'm emailing to request that you please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The staff report currently leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kathryn McCullough

[redacted]

From: Isaac Martinez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:44:54 PM

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Dear Metro Board Members,

My name is Isaac Martinez, a resident of North Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like, Long Beach's Beach Streets, SELA Open Streets, and ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Isaac Martinez

From:	April Glatzel
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 -- Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:43:07 PM

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Dear Metro Board Members,

My name is April Glatzel, a resident of Southern California, specifically Riverside, and many times per year, during events like CicLAvia and others, I drive and/or take the train to Los Angeles to participate, and spend money at local restaurants there. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and others like Active SGC's 626b Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the past decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm humbly asking the Board to:

* Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than 2 years before this is even revisited is unacceptable and puts the program's survival at risk.

* Fund open street events through 2027 and into 2028 -- don't delay the decision.

* Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

* Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

PLEASE PULL THIS ITEM FROM CONSENT.

Thank you for your consideration.

April Glatzel
Riverside, California
[redacted]

From:	Nisha Vyas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:42:30 PM

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Dear Metro Board Members,

My name is Nisha Vyas, a homeowner in, and resident of, Los Angeles City (90005 - Koreatown). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nisha Vyas

From: Ivana Munguia
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:41:40 PM

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Dear Metro Board Members,

My name is Ivana Munguia, a resident of South Central, Los Angeles CD 8. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ivana Munguia Vasquez
[redacted]

From: Ivana Munguia
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:41:40 PM

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Dear Metro Board Members,

My name is Ivana Munguia, a resident of South Central, Los Angeles CD 8. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ivana Munguia Vasquez
[redacted]

From: stairsfreak
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:40:17 PM

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Dear Metro Board Members,

My name is Mike McKenzie, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

CicLAvia is truly one of the best things Los Angeles has. Preserve it.

Thank you for your consideration,

Mike McKenzie

From: stairsfreak
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:40:17 PM

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Dear Metro Board Members,

My name is Mike McKenzie, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

CicLAvia is truly one of the best things Los Angeles has. Preserve it.

Thank you for your consideration,

Mike McKenzie

From:	Ivana Munguia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:39:40 PM

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Dear Metro Board Members,

My name is Ivana Munguia, a resident of South Central Los Angeles, CD 8. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Ivana Munguia Vasquez
[redacted]

From:	Yesenia Perez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:39:17 PM

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Dear Metro Board Members,

My name is Yesenia Perez, a resident of Miracle Mile in LA County, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Yesenia Pere

From: Karina Juarez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:37:58 PM

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Dear Metro Board Members,

My name is Karina Juarez, a resident of Maywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Karina Juarez

From:	John E. Kerr
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:37:29 PM

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Dear Metro Board Members,

My name is John Kerr, a resident of **Highland Park, Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

John

From:	Sree Das
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:35:53 PM

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Dear Metro Board Members,

My name is **Sree** a resident of **Culver City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sreetham Das

From:	Jesse Banner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:35:32 PM

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Dear Metro Board Members,

My name is Jesse Banner, a resident of DTLA/ Bunker Hill. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now,

rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesse

From:	Josh Ahn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:35:23 PM

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Dear Metro Board Members.

My name is Josh, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Josh

From:	Haruna Fujita
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:34:31 PM

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Dear Metro Board Members,

My name is Haruna Fujita, and I am a resident of Culver City. **I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Haruna Fujita

From: Tyler Bourgoise
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432, Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:34:21 PM

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Dear Metro Board Members,

My name is Tyler Bourgoise, a resident of East Hollywood / Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I, and others, are asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

As a law-abiding daily bike commuter, my safety in vehicular traffic counts on a continuous momentum of awareness programs like CicLaVia to give Angelenos outlets to explore streets from the perspective of open streets events.

Thank you for your consideration,

Tyler Bourgoise

(90004)

From:	Estefania Cerda
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:33:14 PM

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Dear Metro Board Members,

My name is Estefania Cerda, a resident of Torrance, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Estefania Cerda

From:	DIEGO PANDO
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:32:33 PM

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Dear Metro Board Members,

My name is Diego Pando, a resident of Koreatown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Diego Pando

From:	Megan Meo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:31:07 PM

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Dear Metro Board Members,

My name is Megan a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Megan

From:	Mark Houghton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:30:48 PM

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Dear Metro Board Members,

My name is Mark Houghton, a resident of Los Angeles / Miracle Mile. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mark Houghton
Founder, CEO
Houghton Solutions -- *Helping Nonprofits with their IT Since 2014*

From: Mia Trachinger
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:29:00 PM

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Dear Metro Board Members,

My name is Mia Trachinger, a resident of The Franklin Hills - Los Feliz CD4. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mia Trachinger

From:	Andrea Gronkowski
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:28:41 PM

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Dear Metro Board Members,

My name is Andrea, a resident of Beverly Grove Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I say this because **I genuinely want Los Angeles to be a city that supports the ability of its residents and visitors to move around safely, regardless of how they choose to travel — on foot, by bike, on transit, or by car.** That's not an abstract value for me; it's what open street events actually deliver, block by block, in neighborhoods that rarely get this kind of investment.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

Our streets are dangerous by design in too many places, and treating safe, car-free access as optional rather than essential is a choice this Board doesn't have to keep making.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street

events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Andrea Gronkowski

From:	Samantha Guerra
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:25:52 PM

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Dear Metro Board Members,

My name is Samantha Guerra, a resident of Los Angeles county. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's

survival at risk

Fund open street events through 2027 and into 2028—don’t delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Samantha Guerra

From: Eric Eckley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:23:30 PM

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My name is Eric Eckley, a resident of Wilmingto, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Eric Eckley

From:	Milton Carrillo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:21:24 PM

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Dear Metro Board Members,

My name is Milton Carrillo, a homeowner and frequent Metro user in Leimert Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Milton Carrillo

From:	Jasmine
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:21:10 PM

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Dear Metro Board Members,

My name is Jasmine Jimenez, a resident of Pomona. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jasmine Jimenez

From:	Noah Mercer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:20:06 PM

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Dear Metro Board Members,

My name is Noah Mercer, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As currently drafted, the staff report leaves large-scale open street events without funding through 2027 and into early 2028, and defers any decision on a permanent program until after the 2028 Olympics.

This creates risks for open streets organizations and programs like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets. These events matter well beyond the region's largest cities —smaller cities rely on them to deliver safe walking, biking, and transit access to neighborhoods that otherwise receive little investment in active transportation infrastructure.

Metro has spent the last decade building this movement. Pulling back now works against Metro's own ridership and multimodal goals, especially as the region gets ready to welcome the world for the Olympics.

I'm asking the Board to:

- Direct staff to identify a creative funding solution that keeps open street events going now, instead of tabling the issue until after the Olympics. Waiting more than two years to even revisit this is unacceptable and threatens the program's survival.
- Provide funding for open street events through 2027 and into 2028, rather than delaying the decision.
- Establish open street events as a permanent, dedicated program rather than a grant line that must compete for survival every cycle.
- Preserve the multi-neighborhood, 4+ mile format that has driven the success of open street events in the region.

Please pull this item from consent. Thank you,

Noah Mercer

From:	Melissa Granados
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:18:07 PM

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Dear Metro Board Members,

My name is Melissa Granados, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melissa Granados

Sent from my iPhone

From: Edmundo Peredo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:17:23 PM

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Dear Metro Board Members,

My name is Ed Peredo, a resident of Redondo Beach, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ed Peredo

From: Kate Moran
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:16:42 PM

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Dear Metro Board Members,

My name is **Kate Moran**, a resident of **Burbank**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kate Moran

From:	Vanessa Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:14:06 PM

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Dear Metro Board Members,

My name is Vanessa Martinez, a resident of Pico Robertson. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vanessa Martinez

From: JEREMY LANG
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull
Date: Wednesday, July 22, 2026 1:12:35 PM

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Dear Metro board members, I have attended dozens of CicLaVia events all over LA over the last 10 or so years. They often serve as a great introduction to a new Metro line/product and as such they've been an invaluable investment.

I ask that it continue and in fact be increased or at least solidified going forward instead of this half-arsed quietly defunding it to put money into something far less likely to have the community impact or return on investment for Metro.

Sincerely,

Jeremy M. Lang, 4/4 voter
[redacted]

From:	Kim Blackwell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:12:32 PM

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Dear Metro Board Members,

My name is Kim Blackwell, a resident of Los Angeles - east Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Blackwell

From:	Pei Pei C
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:11:54 PM

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Dear Metro Board Members,

My name is Pei Pei Chung, a resident of Los Feliz, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. **I attended last weekend's Ciclavia in Hollywood and there was a palpable sense of community that our city is in desperate need of. In our car-centric city, these open street events are especially critical. They allow for a safe and free place for all ages to explore and enjoy our city, and feel connected to others in a way that is not typically available. It would be a terrible loss to defund these events.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Pei Pei Chung

From:	Diane Velez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:10:48 PM

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Dear Metro Board Members,

My name is Diane Velez, a resident of Baldwin Park in San Gabriel Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Diane Velez

--
Diane Velez

From:	Patrick Nordyke
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:10:27 PM

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Dear Metro Board Members,

My name is Patrick Nordyke, a resident of Los Angeles' Atwater Village niehgborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Patrick Nordyke

From:	jas110790@gmail.com
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:10:18 PM

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My name is Jasmine Williams, a resident of Historic Filipinotown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jasmine A. Williams, AICP
LEED Green Associate

From:	Bill Lam
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:09:38 PM

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(Note: Please send all of my comments to all members of the board and staff if possible)

Dear Metro Board Members,

My name is Bill Lam, a resident of **Monterey Park, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events

successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Bill Lam

From:	Araseli Sandoval
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:06:48 PM

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Dear Metro Board Members,

My name is Araseli Sandoval, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Araseli Sandoval

Sent from my iPhone

From:	Madeline Ocampo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:06:01 PM

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Dear Metro Board Members,

My name is Madeline a resident of Monterey Park and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. People always love when cities feel walkable and when there's local events. It adds to the sense of community and it makes the city look great as well.

Thank you for your consideration,

Madeline Ocampo

From:	Kelly Ocampo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 1:04:18 PM

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Dear Metro Board Members,

My name is **Kelly Ocampo** and I'm a resident of **San Gabriel**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kelly

From:	Amy Okuda
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:01:57 PM

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My name is Amy Okuda, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amy

From: M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:01:48 PM

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Dear Metro Board Members,

My name is Mericka Lehma, a resident of Hyde Park, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mericka Lehman

From:	Jaylene Ortiz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 1:01:01 PM

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Dear Metro Board Members,

My name is **Jaylene Ortiz** a resident of **La Puente**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jaylene Ortiz
She/Her
Youth Community Accesss Program Associate
Active San Gabriel Valley (Tongva Territory)
[redacted]

Live in the SGV? **You're eligible to GoSGV!**
Find a local Food Pantry near you, visit FIND FOOD.

From:	Tim Henderson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:00:12 PM

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Dear Metro Board Members,

My name is Timothy Henderson a resident of Mid-City (Miracle Mile area). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Timothy Henderson

Sent from my iPhone

From:	Emily Rosales
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update-Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:57:58 PM

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Dear Metro Board Members,

My name is Emily Rosales, and I'm a resident of Los Angeles, specifically the community of Watts. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Los Angeles has the highest pedestrian fatality rate of any city in the country. In 2025, more than 150 people were killed while walking on our streets. This is the third year in a row that traffic deaths outpaced homicides in this city. This danger isn't spread evenly: just 6% of LA's street miles account for 65% of all pedestrian and cyclist fatalities and serious injuries, concentrated on wide, high-speed arterials in South LA and other underserved communities. That's my community. Watts sits directly in the corridors this data identifies as the most dangerous in the entire city and it is also a community that almost never gets an open streets event.

As written, the staff report leaves large-scale open streets events unfunded through 2027 and into the first half of 2028, and punts any decision on a permanent program until after the 2028 Olympics. That is not a minor scheduling gap. It is a two-year abandonment of a program that gets cars off dangerous streets and puts safe infrastructure in neighborhoods like mine, at the exact moment the data says we need it most.

I've worked with mobility advocacy organizations, including the East Side Riders Bike Club, and I've supported several CicLAvia events. I've seen what these events do on the ground.

Open streets aren't just recreation. They're an intervention. For at-risk youth in neighborhoods like Watts, an open streets event is often the first time they encounter organized biking, skating, running clubs, or sports in a safe, car-free public space. That kind of access changes what young people believe is possible for how they move through their own city. Communities like mine are rarely given the chance to

experience that, and this item, as written, guarantees we'll keep waiting.

This funding gap also puts organizations like CicLAvia and programs like ActiveSGV's 626 Golden/Active Streets at real risk. These programs serve smaller cities and neighborhoods that otherwise see little to no investment in active transportation.

Metro built this movement over the last decade. Walking it back now, while pouring resources into Olympic readiness for visitors, sends a clear message about whose safety and whose neighborhoods are the priority. Angelenos who live here year-round, especially in the communities most exposed to traffic violence, should not be an afterthought to tourists passing through for a few weeks in 2028.

I'm asking the Board to:

- Direct staff to identify a creative funding solution that keeps open streets events running now, rather than shelving the conversation until after the Olympics. A two-plus-year gap before this is even revisited is unacceptable and threatens the program's survival.
- Fund open streets events through 2027 and into 2028 — don't delay the decision.
- Establish open streets events as a permanent, dedicated program, not a grant line competing for survival every cycle.
- Prioritize underserved communities like Watts and South LA — the same neighborhoods identified as having the highest concentration of pedestrian deaths — for future open streets events.
- Protect the multi-neighborhood, 4+ mile format that has made these events successful across the region.

Please pull this item from consent.

Thank you for your consideration,

Emily Rosales

--

Emily Rosales
[redacted]

From:	Carolina Matamoros
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:55:23 PM

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Dear Metro Board Members,

My name is Carolina Matamoros, a resident of Reseda. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration.

_____
Carolina Matamoros
Assistant Editor
I.A.T.S.E Local #700
[redacted]

From:	Julie
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:52:29 PM

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Dear Metro Board Members,

My name is Julie Heath, a resident of Huntington Beach (formerly of Moorpark and Santa Monica). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I have been attending these events since the first ride in 2010 as a resident of Los Angeles, Ventura and Orange Counties.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Julie Heath

From:	Michelle Rebuffatti
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:52:08 PM

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Dear Metro Board Members,

My name is Michelle Rebuffatti and I am a resident of Koreatown in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Rebuffatti MD

From:	Lilly
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:51:28 PM

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Dear Metro Board Members,

My name is Lilly Lawrence, a resident of Los Angeles I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Best,
Lilly

From:	Catherine Des Lauriers
To:	Board Clerk
Cc:	Catherine Des Lauriers; Dwight Des Lauriers
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:51:14 PM

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Dear Metro Board Members,

My name is Cathy Des Lauriers a resident of **Hollywood** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cathy Des Lauriers

GIVE PUBLIC COMMENT IN PERSON OR ON-THE-PHONE

Metro's Full Board Meeting on Thursday, Jul

From:	YARIMA F
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:50:46 PM

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Dear Metro Board Members,

My name is Yarima, a resident of Palms in the LA County area. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Yarima

From:	PSJ
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:50:33 PM

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Dear Metro Board Members,

My name is Michelle Robinson, a resident of West Hollywood.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1) Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2) Fund open street events through 2027 and into 2028—don't delay the decision.
3) Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4) Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Michelle Robinson

From:	Adonia Lugo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:50:10 PM

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Dear Metro Board Members,

My name is Adonia Lugo, a resident of Leimert Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to create a metric that more meaningfully connects open street impacts with Metro goals, such as increased ridership and improved perceptions of safety on the system
- Direct staff to find a creative funding solution to keep open street events running now, with a timeline in place for adopting the metric mentioned above to work as an evaluation tool
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from the consent calendar.

Thank you for your consideration,

Adonia Lugo

Adonia E. Lugo, Ph.D. Urban Anthropologist & Mobility Justice Strategist
I live & work in traditional & unceded Tongva territory

From: Anh Shigekawa
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:49:43 PM

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Please consider pulling this item from the agenda and find another way forward for open street events. These events are important for the communities around Los Angeles and bring Angelenos together.

Anh

From:	Tracee Johnson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:47:37 PM

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Dear Metro Board Members,

My name is Tracee, a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tracee

From:	Melissa Dundas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:47:22 PM

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My name is Melissa Dundas, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melissa Dundas

From:	Marc Hall
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:46:28 PM

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My name is Marc Hall, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
Open street events help small businesses, promote Metro use, bring joy to so many Angelenos, and help us imagine a different future for our community.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marc Hall

From:	Virginia Flores
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:45:45 PM

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Dear Metro Board Members,

My name is **Virginia Flores**, a resident of **Jefferson Park in Los Angeles, a neighborhood that has seen incredible improvement in our access to public transit in the last few years**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Virginia Flores

From:	Desiree Hurlbut
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:45:43 PM

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Dear Metro Board Members,

My name is Desiree, a resident of the Del Rey neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Desiree

From:	Salina Chinn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:42:01 PM

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Dear Metro Board Members,

My name is **Salina Chinn**, a resident of **Pasadena**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. They bring the LA communities and people together, giving a sense of joy and pride in being Greater Los Angelenos. They are fun and promote health and wellbeing. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is **unacceptable** and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a **PERMANENT**, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Anything shorter would change the character of the events, which have been so amazing for LA.

Please pull this item from consent.

Thank you for your consideration,
Salina Chinn

From:	Cynthia Stahl
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:41:47 PM

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I don't live in LA but i like to travel to LA for CicLAvia events. I ride metro and I spend money at the local businesses along the route. Pulling funding is a classic penny-wise but pound-foolish policy. The money you spend you get back from all the people who get to explore favorite and new areas of Los Angeles. Please don't pull the funding for open street events.

Cynthia Stahl
Santa Barbara

From:	Brad Ritter
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:41:45 PM

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Sear Metro Board Members,

My name is Brad Ritter a resident of the Jefferson Park neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brad Ritter

From: Sage Ye
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:40:28 PM

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Dear Metro Board Members,

My name is Sage, and I a resident of Downtown LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As a car-free resident of Los Angeles, events like these boost morale and give us spaces to exist safely in our communities. The amount of times I feel unsafe as a pedestrian because of the lack of car-free spaces is too common of an occurrence.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sage Ye

From:	Julie Hernandez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:40:26 PM

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Dear Metro Board Members,

My name is Julie Hernandez , a resident of **Los Angeles/ Leimert Park**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julie Hernandez

Sent from my iPhone

From: Tomas Leon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:40:06 PM

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Dear Metro Board Members,

My name is Tomas Leon, a resident off **Vermont Harbor**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tomas Leon, Esq.

--

Tomas Leon, Esq.
Partner

Leon Law, LLP
[redacted]

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From: Marsha S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:39:44 PM

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Dear Metro Board Members,

My name is Marsha Swallow, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marsha Swallow

From: Ollie Loorz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:36:51 PM

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Dear Metro Board Members,

My name is Ollie Loorz, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. This is of extreme concern to me and many many others in the city!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.

These events are the greatest part about living in this city. When I am biking through neighborhoods on street level surrounded by people, it gives me a glimpse into what this city can be. There is NO other event that ignites connection and togetherness like these open street events. You have to continue funding these vital events if you want this city to function.

These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ollie Loorz

From:	Kirk
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:36:02 PM

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Dear Metro Board Members,

My name is Kirk Tsonos, a resident of East Hollywood/Los Angeles, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kirk Tsonos

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:36:02 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Mika R. Jones, a resident of Los Angeles/Miracle Mile. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mika R. Jones

From:	Meria Ogawa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:35:09 PM

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Dear Metro Board Members,

My name is Meria, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Meria

--
Meria Ogawa

Senior Graphic Designer
meria@ritual.com

---

ritual.com / **@ritual**

From:	Eric Pratt
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:35:06 PM

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Dear Metro Board Members,

My name is Eric Pratt, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The choice not to purposefully fund large-scale open street events requires your partner organizations and their events, large and small, to spend time, money, and resources fighting each other for what little public funding the Olympics has not already swallowed. By the time you get around to the permanent funding decision you're trying to punt until after the Olympics, the events of those partner organizations, or even the organizations themselves, may need quite a bit of resurrection.

If Metro believes in the movement toward active transportation infrastructure that it has spent the last decade building, then proactive investment in programming that promotes those goals is the right choice.

I'm asking the Board to please:
1. Don't Punt: Pull this item from consent and begin the discussion in earnest.
2. Huddle Up: Direct staff to promptly reevaluate possible avenues for funding open street events in 2027 and 2028.
3. Get the First Down: Implement the funding avenues staff discovers before the end of this quarter.
4. Go for the Touchdown: Using the Cycle 6 and 7 model staff generates as a template, create funding avenues for a permanent, dedicated open street events program by the top of 2027.

The multi-neighborhood, 4+ mile format has made open street events successful at promoting active transportation infrastructure in the region. Please don't leave those successes to wither for two years just to fret over a shiny five-wheel mega-bike that already promises to run over local concerns.

Again, please pull this item from consent.

Thank you for your consideration,

Eric
--
Eric Pratt

Los Angeles, CA
(781) 475-3144
[redacted]

From:	Angelica Vielma
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:34:27 PM

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Dear Metro Board Members,

My name is Angélica María Vielma, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Angélica María Vielma

[redacted]

From:	Jeanette Corcuera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:34:10 PM

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Dear Metro Board Members,

My name is Jeanette Corcuera a resident Of MIRACLE MILE I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Jeanette Corcuera

Miracle Mile Residential Association Board Member

From:	Linnea Johnson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:33:21 PM

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Dear Metro Board Members,

My name is Linnea Johnson, a resident of Los Angeles/Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Linnea Johnson

From:	Ryan Griffin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:33:15 PM

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Dear Metro Board Members,

My name is Ryan Griffin, a resident of Burbank, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Griffin

From: Ellie Plouff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:31:38 PM

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Dear Metro Board Members,

My name is Ellie Plouff, a resident of Marina Del Rey / City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ellie Plouff - Marina Del Rey / City of Los Angeles resident

From:	Joshua Feria
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:31:06 PM

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Dear Metro Board Members,

My name is Joshua Feria, a resident of Pasadena I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joshua Feria.

From:	Sinjin Ayat
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 12:28:32 PM

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Dear Metro Board Members,

My name is Sinjin Ayat, a resident of Los Angeles' Larchmont Neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Sinjin Ayat

From: Sharon Baumgold
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:26:41 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **SHARON BAUMGOLD**, a resident of **Beverly Hills**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sharon Baumgold

--
please respond to Sharon Baumgold
at [redacted]

From:	Mikey Latner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:26:18 PM

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Dear Metro Board Members,

My name is Mikey Latner, a resident of Mid-City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mikey Latner
[redacted]

From:	Jack Hawley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:25:24 PM

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Dear Metro Board Members,

My name is Jack Hawley a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jack Hawley

From:	Liz Greenwood
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:24:51 PM

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Dear Metro Board Members,

My name is Liz Greenwood, a resident of Downtown LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. These events have directly led me to ride Metro more frequently.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Liz Greenwood

From:	Brian Wonkey Sohn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda!
Date:	Wednesday, July 22, 2026 12:24:49 PM

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Dear Metro Board Members,

My name is Brian Sohn, a resident of Panorama City, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

As an Angeleno who reluctantly grew up being driven around in cars, I know far too well the consequences of a car-dominated landscape. It's not right. These open street events do not just offer a respite for the public, but encourage the full utilization of a people's respect for the place they live in.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is absolutely unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—delaying the decision is not acceptable.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Pull this item from consent.

best,
Brian Sohn

From: Brad Ricker
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:24:45 PM

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Dear Metro Board Members,

My name is Brad Ricker, a resident of Burbank, CA. I am a frequent and enthusiastic participant in CYCLAVIA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brad Ricker (aka John B. Ricker)



[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

From:	Rio Analco
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:23:08 PM

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Dear Metro Board Members,

My name is Epifanio Rio Chinanteco Analco, a resident and community member of Huntington Park in LA County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. It promotes and encourages neighborhoods to come together and enjoy the outdoors without the disruption of fast moving vehicles like cars, trucks, etc. I have personally attended many of these open street events and have partaken in the activities. Many families and neighbors enjoy these events that require no price tag but a smile on your face and having a good time. Events and activities like these are a foundation for numerous communities and shouldn't be looked at as luxuries, but rather ESSENTIALS for a thriving community.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Epifanio Chinanteco Analco

From:	Laura Guzman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:21:31 PM

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Dear Metro Board Members,

My name is Laura Guzman Wug, a resident of **South Park, Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Laura Guzman Wug

From:	Arun Narayanan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:15:19 PM

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My name is Arun Narayanan, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Arun Narayanan, MPH, MBA
[redacted]

From:	Casey Chapman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:01:29 PM

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Dear Metro Board Members,

My name is Casey Chapman, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Casey Chapman

From:	Darren Hall
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:54:44 AM

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Dear Metro Board Members,

My name is Darren Hall, a resident of Eagle Rock in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. I have personally participated in dozens of these events since they were first launched and they have clearly generated a sense of community and introduced many to the joys of exploring their neighborhoods in a way that is healthy for them and the environment, while also contributing to the businesses along the routes. Defunding the movement that Metro did a good job of creating undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Darren Hall

From:	Alejandra Herrera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:53:32 AM

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Dear Metro Board Members,

My name is Alejandra, a resident of Leimert Park. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alejandra

From: Jessica Elaina Eason
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:50:23 AM

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Dear Metro Board Members,

My name is Jessica Eason, a resident of Los Angeles, CA - the Miracle Mile. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From: Amanda Blide
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:49:59 AM

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Hello Metro Board Members,

My name is Amanda Blide and I live in Los Feliz. As an avid CicLaVia goer (I biked the whole 12 miles of Meet the Hollywoods this past weekend), I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The current proposal leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amanda

From:	Kerry Beth Kauffman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:48:39 AM

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Dear Metro Board Members,

My name is Kerry Beth Kauffman, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Fund open street events through 2027 and into 2028—don't delay the decision.

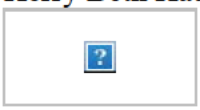
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kerry Beth Kauffman



Kerry Beth Kauffman
Organizer
Car-Lite Long Beach

From:	Spencer Nicholas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:48:37 AM

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Dear Metro Board Members,

My name is Spencer Nicholas, a resident of Mid City/Wilshire, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Spencer Nicholas
He/Him/His
B.A. Environmental Analysis
Pitzer College '23

From:	Ryky's Bike Shop
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:46:10 AM

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Dear Metro Board Members,

My name is Ricardo Pineda, a resident of Lincoln Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ricardo Pineda

From: Roberta Stardust
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:43:55 AM

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Dear Metro Board Members,

My name is **Roberta Stardust**, a resident of **North Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I am a cancer survivor and Open Streets events have helped me to feel part of the greater Los Angeles community. Over a few years I have had a few surgical procedures. The last surgery I had was in summer 2023. In the Fall 2023, I was able to participate in the local CicLAmini in NoHo. I walked slowly, I was there and felt a part of my City. The accessibility that Open Streets provides is extremely important for all. On Sunday, I was at the CicLAvia in Hollywood and watched the World Cup with fellow Angelenos. With everything going on in the world we need time for joy and play.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Roberta Stardust

From:	Brannon Hollis
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:39:11 AM

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Dear Metro Board Members,

My name is Brannon Hollis, a resident of Los Angeles/Mt Washington and I am asking you to please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open street events have meant so much to my family. We love riding our bicycles through the open streets of Los Angeles together. These events allow us to experience our city in a way they never could from inside a car. We discover new neighborhoods, local businesses, parks, and cultural landmarks while safely riding alongside thousands of people who share a love of cycling, walking, and being outdoors.

Open streets bring people together. They encourage fitness, strengthen communities, support local businesses, and create a sense of pride in Los Angeles. They also introduce many families to public transit, biking, and other forms of active transportation in a fun, welcoming environment.

Metro has spent more than a decade building this successful regional program. Walking away from it now would undermine one of Metro's best tools for promoting transit, reducing car dependence, and creating healthier, more connected communities, especially as Los Angeles prepares to welcome the world for the 2028 Olympics.

Please do not allow large-scale open street events to go unfunded through 2027 and into 2028. Instead, I respectfully ask that you:

- Pull Agenda Item #13 from the consent agenda for full discussion.
- Find a creative funding solution that keeps open street events operating without interruption.
- Fund open street events through 2027 and into 2028 rather than delaying action.
- Make open street events a permanent Metro program instead of a grant program that must fight for survival each funding cycle.
- Protect the multi-neighborhood, 4+ mile format that has made these events such a success across Los Angeles County.

These events are an investment in healthier families, stronger communities, and a more connected Los Angeles. Please keep them alive for my family and for the hundreds of thousands of Angelenos who cherish them.

Thank you for your time and consideration.

Sincerely,

Brannon Hollis

From: Ara Lee
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:38:40 AM

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Dear Metro Board Members,

My name is Ara Lee, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ara Lee

From: Andrea Bautista
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:38:24 AM

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Dear Metro Board Members,

My name is **Andrea Chavez**, a resident of **Chatsworth**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrea

From:	Joy Bacon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:38:13 AM

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Dear Metro Board Members,

My name is Joy Bacon and I live in Alhambra. I have lived in Alhambra for 8 years. I love living here because of special community events like 626 open streets.
I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Riding our bikes safely and in community with our neighbors is such a special and fun event. I know you agree that these sorts of community programs create pride and connection in your city.

Thank you for your consideration,

Joy Bacon

From:	maegen rzasa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:38:09 AM

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Dear Metro Board Members,

My name is Maegen Rzasa, a resident of Toluca Lake, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Maegen Rzasa

From: Ali Ames
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:33:50 AM

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Dear Metro Board Members,

My name is Alexandra Ames, a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alexandra Ames

From:	Gabby Alvarez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:33:00 AM

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Dear Metro Board Members,

My name is Gabriella Alvarez, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

As a new resident of the area, CicLAvia was one of the first events that I engaged in. I was immediately immersed in my new community and felt welcomed and engaged. It

was a big turning point in my community engagement and I implore you to take this matter seriously and listen to what the community is trying to say.

Please pull this item from consent.

Thank you for your consideration,

Gabriella Alvarez

From:	Andrea Galván
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:32:47 AM

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My name is Andrea Galván, a resident of the Inland Empire where I am very active working on bringing more public art to Downtown Pomona and I work in Los Angeles. Our communities are inexorably tied. I was at the Open Streets just this last Sunday in Hollywood where I bumped into dozens of people I knew from the IE recreating and spending money in your communities thank to an Open Streets event. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrea Galván

From:	David Crennen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:32:38 AM

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Dear Metro Board Members,

My name is David Crennen, a resident of Studio City here in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Crennen

From: Francis De Leon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:31:30 AM

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My name is Francis De Leon, a resident of Mid-City Los Angeles California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

We love events like this that bring the community together, I guarantee it's better than whatever the budget would go to instead. Please pull this item from consent. Thanks!

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thanks!

From:	Dan Sipple
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 11:31:12 AM

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Dear Metro Board Members,

My name is **Dan Sipple and I'm** a resident of **Monrovia**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dan Sipple

From: Kelly Stuyvesant
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:30:59 AM

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Dear Metro Board Members,

My name is Kelly Stuyvesant, a resident of West Adams Neighborhood (zip 90016). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent!!!

Thank you for your consideration,

Kelly Stuyvesant

Kelly Stuyvesant (She/Her)

[redacted]

From:	Crystal Cantabrana
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:30:50 AM

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Dear Metro Board Members,

My name is Crystal, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please don't just focus on the Olympics and the tourists coming to the area during that time. Please work for the locals who love and love here and who value these

open street events. It’s largely how I learned how to ride a bike at age 32!

Please pull this item from consent.

Thank you for your consideration,

Crystal Cantabrana

From: Alex Peykov
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:29:21 AM

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Dear Metro Board Members,

My name is Alexandar Peykov, a resident of the West Adams neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

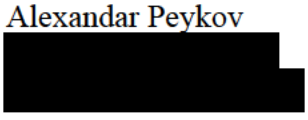
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Alexandar Peykov


From: Aarushi G
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:25:47 AM

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Dear Metro Board Members,

My name is Aarushi, a resident of LA County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open street events are shining models of what a more sustainable future could look like. They are a great introduction for people to try biking around other, they allow bike and skate communities to meet up and make connections, and they provide a reason to explore small businesses in a part of town you don't usually get to explore. I'm sure holding funding till 2028 is not the only solution.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aarushi

From:	Scott Lowe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:25:00 AM

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Dear Metro Board Members,

My name is Scott Lowe, a resident of Leimert Park in the city of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves open-street events unfunded through 2027 and the first half of 2028 and defers any permanent program decision until after the 2028 Olympics.

This leaves crucial organizations and events like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets at considerable risk. These events are crucial to promoting community, physical health, public transit, and alternative forms of transportation. Removing funding for these initiatives undermines the momentum Metro has built over the last decade and will negatively impact Metro's own goals of promoting ridership and multi-modal transportation, right on the heels of hosting the World Cup and ahead of the 2028 Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable, puts the program's survival at risk, and undermines the critical progress made so far.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Scott Lowe

From:	OneKid Cadence
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:24:59 AM

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Dear Metro Board Members,

My name is Cadence Corkett, a resident of Thousand Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cadence Corkett

From:	Bronwyn Jamrok
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:22:45 AM

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Dear Metro Board Members,

My name is Bronwyn Jamrok a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Bronwyn Jamrok

Culver City

From:	Matt Ransford
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:21:21 AM

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Dear Metro Board Members,

My name is Matt Ransford, a resident of Mar Vista in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Matt Ransford

From:	Michael Harrison
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:20:55 AM

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Dear Metro Board Members,

My name is Michael Harrison, a resident of Calabasas**.** Please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Harrison
HARRISON & HARRISON
Attorneys at Law
harrisonlaw@gmail.com
www.harrisonlawusa.com

[redacted]

From:	Brianna Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 11:20:33 AM

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Dear Metro Board Members,

My name is **Brianna Lopez** and I'm a resident of **Azusa, CA** which is part of the San Gabriel Valley (SGV). Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brianna Lopez

From:	Brandye Combs
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:19:42 AM

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Dear Metro Board Members,

My name is Brandye Combs , a resident of South Park in Downtown LA. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brandye Combs

From: sf.chastang@gmail.com on behalf of Bryan Chastang
To: Board Clerk; FirstDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org
Cc: councilmember.hernandez@lacity.org; councilmember.jurado@lacity.org; advocacy@ciclavia.org
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:19:21 AM

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Dear Metro Board Members,

My name is Bryan Chastang. My family lives in Highland Park, my wife and I work in Downtown Los Angeles, our children attend public school. We commute across the city, and regularly use Metro and active transportation. This funding decision directly affects my daily life, and my own and my family's personal connection to our city. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

For me, events like CicLAvia are much more than recreational outings. They allow my family to experience Los Angeles in a way that is safe, welcoming, and connected. They encourage us to ride Metro, explore neighborhoods we might not otherwise visit, and support local businesses along the route. They remind us what a more connected, people-centered Los Angeles can look like.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is

unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

As both a resident and a daily commuter, I know firsthand that these events strengthen our transit system, support local businesses, and create lasting connections between communities. I hope you'll ensure they remain part of Los Angeles' future.

My family has discovered neighborhoods we'd never visited before because of CicLAvia, and CicLAvia gave us the confidence to try biking to destinations we now reach by Metro and bike.

Please pull this item from consent.

Thank you for your consideration,

Bryan Chastang
Highland Park Resident
Downtown Los Angeles Commuter

From:	Korina Gause
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:18:11 AM

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Dear Metro Board Members,

My name is Korina Gause. I am a resident of Compton in Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Korina Gause

From:	Pilar Reynaldo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 11:17:59 AM

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Dear Metro Board Members,

My name is Pilar Reynaldo, I'm a resident of Garvanza. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Pilar Reynaldo

From:	Michael Wolfe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:17:45 AM

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Dear Metro Board Members,

My name is Michael Wolfe, a resident of Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Wolfe

From:	Melodee Piper
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:17:31 AM

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Dear Metro Board Members,

My name is Melodee Piper, a resident of Chatsworth. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Best regards,
Melodee Piper

From:	Alexandra E Faeh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:16:32 AM

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Dear Metro Board Members,

My name is Alexandra Faeh, a resident of Miracle Mile. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alexandra Faeh

From:	Christina Fan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:14:43 AM

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Dear Metro Board Members,

My name is **Christina Fan**, a resident of **Los Angeles, Echo Park**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Ciclavia and other public street events such as this are a true joy and opportunity for people to experience the benefits of public transportation and less reliance on vehicles. It is one of the highlights of living in Los Angeles for myself and my community.

Please pull this item from consent.

Thank you for your consideration,

Christina Fan

From:	Irene Marsh-Elmer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:14:02 AM

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Dear Metro Board Members,

My name is **Irene Marsh-Elmer,** a resident of **Los Angeles County**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Irene Marsh-Elmer

From:	Eddie
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:13:16 AM

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Dear Metro Board Members,

My name is Edgar Mateus, a resident of Los Angeles County.
I ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for a full discussion.
The current staff report leaves open-street events unfunded through mid-2028. It also delays program decisions until after the 2028 Olympics. This gap risks the survival of vital programs like CicLAvia and Active Streets. Smaller cities especially rely on these events to bring safe walking, biking, and transit access to underserved neighborhoods. [1, 2, 3]
Metro built this movement. Walking it back undercuts your own multi-modal and ridership goals just as the region prepares for the global spotlight. [4]
I urge the Board to:

- **Maintain Funding:** Fund open street events through 2027 and 2028.
- **Find Solutions:** Direct staff to find creative funding now instead of waiting two years.
- **Ensure Permanence:** Make open street events a permanent, dedicated program rather than a cyclical grant.
- **Protect the Format:** Keep the successful multi-neighborhood, 4+ mile event format. [5, 6]

Please pull this item for discussion.

Thank you for your time.

Sincerely,

Edgar Mateus

From:	Eric Riley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 11:12:43 AM

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Dear Metro Board Members,

My name is Eric Riley and I'm a resident of Los Angeles. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant Southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

eric riley (he/him)
planning principal
kounkuey design initiative, inc.

[redacted]

From:	Daniel Brubaker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:11:28 AM

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Dear Metro Board Members,

My name is Daniel Brubaker, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel

From: Mark Banks
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 11:10:28 AM
Attachments: image001.png
Importance: High

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **A.M. Banks**, a resident of **Inglewood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

A . Mark Banks
Public Health Information Systems Field Support
Los Angeles County Department of Public Health
Div. of HIV and STD Programs
Gas Company Tower

555 W. 5th Street 34th Floor
Los Angeles, CA 90013
Peace and mercy be multiplied to you!
County of Los Angeles
Public Health

From:	Jade Macabulos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:10:17 AM

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Dear Metro Board Members,

My name is Jade Macabulos, a resident of Inglewood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jade Macabulos

From:	Jorge Cáñez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:10:05 AM

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Dear Metro Board Members,

My name is Jorge Canez a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From: Michael Wolfe
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 -- Open and Slow Streets Grant Program Update -- Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:09:37 AM

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Dear Metro Board Members,

My name is Michael Wolfe, a resident of Los Angeles for fifteen years, the past nine of which I've lived in the Melrose Hill neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Wolfe
[redacted]

From:	Chris Howaniec
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:09:32 AM

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Dear Metro Board Members,

My name is Chris Howaniec, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chris Howaniec

From:	Bobby Lin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:08:40 AM

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Dear Metro Board Members,

My name is Bobby Lin, a resident of **Los Angeles.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Bobby

From:	Benjamin Berk
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:06:58 AM

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Dear Metro Board Members,

My name is Benjamin Berk, a resident of Pomona.

I'm also a business owner in Azusa.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Benjamin Berk

From:	Kevin Ramirez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:06:15 AM

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Dear Metro Board Members,

My name is Kevin Ramirez, a resident of the West Adams neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Please protect some joy and community connection for this city.

Thank you,
Kevin Ramirez

From:	Maya A. Ajtun Castillo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:05:43 AM

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Dear Metro Board Members,

My name is Maya A. Ajtun Castillo, a resident of East Hollywood - Thai Town. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maya A. Ajtun Castillo

From:	Martina Howaniec
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:05:38 AM

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Dear Metro Board Members,

My name is Martina Howaniec, a resident of Los Feliz, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Martina Howaniec

From: Paola .Reyes
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:05:06 AM

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Dear Metro Board Members,

My name is Paola Reyes a resident of Tujunga. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Paola Reyes

From:	Kevin van t Klooster
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:04:03 AM

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Dear Metro Board Members,

My name is Kevin van 't Klooster, a resident of Highland Park, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kevin van ‘t Klooster

From:	Vilma Boch
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:03:34 AM

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Dear Metro Board Members,

My name is Ixchel Boch, a resident of Boyle Heights I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Thank you for your consideration.

Best,

Vilma Boch

From:	Jonathan Little
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:02:54 AM

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Dear Metro Board Members,

My name is Jonathan Little, a resident of Whitley Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonathan
Little
[redacted]

From:	Alicia Gallarzo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:02:35 AM

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Dear Metro Board Members,

My name is Alicia Gallarzo , a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alicia Gallarzo

From: Lyndsey D
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:01:22 AM

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Dear Metro Board Members,

My name is Lyndsey, a resident of Mid City/Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lyndsey Doolen

From: Zoe Goldman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:00:21 AM

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Dear Metro Board Members,

My name is Zoe Goldman, a resident of Crenshaw Manor in South Central LA. I live just south of the E line, a location we chose because of it's relatively strong access to public transit. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

While we love the E line, we only feel safe riding bikes in our neighborhood during CicLAvia events. We are desperate for more open streets programs as well as investment that prioritizes bike and pedestrian safety!

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

We seriously count down the days to these events! They make the city come alive and accessible in a way we haven't seen outside of these open streets days.

Please pull this item from consent.

Thank you for your consideration,
Zoe

From: Sergio Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:00:13 AM

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Dear Metro Board Members,

My name is Sergio Vasquez, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sergio Vasquez

From: Patrick Cooley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date: Wednesday, July 22, 2026 11:00:00 AM

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Dear Metro Board Members,

My name is Patrick Cooley, a resident of NoHo. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Patrick Cooley

From:	Jasmine Leong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:58:53 AM

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Dear Metro Board Members,

My name is Jasmine Leong, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jasmine Leong

From:	Jorge Rivera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 10:58:15 AM

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Dear Metro Board Members,

My name is Jorge Rivera and I'm a resident of Duarte, CA and the offices to our community based nonprofit are located in the City of El Monte. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Jorge Rivera
Resident of Duarte, CA
Executive Co-Director
Healing and Justice Center

From:	Jennifer Kuo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:56:54 AM

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Dear Metro Board Members,

My name is Jennifer Kuo, a resident of Cerritos. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Events like these are great not only for physical health but mental health and community health.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jennifer Kuo

From:	Chris Ambrosio
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:56:34 AM

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Dear Metro Board Members,

My name is Chris Ambrosio, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--

Chris Ambrosio

From:	Ixchel
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:55:14 AM

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Dear Metro Board Members,

My name is Ixchel Boch a resident of Boyle Heights . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Best,

Ixchel Boch

From:	Deborah Williams
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:54:51 AM

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Dear Metro Board Members,

My name is Deborah, a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Deborah Williams

From: Jenny B!
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – PLEASE!! Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:54:18 AM

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Dear Metro Board Members,

My name is Jenny, a resident of Panorama City, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. **These events matter far beyond the region's biggest cities.** Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration and do the right thing!

Jenny B

From:	Emmanuelle Nueve
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:54:00 AM

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Dear Metro Board Members,

My name is **Emmanuelle Nueve**, a resident of **East Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Emmanuelle Nueve

From:	Chris Schaper
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:53:00 AM

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Dear Metro Board Members,

My name is **Chris Schaper** a resident of **Silver Lake** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From:	John Birnberg
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:51:40 AM

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Dear Metro Board Members,

My name is John Birnberg, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
John Birnberg

Sent from Gmail Mobile

From:	Xochilt Vasquez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:51:39 AM
Attachments:	image.png

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Dear Metro Board Members,

My name is Xochilt Vasquez, a resident of San Bernardino. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.



From:	Ashley Alicea
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open&Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:50:32 AM

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Dear Metro Board Members,

My name is Ashley Alicea and I live in [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

On a personal level, these events have been the most enjoyable city events my family, friends, and I have ever participated in. We attend nearly every CicLAvia and find them to be incredible gatherings for getting to know our community and supporting local businesses / organizations. These events also help my public transit-adverse friends to feel comfortable with and excited about using LA Metro.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashley Alicea - Koreatown, LA

From:	Bryce Dwyer
To:	Board Clerk
Cc:	FirstDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:50:01 AM

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Dear Metro Board Members, Supervisor Horvath, and Supervisor Solis

My name is Bryce Dwyer, a resident of unincorporated East Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Bryce Dwyer

From:	Kelly Hayden
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:48:06 AM

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Dear Metro Board Members,

My name is Kelly Hayden, a resident of Compton . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kelly Hayden

From: Diego Muñoz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:44:52 AM

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Dear Metro Board Members,

My name is Diego Muñoz, a resident of Glassell Park, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Diego Andres Muñoz

From: Debbie Young
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 10:43:55 AM

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Dear Metro Board Members, My name is [Your Name] and I'm a resident of [Your City/Neighborhood]. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Please Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Please pull this item from consent. Thank you for your consideration, [Your Name]

From: Cheuk Sing To
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:43:42 AM

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Dear Metro Board Members,

My name is Cheuk Sing To, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cheuk Sing To

From:	Sonja Lind
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — from a Metro, Ciclavia FAN – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 10:43:21 AM
Attachments:	Ciclavia collage.png

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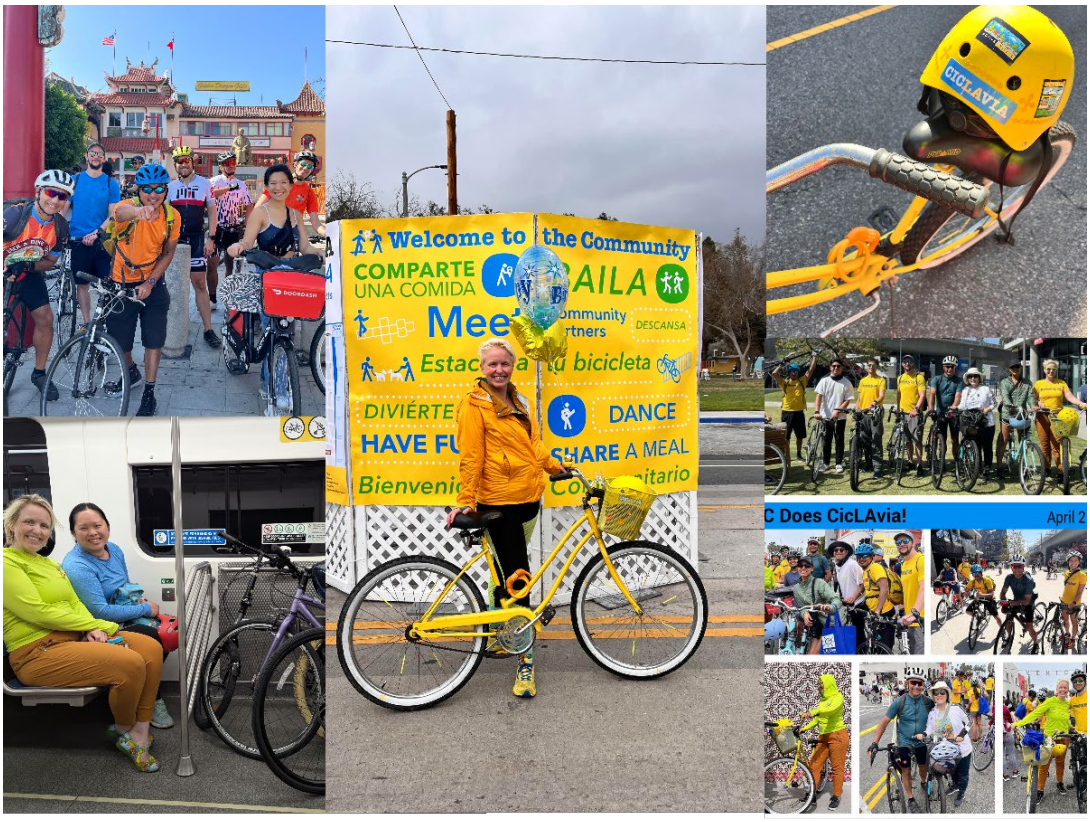
Dear Metro Board Members,

My name is Sonja Lind, and I'm a Monrovia resident in Los Angeles County (my local Metro stop is Arcadia). I'm a self-proclaimed **"Metro fangirl,"** so I'm writing this email with a great deal of affection for your organization.

Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as **Ciclavia** and **Active Streets**, which are my favorite LA events! Things I've done with both:

- **Bought a yellow bike and yellow bike helmet** so I could match all the yellow signs (Metro, Ciclavia and Golden Streets all use that color).
- **Introduced dozens of my friends, and even coordinated a run club meetup** at both Ciclavia and Active Streets events.
- **Gone on biking dates** with guys I matched with online (now I'm happily married, and go to these events with my husband).
- Celebrated a few of my **birthdays** with a Ciclavia ride!
- Sang **"bike karaoke"** with strangers in Culver City at a Ciclavia.
- And so much more.



As you can see above, these joyous events celebrate public transit and streets open for play, allowing millions of County residents like me to participate in Southern California communities. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please!

- **Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.**
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- **Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.**

Please pull this item from consent.

Thank you for your consideration,

Sonja Lind, Ph.D.
[redacted]

From: Christopher Grounds
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:41:53 AM

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Dear Metro Board Members,

My name is Chris Grounds, a resident of El Sereno. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chris Grounds

From:	Diana Law
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:41:33 AM

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Dear Metro Board Members,

My name is Diana Law, a resident of Alhambra. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Diana Law

Yahoo Mail: Search, Organize, Conquer

From:	Josh Sommers
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:40:21 AM

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Dear Metro Board Members,

My name is Joshua Sommers, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joshua Sommers
Architectural Designer

Water Feature Design Consultant

[redacted]

From:	Christina Trager
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - PLEASE Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:39:40 AM

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If you've ever participated (or even observed) a Ciclavia event, you've seen the love, respect, and energy boost that it gives.

I'm Metro loyal -- I own a car but take the trains regularly (love the D Line) and occasionally the bus to work. I'm on my bike at Ciclavia. I'm 71 years old, a voting citizen and a marathon runner. It has given me so much pleasure to attend Ciclavia events in multiple neighborhoods and meet people of all ages from all over the LA enclaves.

Please METRO, PLEASE protect what's been built with these events. Keep the funding in place for it.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Christina Trager
[redacted]
Pasadena



From:	Mary Buelow
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:39:04 AM

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Dear Metro Board Members,

My name is Mary Buelow, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mary Buelow

From:	Genesis
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:38:56 AM

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Dear Metro Board Members,

My name is Genesis Arias, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Genesis Arias

From: Chris Duffy
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:38:48 AM

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Dear Metro Board Members,

My name is Christopher Duffy, a resident of Eagle Rock in Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

CicLAvia is an incredible program that makes LA more livable, connects me to other communities, and allows me and my family to explore new neighborhoods. This is EXACTLY the kind of program that we should be supporting and expanding as a city, not jeopardizing.

My understanding is that, as written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.

In my opinion, LA is at a critical juncture. We can build a future that's more walkable, bikeable, safer, more connected, and community minded. Or we can undercut all of that progress. Please make the right choice and direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I respectfully request that pull this misguided item from consent.

Thank you for your consideration,
Christopher Duffy

From: Renee Hanemann
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:38:28 AM

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Dear Metro Board Members,

My name is Renee Hanemann, a resident of Sawtelle in West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Renee Hanemann

From:	Jessica Ritz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:38:05 AM

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Dear Metro Board Members,

My name is Jessica Ritz, and I am a resident of Windsor Village in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

CicLAvia and open streets programs have proven to be inspiring opportunities for Angelenos to experience their city and neighborhoods in new, exciting ways, and build community in the process. Literally our eldest son learned to ride a bike just in time to participate in the first CicLAvia event in 2010! It's become such a vital ritual for many folks here.

Please pull this item from consent.

Thank you for your consideration,

Jessica Ritz
Los Angeles, CA 90019

--
[redacted]

From:	Jeb K. Alvarado Montalvo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:36:51 AM

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Dear Metro Board Members,

My name is **Jeb Alvarado**, a resident of **Koreatown, LA 90020.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeb Alvarado

--

please consider the environment before printing this email =)

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From: Ashley Garb
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:35:18 AM

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Dear Metro Board Members,

My name is Ashley Garb, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashley Garb

From:	Sara H
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:33:14 AM

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Hi Metro Board,

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

I don't like this because open street events are amazing for our city, especially in neighborhoods like mine that don't have great access to parks. Just this past weekend, we were all out in the streets enjoying the Ciclavia Meet the Hollywoods event. Losing these fun, free, and healthy events would be a huge blow.

I'm asking you to fund open street events in 2027 and 2028, and find a way to make open streets funding permanent.

Thank you for your consideration,
Sara

From:	Rachel Kovinsky
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:32:49 AM

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Dear Metro Board Members,

My name is Rachel Kovinsky, a resident of the city of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rachel Kovinsky

From: Eliot Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:31:37 AM

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Dear Metro Board Members,

Losing open street events before the Olympics would be a terrible loss. They're one of the highest visibility actions we do as a community. They tie neighborhoods together for miles and bring out families for a day of free safe fun in a public venue.

My name is Eliot Phillips, a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eliot Phillips

From:	M. ISABEL SANTOS
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:30:32 AM

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Dear Metro Board Members,

My name is Maria Santos, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maria Santos

From:	Erin Hoops
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:30:31 AM

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Dear Metro Board Members,

My name is Erin Hoops, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk. **Combining with watch parties for the World Cup was a huge success. What else can we combine with? What other options are out there?**
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Erin Hoops

Erin Hoops

From:	Marelyn Garcia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:30:27 AM

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Dear Metro Board Members,

My name is Marelyn Garcia, a resident of West Covina. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Marelyn Garcia

From:	Sherin Bennett
To:	Board Clerk; tina.backstrom@lacity.org; Karen.Bass@lacity.org; Kathryn@bos.lacounty.gov
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:30:12 AM

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Email: BoardClerk@metro.net

Dear Metro Board Members,

My name is Sherin Bennett and I'm a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sherin Bennett

90026

[sent from my phone]

From:	Hayley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:29:44 AM

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Dear Metro Board Members,
My name is Hayley Buchbinder , a resident of Highland Park in Los Angeles.

My family has for many many years gone to CicLAvia, it's one of the jewels of this city. It is open to all walks of life, a no cost event that means anyone can participate. It connects the residents to each other and to the city itself. Just a few days a year to go car free, to bike around in safety with other Angelenos and families. It's so precious, it's so positive. It builds community. It brings joy. It's value to this city is beyond dollars and cents. It's value is not measurable to the people of this city, but the value of CicLAvia is immense.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hayley Buchbinder

From:	Kylie Mies
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:29:43 AM

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Dear Metro Board Members,

My name is Kylie, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kylie

From:	Christine Shedd-Thompson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:29:01 AM

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Dear Metro Board Members,

My name is Christine Shedd-Thompson, a resident of Pomona. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christine Shedd-Thompson

From:	Carolyn Thomason
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:26:53 AM

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Dear Metro Board Members,

My name is Carolyn Thomason, a resident of Highland Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Carolyn Thomason

From:	Alex Simon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:26:15 AM

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Dear Metro Board Members,

My name is Alex Simon, a resident of Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alex Simon

From:	Stephanie Poutz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:25:39 AM

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Dear Metro Board Members,

My name is Stephanie Poutz, a resident of Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephanie Poutz

From:	JoJo Halfond
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:25:30 AM

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Dear Metro Board Members,

My name is **Ashlie Halfond** a resident of **West Adams**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashlie Halfond

From: broadway.musical@yahoo.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:24:22 AM

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Dear Metro Board Members,

My name is Rachel Adcock, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rachel Adcock

Sent from Yahoo Mail for iPhone

From:	Yvett L.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:24:10 AM

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My name is Yvett Landeros, a resident of Northridge. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your attention to this important matter,

Yvett Landeros

From: Danielle DE LAO
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:22:26 AM

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Dear Metro Board Members,

My name is, Danielle De La O, a resident of **Boyle Heights** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Danielle De La O

From:	Marie Scott Mawji
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:20:23 AM

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Dear Metro Board Members,

My name is Marie Mawji, a resident of South Los Angeles/West Adams, and a longtime employee of Occidental College in Eagle Rock. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marie Mawji

--

[redacted]

From:	Kim Gouveia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:20:22 AM

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Dear Metro Board Members,

My name is Kim Gouveia, a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Gouveia

From:	klalias@mac.com
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:17:20 AM

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Dear Metro Board Members,

My name is Kathryn Larkin, and I am a resident of mid-city Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kathryn Larkin

From:	Elizabeth Weiler
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda Dear Metro Board Members,
Date:	Wednesday, July 22, 2026 10:16:10 AM

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My name is **Elizabeth Weier**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Weiler

From:	Ian Jones
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:16:09 AM

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Dear Metro Board Members,

My name is Ian Jones, a resident of Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. *These events show that many Angelenos want to bike when safe spaces are built for them. Many participants are introduced to the convenience of using Metro during these events.*

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Thank you for your consideration,

Ian Jones

From: alyshamai217@gmail.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:15:17 AM

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Dear Metro Board Members,

My name is Alysha Brown, a resident of unincorporated Whittier. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Alysha Brown

From:	Andrew Aleman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:14:31 AM

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Dear Metro Board Members,

My name is Andrew Aleman, a resident of Downtown Los Angeles (DTLA). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrew Aleman

From:	Waugh Wright
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:14:08 AM

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Dear Metro Board Members,

My name is John Waugh Wright and am a Metro user from Culver City.. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. Open Street Events like CicLAvia are quite frankly one of the best things about the greater Los Angeles area and bring all sorts of community members together, while teaching them about alternative transportation.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

John Waugh Wright
[redacted]

From: Steve Spillman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:12:29 AM

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Dear Metro Board Members,

My name is Steve Spillman, and I'm a resident of Silver Lake, Los Angeles, and an employee of Thousand, a manufacturer of bike helmets and accessories based in Boyle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Steve

--

Steve Spillman
Director, Ecommerce
he/him

Celebrating Ten Years of Thousand. Thank you for riding with us.
2651 E 12th Street. Unit 520
Los Angeles, CA 90023
explorethousand.com

From:	Stephen Johnson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:12:17 AM

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Dear Metro Board Members,

My name is Stephen e, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don’t delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephen Johnson

From: bernardino.aldo@gmail.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:12:10 AM

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Dear Metro Board Members,

My name is Aldo Bernardino , a resident of the Rancho Higuera neighborhood in Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aldo Bernardino

From:	Kyle Hickey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:12:08 AM

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Dear Metro Board Members,

I'm a resident of East Hollywood in the City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-Fund open street events through 2027 and into 2028—don't delay the decision.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

From:	Naima Merella
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:11:37 AM

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Dear Metro Board Members,

My name is Naima Merella, a resident of East Hollywood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Naima Merella

From:	Carly Curiel
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 10:11:32 AM

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Dear Metro Board Members,

My name is Carly and I'm a resident of Highland Park. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Carly Curiel

From: Mike Plouff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:09:44 AM

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Dear Metro Board Members,

My Family looks forward to every Ciclavia event. It is really fun and helps us really feel bonded to LA. LA seems to be really crappy at times, but when we can get together as a community and see the sites and history and bond with other Angelenos it is priceless. These events help us as a community.

My name is **MIke Plouff**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Mike Plouff

From: Bethany
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0433. Please pull from consent agenda
Date: Wednesday, July 22, 2026 10:08:10 AM

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Dear metro board members,

My name is Bethany Leal, a resident of exposition park. Please pull agenda item #13 (file 2026-0432) from the consent agenda for full discussion.

I love CicLAvia so much. It brings diverse Angelenos together and highlights neighborhoods like nothing else.

Please find creative funding solutions.
Fund 2027-2028 open street events
Make open street events a permanent, dedicated program and
Protect 4+ mile format which combines neighborhoods

PLEASE PULL THIS ITEM FROM CONSENT.

The goodwill generated by CicLAvia almost makes up for the no train to LAX !

Thank you,
Bethany Leal
Sent from my iPhone

From:	Elizabeth Gourlay
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:08:08 AM

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Dear Metro Board Members,

My name is Elizabeth Gourlay, a resident of Orange County, CA and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Gourlay

Sent from Yahoo Mail for iPhone

From:	Andrew Feldman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:07:57 AM

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Dear Metro Board Members,

My name is Andrew Feldman, a resident of Los Angeles, Beverly Grove neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrew Feldman

[redacted]

From: Azad Amir-Ghassemi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:07:09 AM

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Dear Metro Board Members,

My name is Azad Amir-Ghassemi, a resident of Exposition Park in Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. These events are incredible for families, encouraging mobility, and access to knowledge about public transportation across neighborhoods in the city.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Azad Amir-Ghassemi

From: Mel Haasch
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:06:48 AM

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Dear Metro Board Members,

My name is Mel Haasch, a resident of Boyle Heights, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mel Haasch

designer & illustrator

—

[redacted]

From:	Luna Romero
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 10:06:16 AM
Attachments:	ATT00001.png

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Dear Metro Board Members,

My name is Luna Romero and I'm a resident of South Central Los Angeles. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Luna Romero

--

kounkuey design initiative

luna romero (she/her)
intern
[redacted]

[redacted]

[redacted]

From:	Lili Soto
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:05:48 AM

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Dear Metro Board Members,

My name is **Liliana Soto** a resident of **Los Angeles/ Pico- Union (CD1)**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. **Events like these are so important to the culture of this city. Not only do they provide outlets for people to do fun and safe bike riding around the city, but it gets people outside participating in healthy activity. My first Ciclavia was in 2013, and to think that the next few years we would go without it would end the momentum of this program.**

As a car centric metropolis, Los Angeles communities only benefit from these types of programs. The city's economy benefits because of more foot traffic, people get out and use public transportation, the residents benefit because it creates community, all in all is a net positive. More than even WE NEED PUBLIC COMMUNITY EVENTS.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Liliana Soto
[redacted]

From: joni yung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:05:22 AM

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Dear Metro Board Members,

My name is Joni Yung, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joni

From:	Emily Massaro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:05:17 AM

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Dear Metro Board Members,

My name is Emily Massaro, a homeowner and resident of Silverlake, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. These events are valued and enjoyed by all Los

Angeles residents.

Thank you for your consideration,

Emily Massaro

Sent from my iPhone

From:	Ginger Campbell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:04:30 AM
Attachments:	image001.png image002.png image003.png

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Dear Metro Board Members,

My name is Ginger Campbell a resident of Mid-City West, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of

more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Ginger Campbell
[redacted]

Ginger Campbell, MBA
Founder & CEO

SNAP productions inc

event production | public relations | marketing | branding

[redacted]

BUSINESS CONNECT
PROUD SUPPLIER OF THE NFL

WOMEN OWNED

From:	Alex Hutson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:03:49 AM

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Dear Metro Board Members,

My name is **Alex Hutson**, a resident of **West Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alex Hutson

From: Tanner Heinen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 10:01:46 AM

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Dear Metro Board Members,

My name is Tanner, a resident of Redondo Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tanner Heinen

From:	Rebecca Crane
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:59:16 AM

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Dear Metro Board Members,

My name is Rebecca Crane, a resident of Mid-City Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028--don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you,
Rebecca Crane

Rebecca Crane, Ph.D. (she/her/hers)
City of Los Angeles Resident

From: Jennifer Santiago
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:58:54 AM

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Dear Metro Board Members,

My name is Jennifer Santiago, a resident of Palms, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Santiago

From:	Matthew Arat
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:57:36 AM

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Dear Metro Board Members,

My name is Matthew Arat, a resident of La Crescenta. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Matthew Arat

From:	Blair Miller
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 9:57:23 AM

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Dear Metro Board Members,

My name is Blair Miller **and I am** a resident of **Pasadena**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Blair Miller

From:	Daniel Awbrey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:57:07 AM

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Dear Metro Board Members,

My name is Daniel Awbrey, a resident of Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Daniel Awbrey

From: Tara Gordon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:56:30 AM

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Dear Metro Board Members,

My name is **Tara Gordon**, a resident of **Studio City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

**Thses programs are vital to the community, promote health and wellness, and reduce carbon emissions.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tara Bryn Gordon
[redacted]

From:	Gabriel Abaud
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:55:34 AM

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Dear Metro Board Members,

My name is Gabriel Abaud a resident of the Los Feliz Neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gabriel Abaud

From:	Zach Bailey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:55:17 AM

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Dear Metro Board Members,

My name is Zach Bailey, a resident of Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zach Bailey

[redacted]

[redacted]

From: eli tizcareño ortiz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:54:53 AM

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Dear Metro Board Members,

My name is eli tizcareño, a resident of Sunland-Tujunga (zipcode 91040) and long-term resident of the City of Los Angeles, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

eli tizcareño

From: Maren Gamboa
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:54:21 AM

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Dear Metro Board Members,

My name is Maren Gamboa, a resident of Burbank, born and raised in the Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. We saw through the World Cup how people enjoy gathering in collective celebration. This shouldn't be limited to private events. If anything, World Cup, Super Bowl, and Olympic preparation should include more open street events and activations. Meanwhile, I have a headline in my inbox about Metro planning $100m freeway expansion. The negative effects of expansion, and the minimal positive effects, are well documented.

This action puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Maren Gamboa

From:	Claire LaPlante
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:51:59 AM

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Dear Metro Board Members,

My name is Claire LaPlante, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Claire LaPlante

From:	Jonah Bliss
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:51:49 AM

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Dear Metro Board Members,

My name is Jonah Bliss a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonah Bliss

From: Rachel Ceasar
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:51:28 AM

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Dear Metro Board Members,

My name is Dr. Rachel Carmen Ceasar, a resident of Exposition West (90018). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. I'm a public health researcher, avid biker, and on the support board of MAEVE West Adams, a family neighborhood group of over 700 families.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. You are taking a magical event that families, bikers, walkers, dog lovers, local vendors, all love and cherish in city with limited green spaces and unlimited traffic and car collisions.

Thank you for your consideration,

Rachel

Rachel Carmen Ceasar, PhD | **Health+Tech Anthropologist**
[redacted]
[redacted]

From:	anel.dominguez89
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:50:12 AM

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Dear Metro Board Members,

My name is Anel Dominguez, a resident of South Gate. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anel Dominguez

From:	Jhoneil Centeno
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 9:48:23 AM

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Dear Metro Board Members,

My name is **Jhoneil Centeno**, and I am a resident of Montclair.

I respectfully ask that you pull **Agenda Item #13 (File 2026-0432)** from the consent calendar for full discussion.

Over the years, CicLAvia and other Open Streets events have become some of my favorite experiences in Los Angeles. Through these events, I've made many friends who share my love of cycling and exploring the city. They've also allowed me to discover neighborhoods, businesses, and communities that I would never have visited otherwise.

As someone who regularly rides a bicycle, Open Streets offer something that is increasingly rare—a chance to be active without constantly worrying about cars and traffic. For a few hours, families, children, cyclists, pedestrians, and people of all ages can safely enjoy our streets as public spaces rather than just roadways for vehicles. Those experiences are invaluable and help build stronger, healthier communities.

These events also encourage people to choose walking, biking, and transit while supporting local businesses along the route. Eliminating or delaying funding would undermine Metro's own goals of increasing ridership, promoting multimodal transportation, and improving quality of life throughout Los Angeles County.

I respectfully ask the Board to:

- Pull Agenda Item #13 from the consent calendar for full discussion.
- Find a funding solution that keeps Open Streets events running through 2027 and into 2028.
- Make Open Streets a permanent Metro program instead of a grant that must fight for survival every funding cycle.
- Protect the regional, multi-neighborhood format that has made events like CicLAvia so successful.

Please continue investing in programs that bring communities together and make Los

Angeles a healthier, safer, and more connected place.

Thank you for your time and consideration.

Sincerely,

Jhoneil Centeno

From:	Ahtobd
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:48:16 AM

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Dear Metro Board Members,

My name is Daniel, a resident of West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel

From:	Gillian Singletary
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:47:52 AM

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Dear Metro Board Members,

My name is Gillian Singletary I am a transit-dependent resident of Mar Vista and frequent participant in open streets events such as CicLAvia indeed, these are some of the few times when I feel, as a car-free Angeleno, that I am truly included in and seen as a full part of our community

That is why I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Open streets organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets are not merely pathways to increased Metro ridership, they are essential community events that demonstrate Metro's commitment to and investment in multi-modal transportation and a more sustainable future for all cities/

Smaller cities use these events to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gillian Singletary

From:	Jose Guzman-Wug
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:47:17 AM

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Dear Metro Board Members,

My name is **Jose Guzman-Wug**, a resident of **South Park, Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jose Guzman-Wug

From:	Chris Huang
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:46:35 AM

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Dear Metro Board Members,

My name is Chris Huang, a resident of the Los Feliz neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chris Huang

From: Paul Kon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:44:27 AM

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Dear Metro Board Members,

My name is **Paul Kon**, a resident of **Monterey Park**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Paul Kon

From:	Cara Ferraro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:44:17 AM

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Dear Metro Board Members,

My name is Cara Ferraro, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cara Ferraro

From:	Brandon Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:44:17 AM

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My name is Brandon Lopez, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brandon Lopez

From: Crissy Yancey
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:43:57 AM

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Dear Metro Board Members,

My name is Crissy Yancey, a resident of Venice. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Crissy Yancey

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 9:43:39 AM

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Dear Metro Board Members,

My name is Jamie a resident of **City Terrace, 90063**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Jamie Chen
(she/hers)
[redacted]

You can support North East Trees by making a tax-deductible donation, subscribing to our e-newsletter for news and events, and following us on Facebook, Instagram and Twitter. Thank you for helping us to bring nature back to Los Angeles.

From:	Stephanie Feinerman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:43:34 AM

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Dear Metro Board Members,

My name is Stephanie Feinerman, a resident of Valley Glen in North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephanie Feinerman

From: Tracy Lopez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:43:30 AM

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My name is Tracy Lopez, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tracy Lopez

From: Marisol Frausto
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432.
Date: Wednesday, July 22, 2026 9:43:05 AM

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Dear Metro Board Members,

My name is Marisol Frausto, and I am a resident of Inglewood. I respectfully ask that you pull Agenda Item #13 (File 2026-0432) from the consent agenda so it can receive the thoughtful discussion it deserves.

Open street events like CicLAvia and ActiveSGV's 626 Golden Streets and Active Streets are much more than recreational events. They create opportunities for people of all ages and backgrounds to safely walk, bike, roll, and connect with their communities. For many neighborhoods, particularly those that have experienced historic disinvestment or have limited access to parks, safe active transportation infrastructure, and community events, these programs provide a rare and meaningful opportunity to experience public spaces in a new way.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, while postponing any permanent program decision until after the 2028 Olympics. This creates significant uncertainty for organizations that have spent years building trusted partnerships and delivering these events across Los Angeles County.

Smaller and underserved communities stand to lose the most. Many rely on these events to introduce residents to safe biking and walking, promote healthier lifestyles, support local businesses, and demonstrate what equitable transportation investments can look like. Delaying support risks undoing years of progress and limits opportunities for communities that already have fewer resources.

Metro has played a vital role in growing this movement over the past decade. **Continuing to invest in open street events supports Metro's goals of increasing transit use, improving mobility, advancing public health, and creating more equitable access to transportation throughout the region.** This is especially important as Los Angeles prepares to welcome the world for the 2028 Olympics.

I respectfully ask the Board to:

- Pull Agenda Item #13 from the consent agenda for full discussion.
- Direct staff to identify a creative funding solution that keeps open street events operating now, rather than delaying action until after the Olympics.
- Provide funding for open street events through 2027 and into 2028 to ensure continuity

for communities and partner organizations.
- Establish open street events as a permanent, dedicated Metro program instead of requiring them to compete for funding each grant cycle.
- Protect the multi-neighborhood, 4+ mile event format that has made these programs successful, accessible, and impactful across Los Angeles County.

Open street events bring people together, encourage healthier and more sustainable ways to travel, and expand opportunities for communities that have historically been left behind. I hope you will ensure these programs continue to serve residents throughout the county.

Thank you for your time, consideration, and commitment to creating a more connected and equitable Los Angeles.

Sincerely,

Marisol Frausto

From:	John Pierson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:43:04 AM

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Dear Metro Board Members,

My name is John Pierson, a resident of **Hyde Park in Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

John Pierson

From:	Gabe Rose
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:42:18 AM

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Dear Metro Board Members,

My name is Gabe Rose and I live in Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. My family and I have attended several open streets events recently and I think they are wonderful and essential parts of the fabric of Los Angeles. I strongly urge you to prioritize them more, not less, moving forward.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gabe

From:	David Dye
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:41:50 AM

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Dear Metro Board Members,

My name is David Dye, a resident of Los Angeles (90018). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Dye

From: Matt Wait
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:40:31 AM

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Dear Metro Board Members,

My name is Matt Wait, a resident of Glassell Park. I can't believe I have to write this, but I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. It is insulting that this was put on the consent agenda in the first place.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Matt Wait

From:	David Jaquez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:39:27 AM

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Dear Metro Board Members,

My name is David Jaquez, a resident of West Hollywood/Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
David Jaquez, Director of Research Administration
UCLA Luskin School of Public Affairs

From: Trinity Collins
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:35:39 AM

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Dear Metro Board Members,

My name is Trinity Collins, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Trinity

From:	Chris Wax
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:35:03 AM

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Dear Metro Board Members,

My name is **[Your Name]**, a resident of **[Your City/Neighborhood]**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chris Wax

[redacted]



From: Linsey House
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:34:40 AM

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Dear Metro Board Members,

My name is Linsey House, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Linsey House

From:	Zakiyyah Brown
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:34:22 AM

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Dear Metro Board Members,

My name is Zakiyyah Brown, a resident of Whittier, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zakiyyah Brown
Pronouns: they/them
[redacted]

[redacted]

From:	Nicole Frangione
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent
Date:	Wednesday, July 22, 2026 9:34:13 AM

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Dear Metro Board Members,

My name is Nicole Frangione resident of Culver City, LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicole Frangione

From:	C Murray
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date:	Wednesday, July 22, 2026 9:33:52 AM

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Dear Metro Board Members,

My name is Carolyn Murray, and I am a resident of Los Angeles, in the Sawtelle area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I've attended several CicLAvia events, and these open street events are an important way to support neighborhood businesses, improve community engagement, and increase Metro ridership around the city of Los Angeles. Removing these activities would hurt the city and engagement with Metro, when we all know that utilizing public transit and other Metro services are more important than ever.

Metro has built their open street movement over the last decade, with great success. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. We should instead make sure we're investing in all that Metro has to offer, to encourage use of Metro's services among native Angelenos, not just for visitors.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Carolyn Murray

From:	Claire Weber
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:32:29 AM

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Dear Metro Board Members,

My name is Claire Weber, and I am a resident of the Virgil Village neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Claire Weber

From: Ryan Shand
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:31:44 AM

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Dear Metro Board Members,

My name is Ryan Shand, a resident of Los Feliz and a member of the Los Feliz Neighborhood Countil Committee on Transportation. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a

grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Shand

From: aaron so
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:31:01 AM

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Dear Metro Board Members,

My name is Aaron So, a resident of Rosemead. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aaron So

From:	Joseph Kulman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:29:35 AM

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Dear Metro Board Members,

My name is Joseph Kulman, a resident of Playa del Rey. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Joseph Kulman

--



From:	Eric Shimono
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:29:10 AM

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Dear Metro Board Members,

My name is Eric Shimono, a resident of Los Feliz in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. I just attended the Meet the Hollywoods event organized by Ciclavia on Sunday and it was such an amazing community event that brought residents together safely to enjoy car-free streets. There truly is nothing else like it in LA.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Eric

From:	Benjamin Kersten
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:28:36 AM

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Dear Metro Board Members,

My name is Benjamin, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. But also, events like this are crucial for building community and expanding our imagination of what the city can look and feel like.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Benjamin Kersten

From: Savannah Heller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:28:11 AM

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Dear Metro Board Members,

My name is Savannah, a resident of Silverlake, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. **These events mean so much to so many people - they are wonderful events that inspire community and bring people and local businesses together.**

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Savannah Heller

From:	Neil Newman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:27:46 AM

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Subject:

Dear Metro Board Members,

My name is **Neil Newman**, a resident of **Sherman Oaks**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From:	Rev. Dr. Tera Landers
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 9:26:53 AM
Attachments:	PastedGraphic-2.tiff

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Dear Metro Board Members,

My name is **Rev. Dr. Tera Landers,** and I'm the Senior Pastor of Throop Unitarian Universalist Church, Pasadena, and a resident of Highland Park. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. Many of my congregants participate in these joyous events, and my big regret is they almost always happen on Sunday when I am in the pulpit! These community-focused celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

May your day be filled with faith, love, and purpose,
Rev. Dr. Tera Landers (she/hers)
Senior Pastor, Throop Unitarian Universalist
Research Scholar, Starr King School for the Ministry

Join us at Throop Sundays at 11 am, loving the world from the heart of Pasadena.
www.throopuupasadena.org



From:	Dustin Gramstad
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:26:53 AM

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Dear Metro Board Members,

My name is Dustin Gramstad a resident of Leimert Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Dustin Gramstad

Sent from my iPhone

From: M-K O"Connell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:23:46 AM

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Dear Metro Board Members,

My name is Michael O'Connell, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael O'Connell

From: Michelle Weiner
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:22:53 AM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Michelle Weiner, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods

that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Weiner

[redacted]

[redacted]

[redacted]

[redacted]

From:	Abel Valencia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:22:06 AM

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Dear Metro Board Members,

My name is Abel Valencia, a resident of Los Angeles in Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Abel

From:	Dave Chan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:21:02 AM

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Dear Metro Board Members,

My name is David Chan, a resident of Lake Elsinore. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Chan

From:	eric gill
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:20:55 AM

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My name is Eric Gill, a resident of San Pedro. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

eric gill (he/him) xrla

From: Anastasia Hollande
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:20:17 AM

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Dear Metro Board Members,

My name is Anastasia Hollande, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

B

Please pull this item from consent.

Thank you for your consideration,

Anastasia Hollande

From:	Brock Harris
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:18:33 AM

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Dear Metro Board Members,

My name is Brock Harris, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-Fund open street events through 2027 and into 2028—don't delay the decision.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Brock Harris

From: nani rose
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:15:41 AM

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Dear Metro Board Members,

My name is Stephanie Stevens, a resident of Koreatown in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Stephanie Stevens

From:	Dan McMahon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:15:33 AM

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Dear Metro Board Members,

My name is Daniel McMahon, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel H McMahon, PE

From:	Nelson Maya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:15:28 AM

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Dear Metro Board Members,

My name is Nelson Maya, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nelson Maya

From: deborahmurphy@me.com
To: Board Clerk
Cc: info@activesgv.org
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 9:13:52 AM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar

Dear Metro Board Members,

My name is Deborah Murphy **and I'm** a resident of **the City Of Los Angeles and live in the Silverlake neighborhood**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

deborah murphy
[redacted]



From:	Sofia Resnik
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:13:22 AM

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Dear Metro Board Members,

My name is Sofia Resnik, a resident of Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sofia Resnik

From:	Nicole Tehrani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:13:22 AM

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Dear Metro Board Members,

My name is Nicole Tehrani, a resident of Los Angeles/West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicole Tehrani

From:	Alvin D.C.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:13:14 AM

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Dear Metro Board Members,

My name is Alvin Yan, a resident of Los Angeles.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alvin Yan

From: Serena woodward
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:12:52 AM

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Dear Metro Board Members,

My name is Serena Woodward, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I have lived near Ciclavia events and participated as well. They are a wonderful way to get people out of there cars and bring communities together. All the ones I have seen or participated in look to be a huge success with friends, families, and individuals enjoying a quieter way to see parts of the city.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Serena Woodward
Mar Vista Neighborhood

Yahoo Mail: Search, Organize, Conquer

From: troyzien@gmail.com
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:11:15 AM

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Dear Metro Board Members,

My name is TROY ZIEN and I am a resident of Hancock Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

TROY ZIEN

From:	Daniel Juan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:10:50 AM

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Dear Metro Board Members,

My name is Daniel Juan, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel Juan
He/Him/His

From:	CdeVil444
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:10:44 AM

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Dear Metro Board Members,

My name is Ruben, a resident of Los Angeles, Chinatown/Echo Park Neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ruben D.

Sent with Proton Mail secure email.

From: Nathan Squires
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:10:40 AM

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Dear Metro Board Members,

My name is Nathan Squires, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nathan Squires

From: Adam Stone
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:10:01 AM

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Dear Metro Board Members,

My name is Adam Stone, a resident of Los Feliz. I am kindly asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Adams Stone

From:	George Maycotte
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:09:40 AM

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Dear Metro Board Members,

My name is Jorge Maycotte, a resident of West Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jorge Maycotte

Sent from Yahoo Mail for iPhone

From:	Morgan O"Neill
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:07:54 AM

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Dear Metro Board Members,

My name is Morgan O'Neill, and I live in Mar Vista. I am writing to urgently ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for a full discussion.

The current staff report is devastating for our community. It leaves large-scale open street events unfunded through 2027 and the first half of 2028, effectively stalling any permanent program decisions until after the 2028 Olympics.

CicLAvia is truly one of the best things about living in Los Angeles. I recently took my toddler on her very first bike rides at CicLAvia, and seeing her experience the city's streets safely, without the constant threat of cars, was transformative. These events are where families like mine actually get to connect with our neighborhoods.

By punting this decision, you are putting organizations like CicLAvia and ActiveSGV at real risk. Metro helped build this movement over the last decade; walking it back now undercuts your own multi-modal goals just as we are preparing to host the world for the Olympics. A two-year funding gap is unacceptable and threatens the very survival of these programs.

I am asking the Board to:

- Direct staff to find a creative funding solution to keep these events running now.
- Fund open street events through 2027 and 2028—do not delay this.
- Make open streets a permanent, dedicated program rather than a grant line competing for survival.
- Protect the 4+ mile format that makes these events successful.

Please pull this item from consent and fight for the future of our streets.

Thank you for your consideration,

Morgan O'Neill

From:	got2skydive
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:06:38 AM

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Dear Metro Board Members:

My name is Janice Boyd, a resident of Santa Clarita [redacted]

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.

These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Fund open street events through 2027 and into 2028, don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Janice Boyd
[redacted]

From: Kevin Fulton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:05:47 AM

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It is asinine that Metro is trying to cut funding from Ciclavia - one of the relatively few things that it has not screwed up recently.

Cut executive salary or perhaps do a better job of actually collecting fares??

Please pull this from the agenda, make your employees earn their salary and find some money to continue this extremely successful program.

Thanks,

Kevin Fulton



From: Amy Fraz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:05:15 AM

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Dear Metro Board Members,

My name is **Amy Frazier**, a resident of **Santa Monica**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

--
Amy Frazier - concerned citizen for the city of LA...

From: David McMillan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:04:54 AM

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Dear Metro Board Members,

My name is David McMillan, a resident of the Los Angeles area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David McMillan

From: Alison Regan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:04:35 AM

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Dear board members,

My name is Alison Regan and I live in the Palms neighborhood of Los Angeles. Please pull item 13 from the consent agenda and vote against it.

Keep the funding for open streets events like CicLAvia. These are popular and successful events that bring families and people from all walks of life together. It's also an important economic boost for local businesses where these events happen and it's a great showcase for the community and different areas of the city and county.

People learn to think of alternate modes of transportation through these events and are the start of a culture shift toward public transportation, which is exactly what we need in the lead-up to the Olympics.

Any cuts now would be short-sighted and harmful. Please keep the funding intact!

Thanks much,
Alison Regan
Palms

From:	Ben Deeb
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:03:48 AM

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Dear Metro Board Members,

My name is Ben Deeb, a resident and neighborhood representative from Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

—
Ben Deeb
[redacted]

From:	Ryan Berti
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:02:58 AM

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Dear Metro Board Members,

My name is Ryan Berti, a resident of Silverlake/Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Berti

From:	Sergio Gonzalez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:02:25 AM

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Dear Metro Board Members,

My name is Sergio Alejandro Gonzalez, a resident of East Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sergio Alejandro Gonzalez

From: Michelle Sorkin Levy
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:02:16 AM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Michelle Sorkin resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. Decisionmakers need to stop prioritizing the Olympic Games over the lives of residents now.

This board action would put open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walki it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Civclavia is VITAL for growing the next generation of Angelenos who choose to live a car-free or car-light lifestyle but showcasing what safe streets can look like.

Please pull this item from consent.

Thank you for your consideration,

Michelle Sorkin

Sent from my iPhone

From:	Ryan Kasmiskie
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:59:33 AM

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Cutting funding for open street events is a direct assault on the culture of this city. It makes me question who you really work for. It makes me believe you are selling out the public for reasons I can only speculate about.

What is the benefit to the public? Why do you so hate the people who pay your salary? The people you are supposed to be serving? What have we done to you that you find so offensive that you would destroy one of the few collective cultural events we have? Why?

What follows is the thing they wanted me to send you. I'm sure you've already read it

My name is Ryan, a resident of Atwater Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Kasmiskie

From:	Denise Victor
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:58:35 AM

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Dear Metro Board Members,
My name is **Denise Victor**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Denise Victor

Sent from my iPhone

From:	Lina Lee
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:57:56 AM

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Dear Metro Board Members,

My name is Lina Lee, a resident of Westlake / Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lina Lee

Sent from Yahoo Mail for iPhone

From: Marlene Buenrostro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:56:07 AM

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Dear Metro Board Members,

My name is Marlene Buenrostro, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marlene Buenrostro

From: antimatteralien
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:55:53 AM

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Dear Metro Board Members,

My name is Rebeca Mojica, a 10-year resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (which I just participated in last weekend!) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rebeca Mojica

West Hollywood, CA

From: Vitaly Koshman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:54:12 AM

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Dear Metro Board Members,

My name is Vitaly Koshman, a resident of Los Angeles ([redacted]). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vitaly Koshman

From:	Devan Gelle
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:53:32 AM

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Dear Metro Board Members,

My name is Devan Gelle, a resident of Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

This is one of the gems of the region and an event for so many families to be outside together and interact with the community. Children learn biking skills, people play together, businesses are full, and visitors can explore the city in a way unlike any other.

Please pull this item from consent.

Thank you for your consideration,

From:	James Van
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:50:31 AM

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Dear Metro Board Members,

My name is James Van, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

James Van

From:	Amanda Begley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:49:25 AM

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Dear Metro Board Members,

My name is Amanda Begley, and I live in Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amanda Begley

[redacted]

From:	Anita Lin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 8:49:18 AM

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Dear Metro Board Members,

My name is Anita Lin and I'm a resident of El Monte. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--

Anita Lin



[redacted]

From:	Beck Frei
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:49:18 AM

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Dear Metro Board Members,

My name is Beck Frei, a resident of Playa del Rey in Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations and open streets programs with successful and proven models at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Beck Frei

From:	Kara McLaughlin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:49:15 AM

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Dear Metro Board Members,

My name is Kara McLaughlin, a resident of Brentwood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Ciclavia is one of the things that reconnected me with the world after COVID and one of the only good things I have ever thought funding went to. It strengthens our home communities in LA in a rare way bringing people from across the city together. Quietly pulling it only highlights how out of touch board members are with the communities they claim to support. We need more things to bring this city which has been wrecked by disaster after disaster together with joy and hope, not less.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kara McLaughlin

From:	Adam Long
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:47:42 AM

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Dear Metro Board Members,

My name is Adam Long, a resident of Brentwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. I was extremely disappointed to hear about the plans to defund open street events. These events have been so important to my ability to experience LA safely, and have had an incredible impact of the livability of our city. Do not lose the momentum you have built over the past decade!!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From:	Kristine Ocampo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:44:58 AM

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Dear Metro Board Members,

My name is **Kristine Ocampo**, a resident of **Long Beach**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Ciclavia is one of my favorite LA county events and one that makes me feel connected to the region. Please don't use LA28 Olympics as an excuse to pause these events, as LA28 will already be disrupting the city and county. If anything some sort of cross organization collaboration would be great to display how LA28 can be woven into our community and not just seen as disruptive.

I believe that Ciclavia is important in bringing transit awareness and transit safety to our communities, and they are important especially in smaller cities, who do not often invest in safe and alternative transportation infrastructure.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kristine Ocampo
--
Kristine Marielle Y. Ocampo
[redacted]

From: Teddy Baker
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:43:36 AM

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Dear Metro Board Members,

My name is Teddy Baker, a resident of King Estates in South Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (an organization with whom I volunteer) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Teddy Baker
Educator for Color.Me by Kevin.Murphy

[redacted]

[redacted]

From:	hil bob
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:43:35 AM

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Dear Metro Board Members,

My name is Robert Bittner, a resident of the unincorporated neighborhood of El Camino Village in Los Angeles County's 2nd Supervisory District. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I have lived in this area for 67 years, and recognize the value of such programs that bring community together. It is why I volunteer at such events. Friendships initiated at them have fed secondary efforts that bring us all together are kindle community strength and resiliency.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Robert Bittner

From:	Holly Scheir
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:43:04 AM

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Dear Metro Board Members,

My name is Holly, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Holly

From: Lynnette Marshall
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — open and slow streets Grant program update – please pull from consent agenda
Date: Wednesday, July 22, 2026 8:42:16 AM

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Dear Metro Board Members,

My name is Lynnette Marshall, a resident of Los Angeles, Culver City/Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open street programs like active SGV's 626 Golden Streets/active streets at real risk. These events matter far beyond the regions biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi modal goals, As the region prepares to host the world for the Olympics. I'm asking the board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028 - Don't delay the decision
- Make open street events are permanent, dedicated program, not a Grant line competing for survival each cycle
- Protect the multi-neighborhood 4+ mile format that has made open street events successful in the region.

Please pull this item from consent

Thank you for your consideration,

Lynnette Marshall

From: Chris Jones
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:41:40 AM

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Dear Metro Board Members,

My name is Christopher Jones, a resident of King Estates in South Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (an organization with whom I volunteer) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Christopher Jones
[redacted]

From:	Nathan Adair
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:40:28 AM

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Dear Metro Board Members,

My name is Nathan Adair, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Nathan Adair

From:	Bria Miller
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:39:36 AM

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Dear Metro Board Members,

My name is Bria Miller, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,
Bria Miller

From:	Danai Z
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:39:28 AM

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Dear Metro Board Members,

My name is Danai Zaire, a resident of Los Angeles and I live in the borders with Alhambra and South Pasadena and work downtown for the City. I'm strongly urging you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Me and my family regularly participate on both Ciclavia and Active SGV programs and as a city planner I can attest it is one of the best things a region or city can do for the residents as far as programming. It is always a huge celebration that highlights the myriad benefits associated with walking and cycling, being able to build community and even breathing easier without navigating between hostile cars releasing exhaust.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent!

Thank you for your consideration,

Danai Zaire

From:	Kylie McManus
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:39:15 AM

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Dear Metro Board Members,

My name is Kylie, and I'm a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Ciclavia is one of the best events LA has to offer. It connects people to the city and promotes healthy living. The feeling of riding in these events is indescribably beautiful. It would be awful to have less of them than we do now.

Metro built this movement over the last decade. **Walking it back now undercuts Metro's own ridership and multi-modal goals**, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From: Aline Goganian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:38:25 AM

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Dear Metro Board Members,

My name is Aline Goganian, a resident of Los Angeles/Palms neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aline Goganian

Sent from Gmail Mobile

From:	Honesty Davies
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:38:10 AM

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Dear Metro Board Members,

My name is Honesty Davies, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter FAR beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Honesty Davies

From:	sun yu
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:37:50 AM

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Dear Metro Board Members,

My name is **Sun Yu**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Sun Yu

From:	Natalie Nguyen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:37:40 AM

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Dear Metro Board Members,

My name is Natalie Nguyen, a resident of City Terrace. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Natalie Nguyen (she/her)

From:	Cristina Lugo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:36:28 AM

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Dear Metro Board Members,

My name is Cristina Lugo a resident of Historic Filipinotown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cristina Lugo

From:	Amy Chatfield
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:36:25 AM

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Dear Metro Board Members,

My name is Amy Chatfield, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I personally have attended over 50 such events and I really appreciate and enjoy getting to explore this amazing city in a slower pace and bring the joy of bicycling to everyone.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Amy Chatfield

From:	Cameron Field
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:35:29 AM

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Dear Metro Board Members,

My name is Cameron Field, a resident of the great city of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cameron Field

From: Sophia Knappertz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:35:18 AM

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Dear Metro Board Members,

My name is Sophia Knappertz, a resident of the City of Los Angeles. I'm asking you to pull **Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sophia Knappertz

From: Susan Huckle
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:35:00 AM

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Dear Metro Board Members,

My name is Susan Huckle, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Susan Huckle
L.A. Actor/Author
[redacted]

From: Micah Sibert
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:34:39 AM

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Dear Metro Board Members,

My name is Micah Sibert, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From: Nathan Reardon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:33:10 AM

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Dear Metro Board Members,

My name is Nathan Reardon, a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Nathaniel Reardon
[redacted]

From:	Colin Bogart
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 8:33:07 AM

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Dear Metro Board Members,

My name is Colin Bogart and I'm a resident of Pasadena. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Please make open streets events a permanent, dedicated program. I'm surprised the open streets program isn't already permanent, given how successful the program has been. In 2010, when CicLAvia first launched in Los Angeles, there were doubts it would be successful. Now the name CicLAvia is widely known and loved for open streets events.

Please ensure that funding is secured to keep open streets events going in 2027, 2028 and beyond. Some cities do open streets events on a weekly or monthly basis. We can at least do them multiple times per year.

Please protect open streets events as a means to allow millions of LA County residents to experience active transportation, public transit, and what a safer, healthier, more vibrant Southern California feels like.

Please pull this item from consent and support the open streets program.

Thank you for your consideration.

Colin Bogart
[redacted]

From:	Jordi Lima
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:30:03 AM

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Board members,

Please pull agenda items 13 (file 2026-0432) from the consent agenda for full discussion. Pausing the funding for these events until after the Olympics will kill one of the leading community events that events like CicLavia bring. Additionally, please make the funding for these open street events permanent as to not have to beg for funding every few years when the heat dies down. Do your job and serve the community.

Jordi Lima

From:	Jose Rios
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:27:03 AM

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Dear Metro Board Members,

My name is Jose Rios, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jose Rios

From:	Jaime Medrano
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:26:24 AM

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Dear Metro Board Members,

My name is Jaime Medrano, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jaime

From:	Andrew Shine
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:24:10 AM

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Dear Metro Board Members,

My name is Andrew Shine and a resident of Hollywood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrew

Andrew R. Shine
[redacted]

From: Sooyeon Lee
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:23:43 AM

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Dear Metro Board Members,

My name is **Sooyeon Lee**, a resident of **Glendale**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you,

Sooyeon Lee

From:	Comedyinternship
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:23:42 AM

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Dear Metro Board Members,

My name is Amy Anderson a resident of Studio City/Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amy Anderson

From:	Joe Levine
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:22:08 AM

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Dear Metro Board Members,

My name is Joe Levine, a resident of Mar Vista, LA[redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joe Levine

From: Paul Preston
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:22:05 AM

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Dear Metro Board Members,

My name is Paul Preston, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Paul Preston

From:	Matthew Bazar
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:21:47 AM

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Dear Metro Board Members,

My name is Matthew Bazar, and I live in Leimert Park. I am writing to urge you to remove Agenda Item #13 (File 2026-0432) from the consent calendar and consider it through a full Board discussion.

The current staff recommendation would leave large-scale open streets events without dedicated funding through 2027 and into the first half of 2028, while postponing any long-term program decision until after the 2028 Olympic Games.

This approach places organizations such as CicLAvia and programs like ActiveSGV's 626 Golden Streets and Active Streets in a vulnerable position. The value of these events extends well beyond major metropolitan areas. Communities across the county rely on them to provide safe opportunities for walking, biking, and transit use in places that have historically lacked investment in active transportation infrastructure.

Metro has spent years cultivating and expanding the open streets movement. Scaling back support now runs counter to the agency's own mobility, ridership, and multimodal transportation goals at a pivotal moment when Los Angeles is preparing to welcome a global audience.

I respectfully ask the Board to:

- Direct staff to identify funding solutions that allow open streets events to continue without interruption.
- Provide funding through 2027 and into 2028 rather than postponing action.
- Establish open streets as a permanent, dedicated Metro program instead of a grant-funded initiative subject to recurring uncertainty.
- Preserve the multi-neighborhood, four-plus-mile event model that has proven successful throughout the region.

Please pull this item from consent.

Thank you for your consideration,
Matthew Bazar

From:	Rachel Algar
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:19:59 AM

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Dear Metro Board Members,

My name is Rachel Algar, a resident of Santa Clarita. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--

Thank you,

[redacted]

LinkedIn

From:	Janice McCormick
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:18:51 AM

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My name is Janice McCormick, a resident of Inglewood, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Janice McCormick

From:	Julianne Ho
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:18:17 AM

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Dear Metro Board Members,

My name is Julianne Ho, a resident of Alhambra. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Julianne

From:	Nolan Thomas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:17:58 AM

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Dear Metro Board Members,

My name is Nolan Thomas, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nolan Thomas

From:	Chelsea Bagnard
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:16:34 AM

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My name is Chelsea Bagnard, a resident of West Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chelsea Bagnard

From:	Keith Z. Hazleton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:14:43 AM

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Dear Metro Board Members,

My name is Keith Hazleton, a resident of La Canada-Flintridge. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Keith Hazleton, M.D., Ph.D.

From:	Annalis Flores
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:14:30 AM

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My name is Annalis, a resident of LA County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Annalis F. Rodriguez

From:	ELLA COFFEY
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:13:30 AM

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Dear Metro Board Members,

My name is Ella Coffey, a resident of Westwood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ella Coffey

From:	Donna Brown
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:13:07 AM

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Dear Metro Board Members,

My name is Donna, a former resident of the San Gabriel Valley but still local to the area and enjoy coming back for these events. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Donna

From:	Helen H
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:12:19 AM

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Dear Metro Board Members,

My name is Helen Ho a resident of **South Pasadena.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Helen Ho
Sent from my iPhone

From: Tiffany Jordan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:12:15 AM

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Dear Metro Board Members,

My name is Tiffany Jordan, a resident of Inglewood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Tiffany Jordan

From:	JB
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:10:14 AM

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Dear Metro Board Members,

My name is Jeffrey Bailey, a resident of [Los Angeles/Leimert Park]**.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jeffrey Bailey

From: norma hunt
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:09:04 AM

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My name is Norma Hunt, a resident of . Glassell Park / Mount Washington, Los Angeles, 90065. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Norma Hunt

From:	David Berezin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:07:16 AM

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Dear Metro Board Members,

My name is David Berezin , a resident of Mar Vista Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
David Berezin

From:	Roger Saiki
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:05:14 AM

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I wanted to take a moment to express my support for CicLAvia and the positive impact it has on Los Angeles.

Events like CicLAvia do much more than encourage people to get outside and be active—they bring communities together in a way that is difficult to achieve otherwise. By opening the streets to cyclists, walkers, and families, people have the opportunity to experience neighborhoods they may never have visited before. That exposure helps local businesses, highlights the unique character of each community, and encourages people to return long after the event is over.

I believe CicLAvia is an investment in Los Angeles. It promotes healthier lifestyles, strengthens local economies, and reminds us how connected our communities really are. It's refreshing to see an event that creates positive experiences while showcasing neighborhoods that deserve more attention.

Thank you for continuing to organize and support this wonderful event. I hope to see CicLAvia continue to grow and inspire even more people to explore everything Los Angeles has to offer.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running

now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Sincerely,

Roger Saiki

From:	Samantha Malone
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:03:45 AM

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Dear Metro Board Members,

My name is Samantha Malone, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk

- Fund open street events through 2027 and into 2028—don’t delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Samantha Malone

From: HJ Rod
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 8:03:31 AM

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Dear Metro Board Members,

My name is HJ Rocks, a resident of the City of San Dimas in Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

HJ Rocks

From: Frieda Fontaine
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:02:53 AM

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Dear Metro Board Members,

My name is Frieda, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Frieda

From: paula achter
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:01:45 AM

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Dear Metro Board Members,

My name is Paula Achter, a resident of Boyle Heights and Santa Monica. I am writing to request that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for a full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, delaying any permanent program decisions until after the 2028 Olympics. This timeline puts open street organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at serious risk. These events are vital for smaller cities to provide safe walking, biking, and transit access to neighborhoods that otherwise lack active transportation infrastructure investment.

Walking back these initiatives undercuts Metro's own ridership and multi-modal goals just as the region prepares to host the Olympics.

I ask the Board to take the following actions:

- Direct staff to find a funding solution to keep open street events running now, rather than suspending the program for over two years.
- Fund open street events through 2027 and into 2028 without delay.
- Establish open street events as a permanent, dedicated program rather than a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made these events successful.

Please pull this item from the consent agenda. Thank you for your consideration.

Best regards,

Paula Achter



DRE# 01882533



From:	sarah mueller
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:00:49 AM

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Dear Metro Board Members,

My name is Sarah Mueller, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Destroying the city and kneecapping the events that make it great for residents (like CicLAvia) for the LA28 Olympics is not what the city should be doing. This city is FOR the people that live here, not major events that bring in tourism. I am also excited for the Olympics, but not at the cost of the city for the next two years. I am a metro rider who loves everything this city is about, please don't ruin the hard work of people trying to increase metro ridership and walkability in the city.

CicLAvia is a celebration of Los Angeles. To go to a CicLAvia event is to openly love LA, its neighborhoods, its diversity, its people. Please think about what it would say about you if you were to cause the loss of that celebration of LA, a healthy celebration of LA, where children are on scooters, families on bikes, people are roller skating, all while loving and learning about LA.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running

now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sarah Mueller

From: Randy Illum
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:59:03 AM

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Dear Metro Board Members:

My name is Randy Illum a resident of Los Angeles, Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Randy Illum

From:	C. Hayes Blackwood
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:58:27 AM

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Dear Metro Board Members,

My name is C. Hayes Blackwood, a resident of Sputh Robertson Neighboorhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

C. Hayes Blackwood

From:	Idella Masongsong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:57:51 AM

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Dear Metro Board Members,

My name is Isa, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Isa

--
Isa Masongsong

[redacted]

From:	Alenna Espadas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 7:56:40 AM

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Dear Metro Board Members,

My name is Alenna Espadas and I'm a resident of [Your City/Neighborhood]. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

From:	Zane Bodenbender
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:51:45 AM

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Dear Metro Board Members,

My name is Zane Bodenbender, a resident of Monterey Park. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zane Bodenbender

From:	Kelly Liao
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:47:26 AM

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Dear Metro Board Members,

My name is Kelly Liao, a resident of Los Angeles [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Kelly Liao
(She / Her / Hers)

From:	Franklin Murillo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:42:38 AM

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Dear Metro Board Members,
My name is Franklin Murillo, a resident of Alhambra . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don’t delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Regards,
Franklin Murillo

From:	Michelle Estrada
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:42:11 AM

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Dear Metro Board Members,

My name is Michelle Estrada, a resident of CD1. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Estrada

From:	Anthony Kostowny
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 7:42:08 AM

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Dear Metro Board Members,

My name is Anthony. And I am a resident of LA County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anthony Kostowny

From:	David Yoon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:41:09 AM

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Dear Metro Board Members,

My name is **David Yoon**, a resident of **Miracle Mile/Sycamore Square**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Yoon

From:	dude bro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:37:55 AM

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Dear Metro Board Members,

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This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

From: Margaux Nielsen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:34:29 AM

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Dear Metro Board Members,

My name is Margaux Nielsen, a resident of Mid City in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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-Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Margaux Nielsen

From:	Michele Saywell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:34:09 AM

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Dear Metro Board Members,

My name is Michele Saywell, a resident of Chesterfield Square in Council District 8. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Michele Saywell

From:	Ivy garnett
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:34:08 AM

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Dear Metro Board Members,

My name is Ivy, a resident of Mid City Los
Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ivy Harnett

From:	Tari Okoya-Koren
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:33:58 AM

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Dear Metro Board Members,

My name is Tari Okoya-Koren, a resident of Long Beach (Wrigley Neighborhood). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Tari Okoya-Koren

From: Mitchell Bailey
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:33:57 AM

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Dear Metro Board Members,

My name is Mitchell Bailey, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Mitchell Bailey

From:	Roger Recupero
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:32:48 AM

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Dear Metro Board Members,

My name is Roger Recupero, a resident of Los. Angeles Mid City West. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Roger Recupero

From:	Lauren Woodfill
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:32:15 AM

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Dear Metro Board Members,

My name is Lauren Woodfill, a resident of Mar Vista, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lauren Woodfill

From:	Spencer Robins
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:32:03 AM

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Hello,

My name is Spencer Robins, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and delays any permanent program decision until after the 2028 Olympics.

These programs are important community-building events and, in my opinion, build crucial political support for a more transit-oriented city. They are investments in Metro's future, and ours.

Please pull this item from consent. Thank you for your time,

Spencer Robins

From:	Leland Powell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:30:13 AM

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Dear Metro Board Members,

My name is Leland Powell, a resident of Sherman Oaks, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I moved to LA from the east coast and have enjoyed immensely exploring this grand, complex city.

CicLAvia events have been one of the many paths of exploration, which I have done on foot and by bike, with family, neighbors, and co-workers.

These events are what make LA so enjoyable, beyond the headlines of doom and gloom, of the ever over hyped collapse of the world as we know it.

LA thrives because it is a patchwork of gems- with CicLAvia one of them.

Please continue your support!

LP

From:	cush
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:29:13 AM

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Dear Metro Board Members,

My name is **Alan Nguyen**, a resident of **Los Angeles** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alan Nguyen

From:	Elisabeth Papadopoulos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:26:48 AM

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Dear Metro Board Members,

My name is Elisabeth Papadopoulos, a resident of Burbank and a rider of Metro, who came to know and love public transit in L.A. by virtue of participating in open street events. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

They also increase Metro ridership by introducing new customers to the transit system, an important function for Metro's long-term financial health, especially as we prepare our city to host the 2028 Olympics. Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, while removing a community point of pride.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Elisabeth Papadopoulos

From:	Cary Gross
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:26:02 AM

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Dear Metro Board Members,

My name is Cary Gross, a resident of Cheviot Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cary Gross

From:	Ashley Slaton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:25:47 AM

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Dear Metro Board Members,

My name is Ashley Andrus, a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashley Andrus

From:	Catherine Hamilton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:24:42 AM

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Dear Metro Board Members,

My name is Catherine and I'm a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Catherine Hamilton

From:	Jessica Stephens
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:23:49 AM

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Dear Metro Board Members,

My name is Jessica Stephens, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessica

From: Roxanne Modjallal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:22:38 AM

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Dear Metro Board Members,
My name is Roxanne Modjallal, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Roxanne Modjallal
[redacted]

From:	russell brynes
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:22:35 AM

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Dear Metro Board Members,

My name is Russell Brynes, MD, a resident of Arcadia. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Russell K. Brynes, MD

From: Mike Roth
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:22:12 AM

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Dear Metro Board Members,

My name is Mike Roth, a resident of Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Mike Roth


From: Christopher Yep
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 7:20:56 AM

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Members of the Metro Board

My name is Christopher Yep and I am a resident of East San Gabriel in unincorporated Los Angeles County and I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for a full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

On a more personal note, I consider open streets events in Los Angeles County to be essential to creating a sense of community and County-wide identity. Events by organisations such as Active San Gabriel Valley and cicLAvia show a great deal of the spirit of our communities and the wider County, demonstrating how much our neighbours feel a connection to our diverse collective and wish to see it and the millions who call Los Angeles County home flourish. These events help showcase the unique tapestry of communities in each host city and the surrounding areas, creating connections to cultural displays and other events, local and regional issues, and encouraging people to explore locally-owned businesses.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item (Agenda Item #13, File 2026-0432) from consent.

Thank you for your consideration,
-Christopher Yep

From:	Tanya Ortiz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:18:45 AM

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Dear Metro Board Members,

My name is Tanya Ortiz, a resident of Chinatown/Solano Canyon in Council District 1 and Supervisorial District 1. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tanya Ortiz

From:	Brian VDW
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:14:23 AM

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Dear Metro Board Members,

My name is Brian VanDerWilt, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brian VanDerWilt

From: Stevie Gray
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:12:09 AM

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My name is Stevie Gray, a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

stevie gray

From:	Eric Kissack
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:04:40 AM

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Dear Metro Board Members,

My name is Eric Kissack, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eric Kissack

From:	Christian Mejia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:02:31 AM

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Dear Metro Board Members,

My name is Christian Mejia, a resident of Boyle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christian Mejia

From:	Mimi Holt
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:01:55 AM

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Dear Metro Board Members,
My name is Mimi Holt, a resident of Mid City Lks Angeles, a notoriously park- poor area.
I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Mimi Holt
[redacted]

Yahoo Mail: Search, Organize, Conquer

From: Micah Stone
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 7:00:49 AM

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Dear Metro Board Members,

My name is **Micah Stone**, a resident of **West LA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

My family and I recently enjoyed an event with thousands of other people. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Micah

From:	Oscar Li
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:59:46 AM

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Hello Metro Board members,

My name is Oscar Li, a resident of Westwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Oscar Li

From:	Grant Littman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:59:02 AM

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Dear Metro Board Members,

I am writing as a San Marino resident, local cyclist, and frequent participant in open street events across the region to express my strong support for CicLAvia. I respectfully urge the Board to **PULL Agenda Item #13 (File 2026-0432) from the Consent Agenda and vote AGAINST the staff recommendation as written.**

As currently drafted, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, delaying any decision on a permanent program until after the 2028 Olympics. A funding gap of over two years puts beloved organizations like CicLAvia and ActiveSGV at severe operational risk.

CicLAvia and regional open street events do far more than provide a single day of recreation:

- Safe Infrastructure & Mobility: They offer rare, safe opportunities for families, youth, and cyclists of all skill levels to explore Los Angeles without the pressure of vehicle traffic, fostering long-term interest in active transportation and public transit.
- Community Connection: These events physically connect diverse neighborhoods—from the San Gabriel Valley to the Westside—bringing people out of their cars and into shared public spaces together.
- Local Business Impact: By opening miles of streets to foot and pedal traffic, open street events direct significant patronage to small, independent businesses and cultural institutions along the corridors.

Having experienced firsthand the incredible impact of riding through car-free streets alongside thousands of neighbors from all across LA County, I know how essential these events are to the health, vibrancy, and future of active mobility in our region. Halting funding for over two years will dismantle the infrastructure and momentum these organizations have built over more than a decade.

I urge the Board to take the following actions:

- Pull Item #13 from the Consent Agenda to allow full public discussion and transparency.

- Direct staff to identify creative bridge funding solutions that keep open street events operational through 2027 and 2028.
- Establish open street events as a permanent, dedicated Metro program, rather than forcing them to compete for survival in temporary funding cycles.

Thank you for your leadership in keeping Los Angeles active, safe, and connected.

Sincerely,

Grant Littman
San Marino, CA

From:	Esteban Guardado
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:50:51 AM

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Dear Metro Board Members,

My name is Esteban Guardado, a resident of Alhambra. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Esteban

From:	Alicia Yaffe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:49:41 AM

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Dear Metro Board Members,

My name is Alicia Yaffe, a resident of Encino. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
-
- These events are super important to build a sense of community and support public transit. We need more public transit, we need more walkable neighborhoods, and we need more neighbors having fun together with each other in our streets, supporting local business. This is how we build safe, strong

communities that make people feel like they live in a place that matters.

Please pull this item from consent.

Thank you for your consideration,

From:	Kiersten Short
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:49:39 AM

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Dear Metro Board Members,

My name is Kiersten Short a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kiersten Short

From:	Ernie Soto
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:47:18 AM

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Dear Metro Board Members,

My name is Ernie Soto, a resident of Los Angeles/ Westchester. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ernie Soto

[redacted]

From:	Jake Dietzman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:40:46 AM

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CicLAvia has been a cherished event formmy daughter and I her whole life. When I tell people outside our city how amazing it can be, CicLAvia is at the top of the list.

PLEASE keep this vital program thoroughly funded!

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

- Jacob Dietzman
[redacted]

--
Wise men can perceive the cause of things, as snakes know the way of snakes. - Miao-lo

From:	DAVID ERICKSON
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:39:09 AM

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Dear Metro Board Members,

My name is David Erickson, a resident of Lancaster. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
David Erickson

From:	Berry, Joshalyne
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:38:26 AM
Attachments:	image001.png
Importance:	High

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Dear Metro Board Members,

My name is **Joshalyne Berry**, a resident of **Canoga Park, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joshalyne Berry



From:	Jason Druyan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:36:30 AM

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Dear Metro Board Members,

My name is Jason a resident of Canoga Park and I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Best,

Jason Druyan

From:	Lauren DeLong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:36:25 AM

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Dear Metro Board Members,
My name is Lauren, a resident of Historic Filipinotown (daily Line 16 rider!). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Lauren DeLong

From: Shruti Shankar
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 6:31:58 AM

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Dear Metro Board Members,

My name is Shruti, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shruti Shankar

From:	Monica Embrey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:28:23 AM

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Dear Metro Board Members,

My name is Monica Embrey and I am a resident of Echo Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mónica Mariko Embrey (she/her)
[redacted]

From:	Tom Good
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:25:54 AM

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Dear Metro Board Members,

My name is **[Your Name]**, a resident of **[Your City/Neighborhood]**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tom Good

From:	Tami Fitzkoff
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:23:15 AM

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Dear Metro Board Members,

My name is Tami Fitzkoff, a resident of Culver City I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tami Fitzkoff

From:	Jessica L. Pishney
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:19:42 AM

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Dear Metro Board Members,

My name is Jessica Pishney a resident of DTLA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics.

A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sincerely,

Jessica Pishney

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From:	James Francis Flynn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:16:26 AM

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Dear Metro Board Members,

My name is James F. Flynn, a resident of Los Feliz.

I am a huge proponent of increased funding for alternate transit options in Los Angeles, and having open street events such as CicLAvia is a good way to get residents of this city more aware of and comfortable with traveling in this city in ways beyond the confines of a car.

Please pull this item from consent.

Thank you for your consideration,

James

--
James Francis Flynn
[redacted]

From:	Rochelle Martin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 6:15:26 AM

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Dear Metro Board Members,

My name is Rochelle, and I'm a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rochelle Martin

From: Andrew Medina
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 6:12:33 AM

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Dear Metro Board Members,

My name is Andrew Medina and I'm a resident of Pasadena. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Please Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Please pull this item from consent. Thank you for your consideration.

Andrew Medina

From: Kate Gadsden
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 6:11:01 AM

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Dear Metro Board Members,

My name is Kate Thomas, a resident of Mid-Wilshire. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kate

From: Justin Burrill
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 5:59:23 AM

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Dear Metro Board Members,

My name is Justin Burrill, a resident ofEcho Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Justinu

From:	Fern Zalin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 5:58:42 AM

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Dear Metro Board Members,

I am a long-time resident of Los Angeles County and a long-time and enthusiastic participant in CicLAvia open street events. They are so important in so many ways. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to make open street events a permanent, dedicated program, not a grant line competing for survival each cycle and to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
PLEASE PULL THIS ITEM FROM CONSENT!

Respectfully,
Fern Zalin Jones
[redacted]

From: Andrea Wyatt
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 5:53:17 AM

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Dear Metro Board Members,

My name is Andrea Wyatt, a resident of Los Angeles/Inglewood CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

--



From: Sarah Rebar
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 5:41:45 AM

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Dear Metro Board Members,

My name is Sarah Rebar, and I'm a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations, like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets, at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics.
- Fund open street events through 2027 and into 2028—don't delay the decision. We love open streets events as a community and feel it is SO important to stay active.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration!

All the best,
Sarah Rebar

From:	HL
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 5:17:10 AM

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Dear Metro Board Members,

My name is Heather Lockie, a resident of Montecito Heights, Los Angeles zip 90031. I'm asking you to pull **Agenda Item #13 (File 2026-0432)** from the consent agenda for full discussion.

Events such as CicLAvia make my life in LA worth staying here. There are fewer and fewer reasons for me to want to fight for my life in Los Angeles, with the sky-high costs of living, rent and general maintenance for things that used to be affordable. Open street events truly make this city unique and wonderful for people of ALL economic levels, and as such function as a great equalizer for all who live here. **Regular open-street events such as CicLAvia constitute some of Metro's greatest successes and most amazing contributions of this city.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. **Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.**

I'm asking the Board to:

- **Direct staff to find a creative funding solution to keep open street events running now**, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- **Fund open street events through 2027 and into 2028—don't delay the decision.**
- **Make open street events a permanent, dedicated program**, not a grant line competing for survival each cycle.
- **Protect the multi-neighborhood, 4+ mile format** that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Heather Lockie

[redacted]

From:	jacky kaulitz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 5:02:26 AM

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Dear Metro Board Members,
My name is **Jacqueline Payan** resident of **Culver City**

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration

From:	Carlos Navarrette
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 5:01:32 AM

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Dear Metro Board Members,

My name is Carlos T. Navarrette, a resident of East L.A. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Now more than ever we need environments that are not tied to cars. Where green spaces and communities can flourish without having

CO2 pollute our air. And where people from all around L.A county can live together.

Thank you for your consideration.

From: susan colangelo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:54:10 AM

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Dear Metro Board Members,

My name is **Susan Colangelo**, a resident of **Los Feliz.**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Susan Colangelo

From:	Jennifer Wong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:43:59 AM

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My name is Jennifer Wong, a resident of Los Angeles [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Wong

[redacted]

From:	Daniil Kurilov
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:41:57 AM

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Dear Metro Board Members,

My name is Daniil Kurilov, a Los Angeles resident at [redacted] Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and defers any permanent program decision until after the 2028 Olympics. That's the wrong call.

This puts organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter well beyond the region's biggest cities. Smaller cities rely on them to bring safe walking, biking, and transit access to neighborhoods that otherwise see almost no investment in active transportation.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals — right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution that keeps open street events running now, instead of shelving the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028. Don't delay the decision.
- Make open street events a permanent, dedicated program — not a

grant line fighting for survival every cycle.

- Protect the multi-neighborhood, 4+ mile format that has made these events work here.

Please pull this item from consent.

Thank you for your consideration,

Daniil

From: Allison Wolin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:51:12 AM

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Dear Metro Board Members,

My name is Allison Wolin, a resident of Bel Air. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia at real risk. This recurring local event is a wonderful opportunity for anyone to get out and be social, active, and immerse themselves in a version of LA that driving just can't compare. I look forward to being able to take my newborn daughter on future CicLAvias.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Allison Wolin

From: Keenan King
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 2:44:52 AM

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Dear Metro Board Members,

My name is Naneek Divad a resident of Culver City, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Naneek Divad

KEENAN KING

From: Marion Koster
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:27:28 AM

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Dear Metro Board Members,

My name is Marion Koster, a resident of Valley Village, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marion Koster

From:	nawoko kato
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:26:06 AM

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Dear Metro Board Members,

My name is naoko, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
naoko kato

From: Diana Bao-Hollis
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:15:44 AM

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Dear Metro Board Members,

My name is Diana Hollis, a resident of Los Angeles/Mt Washington and I am asking you to please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open street events have meant so much to my family. They have become one of the highlights of our year. My husband, our two teenage sons, and I love riding our bicycles through the open streets of Los Angeles together. These events allow our children to experience our city in a way they never could from inside a car. They discover new neighborhoods, local businesses, parks, and cultural landmarks while safely riding alongside thousands of people who share a love of cycling, walking, and being outdoors.

Open streets bring people together. They encourage fitness, strengthen communities, support local businesses, and create a sense of pride in Los Angeles. They also introduce many families to public transit, biking, and other forms of active transportation in a fun, welcoming environment.

Metro has spent more than a decade building this successful regional program. Walking away from it now would undermine one of Metro's best tools for promoting transit, reducing car dependence, and creating healthier, more connected communities, especially as Los Angeles prepares to welcome the world for the 2028 Olympics.

Please do not allow large-scale open street events to go unfunded through 2027 and into 2028. Instead, I respectfully ask that you:

- Pull Agenda Item #13 from the consent agenda for full discussion.
- Find a creative funding solution that keeps open street events operating without interruption.
- Fund open street events through 2027 and into 2028 rather than delaying action.
- Make open street events a permanent Metro program instead of a grant program that must fight for survival each funding cycle.
- Protect the multi-neighborhood, 4+ mile format that has made these

events such a success across Los Angeles County.

These events are an investment in healthier families, stronger communities, and a more connected Los Angeles. Please keep them alive for my family and for the hundreds of thousands of Angelenos who cherish them.

Thank you for your time and consideration.

Sincerely,

Diana Hollis

From:	Chase Burton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:08:20 AM

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Dear Metro Board Members,

My name is Chase Burton, a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chase Burton

From:	edward subias
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:59:23 AM

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My name is **Eward Subias**, a resident of Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

Edward Subias

From:	VaswaniP
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 1:46:03 AM

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Dear Metro Board Members,

My name is Prranit Vaswani and I'm a resident of Alhambra, CA. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Prranit Vaswani

From:	Inna Sereda
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:38:43 AM

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Dear Metro Board Members,

My name is Inna Sereda, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Inna Sereda

From:	Ashley Calderon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:37:02 AM

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Dear Metro Board Members,

My name is Ashley Calderon , a resident of in Torrance Ca (County of L.A) . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashley Calderon

Sent from my iPhone

From: Clemente Cuevas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 1:14:56 AM

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Dear Metro Board Members,

My name is Clemente, and I am a resident of Alhambra. I am writing to urge you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Open Streets events are among the most wonderful public events in Los Angeles County. They allow people to walk, bike, roll, take transit, meet their neighbors, and experience familiar streets in an entirely different way. For a day, they make our communities feel safer, more connected, and more alive—and offer a tangible glimpse of a better future for our region.

These events do more than provide recreation. They connect neighborhoods, welcome people of all ages and abilities into public space, support local businesses, and help residents imagine transportation as something other than dependence on a car. Ending their funding would undermine the progress Metro and its community partners have made over the past decade.

Please direct staff to secure funding that will keep Open Streets events running through 2027 and 2028. I also urge Metro to establish Open Streets as a permanent, dedicated program and protect the regional, multi-neighborhood format that has made these events so successful.

Please pull Agenda Item #13 from consent and give the future of this valuable program the public discussion it deserves.

Thank you for your consideration,
Clemente Cuevas

From: Bryan Showalter
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 1:06:28 AM

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Dear Metro Board Members,

My name is Bryan Showalter a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Bryan Showalter

From:	Maurianna Canvas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:01:02 AM

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Dear Metro Board Members,

My name is Maurianna Canvas a resident of Hollywood are in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kind Regards,

Maurianna Canvas



From:	Valerie M
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:58:05 AM

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Dear Metro Board Members:

My name is Valerie, a resident of Hawthorne in Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I have been to almost every Ciclavia, and I have attended other similar events as well. They are some of the best things L.A. has to offer. We already don't have a functioning bike network, those events are the only time many people like myself can enjoy riding our bikes.

I'm asking the Board to:

- Direct staff to find a creative funding solution now to keep open street events running
- Fund open street events through 2027 and into 2028
- Make open street events a permanent, dedicated program
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region

Please pull this item from consent.

Thank you for your consideration,

Valerie Muller

From:	Susanna B
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:55:04 AM

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Dear Metro Board Members,

My name is Susanna Bernstein, a resident of Mar Vista/Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Susanna Bernstein

From:	B. Siekerkotte
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:48:44 AM

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Dear Metro Board Members

My name is Birgit Siekerkotte, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Birgit Siekerkotte

From:	Eli Edwards
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:45:38 AM

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Dear Metro Board Members,

My name is Eli Edwards, a resident of Palms in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

* Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
* Fund open street events through 2027 and into 2028—don't delay the decision.
* Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
* Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Ciclavia is an amazing set of events that brings Angelenos together at street level and allows us to connect with each other, learn about our cities, and enjoy the gems of Los Angeles, from East L.A. to South Central to the Valley to the Beaches and beyond. It is a treasure that benefits its participants, the organizations that help put it on, the neighborhoods and the city at large.

Please pull this item from consent.

Thank you for your consideration,
Eli Edwards

From:	Rae Callahan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:44:27 AM

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Dear Metro Board Members,

My name is Rae Callahan, a resident of Woodland Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

I'm a huge fan of the work Metro has been doing to increase public transportation. These programs really matter to me and I desperately don't want to see them cut. Please, listen to the community and protect our open street events permanently.

Thank you for your consideration

Rae Callahan

From:	Erik Gillberg
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:42:09 AM

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Dear Metro Board Members,

My name is Erik Gillberg, a resident of **Mar Vista**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Erik Gillberg

From:	Dave DeVore
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:38:22 AM

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Dear Metro Board Members,

My name is David DeVore, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David DeVore

From:	Alexis Perez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:37:40 AM

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Dear Metro Board Members,

My name is Alexis Perez a resident of Palms neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alexis

From:	Arman Ahmed
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:36:28 AM

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Dear Metro Board Members,

My name is Arman Ahmed a resident of San Marino. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Arman Ahmed, MPH

From:	Julia Meng
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:35:29 AM

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Dear Metro Board Members,

My name is Julia Meng, a resident of Cerritos. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julia Meng

From:	Howie and Tawny
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:33:58 AM

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Dear Metro Board Members,

Our names are Howard Cohen and Tawny Featherston, residents of the City of Los Angeles. We are asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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We are asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Howard Cohen and Tawny Featherston



From:	Park Cofield
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:30:18 AM

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Dear Metro Board Members,

My name is **Park Cofield**, a resident of **Palms and daily Metro commuter**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

CicLAvia events have had a deep and personal impact on my life, keeping me in Los Angeles as an homeowner and converting me into a Metro daily commuter. They have also introduced me to many new neighbors, where I know spend my money.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From: Jesus Mazariegos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:30:09 AM

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My name is Jesus Mazariegos, a resident of Chatsworth. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesus Mazariegos



From: Julio Umana
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:29:55 AM

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Dear Metro Board Members,

My name is Julio Umana Barahona, a resident of Winnetka, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julio Umana Barahona

From:	the dude
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:26:13 AM

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Dear Metro Board Members,

My name is Abel Mazariegos , a resident of Chatsworth. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Abel Mazariegos

From:	Melanie Wong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:24:30 AM

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Dear Metro Board Members,

My name is Melanie Wong, a resident of San Gabriel. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melanie Wong

From:	Ernesto Lazo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:15:51 AM

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Dear Metro Board Members,

My name is Fidel Lazo, a resident of Granada Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. My friends and family look forward to Ciclavia events every year. It gives us the opportunity to get to know other neighborhoods and businesses outside of our community.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Fidel Lazo

From:	Tim Shay
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:10:37 AM

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Dear Metro Board Members,

My name is Tim Shay, a resident of Studio City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tim Shay

From:	Sam Bien
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:09:06 AM

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Dear Metro Board Members,

My name is Sam, a resident Little Tokyo. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Best Regards,

Sam

From:	Jared Kotoff
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:05:25 AM

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Dear Metro Board Members,

My name is Jared Kotoff, a resident of Whittier. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jared Kotoff

From:	Tobin Chung
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:02:14 AM

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Dear Metro Board Members,

My name is Tobin Chung, a resident of Boyle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tobin Chung

From:	Mark Horowitz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:01:33 AM

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Dear Metro Board Members,

My name is Mark Horowitz, a resident of Studio City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

In this time of great divisiveness, events like CicLAvia, have truly helped to bring people from all parts of Los Angeles together to create a much needed sense of community.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Mark Horowitz

From: Laurie Siu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 12:00:08 AM

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Dear Metro Board Members,

My name is Laurie, a resident of the Highland Park neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laurie S.

From:	Ann Nguyen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:58:58 PM

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Dear Metro Board Members,

My name is Ann Nguyen, a resident of Culver City/West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ann Nguyen

From:	Cat Palacios
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:57:27 PM

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Dear Metro Board Members,

My name is Catherine Palacios, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Catherine Palacios

From: Elen Vi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 11:52:05 PM

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Dear Metro Board Members,

My name is Alena Vizgalava. I am a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Best Regards,
Alena Vizgalava

From:	Reb L Limerick
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:49:48 PM

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Dear Metro Board Members,

My name is Rebecca Limerick, a resident of Studio City and a proud Tap card user as well as pedestrian, car driver, and sometimes cyclist. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Rebecca Limerick

From:	Nicole Stahl
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:45:20 PM

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Dear Metro Board Members,

My name is Nicole Stahl, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicole Stahl

From:	Tony Wakim
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:41:44 PM

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Dear Metro Board Members,

My name is Antoine Wakim, a resident of The Fairfax District . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Antoine Wakim

From: Justin Wang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:40:03 PM

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Dear Metro Board Members,

My name is Justin Wang, and I'm a resident of Los Angeles, [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. I am an active voter and I am watching what

actions the board will take.

Thank you for your consideration,

Justin Wang

From:	Shannon Kelsh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:39:20 PM

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Dear Metro Board Members,

My name is Shannon Kelsh, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shannon Kelsh
[redacted]

From: Ryan Ford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:39:11 PM

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Dear Metro Board Members,

My name is Ryan Ford, and I am a resident of Del Rey in Los Angeles. I am writing to ask you to pull Agenda Item #13, File 2026-0432, from the consent agenda for full discussion.

CicLAvia and other open street events are among the most valuable public experiences Los Angeles offers. As a parent of young children, I see how important it is for families to have safe, welcoming spaces where people can walk, bike, explore neighborhoods and experience the city without the usual barriers created by traffic. These events build community, encourage healthy activity and connect residents to public transit and local businesses.

The current proposal appears to leave large-scale open street events without funding through 2027 and the first half of 2028, while postponing discussion of a permanent program until after the 2028 Olympics. That gap could cause CicLAvia and similar programs to shrink or disappear entirely. Once that infrastructure, staff and public momentum are lost, they will be difficult to rebuild.

Please direct Metro staff to find a funding solution that keeps open street events operating through 2027 and into 2028. Please also establish open streets as a permanent, dedicated Metro program and protect the multi-neighborhood, four-mile-plus format that makes these events meaningful and accessible across the region.

Los Angeles should be expanding CicLAvia as we prepare to welcome the world for the Olympics, not placing its future at risk. Please pull Agenda Item #13 from the consent agenda and give this issue the full public discussion it deserves.

Thank you for your consideration.

Ryan Ford
[redacted]

From:	Maggie Soun
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:34:37 PM

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Dear Metro Board Members,

My name is Maggie I-Ju Soun, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maggie (I-Ju) Soun

From:	Abby Vester
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:34:26 PM

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Dear Metro Board Members,

My name is Abby, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Abby

From:	Kate Guernsey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:33:29 PM

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Dear Metro Board Members,

My name is Katie Guernsey, a resident of Olympic Park/Mid-Wilshire. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Katie Guernsey

Email sent from my gadget while I should be paying attention to something else.

From:	Tara Jones
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:29:21 PM

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Dear Board Members,

I am a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

When I first moved to LA, I did not have a car for the first 2 years out here. I am an avid user of public transit and try to encourage others to consider it over driving. Open streets events and street safety infrastructure are so important to myself and my community. I have friends who are interested in getting a bike of their own after taking them to CicLAvia events. I have made friends during Metro Bike Share Community rides and maintain a bicycling WhatsApp group. And these events are so important to bring vitality to the communities where they are held and to get people comfortable visiting certain communities.

Please bring this proposal to full discussion and give public safety and community health a fighting chance.

Thank you,

Tara Jones (she/they)

From: Alvin Nuval
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:26:42 PM

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Dear Metro Board Members,

My name is Alvin Nuval, a resident of North Hollywood, and I'm asking that Agenda Item #13 (File 2026-0432) be pulled from the consent agenda for full discussion. Open streets events like CicLAvia are important for building community and connection across Los Angeles County. They help people envision a better future for themselves and encourage an active and healthy lifestyle. At every CicLAvia I've attended, I always see excited people of all ages and backgrounds exploring new neighborhoods and asking when the next event will be. These spaces matter and it would be a shame for Metro's legacy to be one that effectively kills open streets.

Thank you for your consideration,
Alvin

--
Alvin-Christian Eustaquio Nuval

From:	Trevor Ching
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:26:27 PM

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Dear Metro Board Members,

My name is Trevor, a resident of Sawtelle. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Trevor

From:	Courtney Mendoza
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:26:13 PM

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Dear Metro Board Members,

My name is Courtney, a resident of Lawndale, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Courtney M. Higginbotham

From:	Marsha Thomason-Sykes
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:23:01 PM

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Dear Metro Board Members,

My name is Marsha Thomason-Sykes, a resident of Beachwood Canyon, Los Angeles. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marsha Thomason-Sykes

Sent from my iPhone

From:	camellia g. davis
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:22:34 PM

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My name is Camellia Davis, a resident of **downtown Los Angeles.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

- Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
- Open street events are for everyone. Cutting funding doesn't just shrink events. It erases opportunities for communities that don't otherwise get this kind of infrastructure investment.
- I'm asking the Board to **please pull this item from consent.**

Thank you,
Camellia Davis
DTLA

Sent from my iPhone

From:	Rob Goubeaux
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:20:24 PM

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Dear Metro Board Members,
My name is Rob Goubeaux, a resident of West Hollywood, and an avid bicycle rider. My wife and I have taken part in many CicLAvia events since their inception in 2010. These events attract large crowds of citizens from throughout the city and allow them the unprecedented opportunity to intimately explore Los Angeles in a car free environment. As a bicyclist, I cannot tell you how enjoyable and empowering that is, in a city dominated by cars. They are amazing events, that cater to and bring together people from the entire metro area - a truly Los Angeles experience. Because of their importance to the city, I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until

after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please reconsider your decision and pull this item from consent!

Thank you for your consideration,

Rob Goubeaux
[redacted]

From:	Kaferman Guan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:19:33 PM

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Dear Metro Board Members,

My name is Kaferman Guan, a resident of Long Beach with connections to Northeast Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Guan, Kaferman

From:	Vivian Geiseler
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:16:31 PM

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Dear Metro Board Members,

My name is Vivian Geiseler and I am a resident of the Los Feliz neighborhood in Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Warmly,

Vivian Geiseler

From: Mark Lagola
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:12:52 PM

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Dear Metro Board Members,

My name is Mark Lagola a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mark Lagola

From:	Sandrine Simeon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:12:39 PM

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Dear Metro Board Members,

My name is Sandrine Simeon a resident of Aliso Viejo, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sandrine Simeon

From:	Julia Bosley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 11:11:24 PM

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Dear Metro Board Members,

My name is Julia Zapata and I'm a resident of Pasadena. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Julia Zapata

From:	Kaylani Gaudart
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:10:50 PM

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Dear Metro Board Members,

My name is Kaylani Gaudart, a resident of Chinatown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kaylani Gaudart

From:	Auguste Miller
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:09:56 PM

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Dear Metro Board Members,

Hope this finds you well.

My name is Auguste, a resident of LA in Venice Beach [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a **permanent, dedicated program**, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent!

Thank you for your consideration,
Auguste Miller

From:	Mayra Contreras
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:09:37 PM

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Dear Metro Board Members,

My name is Mayra Ontaneda , a resident of Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mayra Ontaneda

From:	Chris Laubacher
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:09:03 PM

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Dear Metro Board Members,

My name is Christopher Laubacher, a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's

survival at risk

Fund open street events through 2027 and into 2028—don’t delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christopher Laubacher

From:	William Hoose
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:07:47 PM

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Dear Metro Board Members,

My name is William, a resident of Chinatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

William

From:	Hernan Montenegro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:06:21 PM

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Dear Metro Board Members,

My name is Hernan Montenegro , a resident of Boyle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hernan Montenegro

From:	Tricia Pain
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:04:46 PM

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Dear Metro Board Members,

My name is Tricia Pain, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tricia Pain

From: Al C.
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:03:11 PM

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Dear Metro Board Members,

My name is Alvin, a resident of Eagle Rock neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1) Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

2) Fund open street events through 2027 and into 2028—don't delay the decision.

3) Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

4) Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Alvin C.

From:	phillip ramirez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 11:03:04 PM

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Dear Metro Board Members,

My name is Phillip Ramirez, a resident of Glendale CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Please pull this item from consent.

Thank you for your consideration,

Phillip Ramirez

From: Ernesto Lazo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:02:02 PM

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Dear Metro Board Members,

My name is Ernesto Lazo, a resident of Mission Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. My family, friends and dogs look forward to Ciclavia events every year. It gives us the opportunity to get to know other neighborhoods and businesses outside of our community.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ernesto Lazo

From:	Chad Upham
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:59:39 PM

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Dear Metro Board Members,

My name is Chad Upham, a resident of DTLA/South Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chad Upham

From:	Alex Morales
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:59:33 PM

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Dear Metro Board Members,

My name is Alex Morales, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

I appreciate your consideration,
[Your Name]

From:	Kimberly Nieto
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:58:59 PM

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Dear Metro Board Members,

My name is Kimberly, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

The CicLAvia event is one of the few events in the city that truly make me happy to live in LA. Each time I attend an open-streets event, such as CicLAvia, I wonder to myself: Why can't we do this more?! All around me, I see a community come together, children and adults, enjoying themselves, smiling,

enjoying our city. It truly brings our community together. It would be irresponsible to keep this from us when it brings about many benefits in our lives as Angelenos. I urge you to help ensure that open street organizations and programs can continue.

Please pull this item from consent.

Thank you for your consideration,

Kimberly Nieto

From:	Teena Apeles, Narrated Objects
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:57:12 PM

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Dear Metro Board Members,

My name is Teena Apeles a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

PROTECT OUR OPEN STREETS.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

KEEP OUR OPEN STREETS EVENTS. THEY CONNECT US ACROSS THE CITY IN WAYS THAT ARE VITAL TO KEEP US THRIVING.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From:	Casey Law
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 10:53:38 PM

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Dear Metro Board Members,

My name is Casey Law, a resident of South Pasadena. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Open and Active Street programs have created joy in our public spaces and brought our communities together. Public and active transit are the key to a more vibrant, healthy, and sustainable Southern California. Reversing this small program jeopardizes Metro's goals for ridership and multimodal transit.

Please:

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Respectfully,
Casey Law

From:	Diane Weiss
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:52:52 PM

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Dear Metro Board Members,

I am Diane Weiss, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Diane Weiss

[redacted]

From:	Irina Margaitis
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:52:39 PM

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Dear Metro Board Members,

My name is Irina Margaitis, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

(My heart sank when I read about this news. CicLAvia has been such a joy to take part in! Every time I receive a flyer in the mail I get excited.)

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Irina

From: Amber Davis
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:52:22 PM

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Dear Metro Board Members,

My name is Amber Davis, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amber Davis

From:	Matthew Groner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:51:20 PM

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Dear Metro Board Members,

My name is Matthew Groner, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Matthew Groner

From:	Jonathan Brecher
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:51:13 PM

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Dear Metro Board Members,

My name is Jonathan Brecher, a resident of Beverly Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonathan Brecher

From:	Yesenia Nava
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:47:23 PM

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Dear Metro Board Members,

My name is Yesenia, a resident of South Central. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Yesenia

From:	Rachelle Habchi
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:45:24 PM

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Dear Metro Board Members,

My name is Rachelle Habchi and I am a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. You're literally taking away one of the best things this city has to offer to the people that live here.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rachelle Habchi

From:	Mackenzie Peykov
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:41:24 PM

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Dear Metro Board Members,

My name is **Mackenzie Peykov**, a resident of **West Adams in Los Angeles** [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mackenzie Peykov

From:	Joanna Carroll
To:	Board Clerk; Geoff Carroll
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:40:57 PM

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Dear Metro Board Members,

My name is Joanna Carroll, a resident of Mar Vista.. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joanna Carroll

From:	Jasmine Orozco
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:40:53 PM

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Email: BoardClerk@metro.net

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jasmine Orozco, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

These events bring the community together and let the businesses on these streets gain more visibility that they wouldn’t get if it was solely based on cars passing by. What we need is community right now, and lessening these events in any way would harm the community.

Please pull this item from consent.

Thank you for your consideration,

Jasmine Orozco

From: justime74
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:39:43 PM

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Dear Metro Board Members,

My name is **Terry Jackson**, a resident of **Downtown Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Terry Jackson



From:	Kenya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:37:24 PM

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Dear Metro Board Members,

My name is Kenya Mora, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kenya

From: Danny Q.
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:35:43 PM

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Dear Metro Board Members,

My name is Danny Quesada, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events **unfunded through 2027 and the first half of 2028** and punts any permanent program decision **until after the 2028 Olympics**.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028, don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Danny Quesada

From: Lauren Wolchok
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:31:00 PM

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Dear Metro Board Members,

My name is Lauren Wolchok, a resident of Eagle Rock, and a mom and physician. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia at real risk. My family and community loves participating in CicLAvia events and looks forward to them. We love having a chance to safely explore new neighborhoods in Los Angeles.

Metro helped build this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Lauren Wolchok MD

From:	Rajab Ali Sayed
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:30:37 PM

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Dear Metro Board Members,

My name is Rajab Ali Sayed a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rajab Sayed

From:	Adilene Paque
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:30:34 PM

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Dear Metro Board Members,

My name is Adilene Paque, resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Adilene Paque

From: Funmi Olanipekun
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:29:17 PM

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Dear Metro Board Members,

My name is Funmi Olanipekun, a resident of Windsor Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Funmi Olanipekun

From:	Brenda Nuyen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:28:59 PM

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Dear Metro Board Members,

My name is Brenda Nuyen, a resident of Rancho Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brenda Nuyen

From:	Peter Phung
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:28:39 PM

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Dear Metro Board Members,

My name is Peter Phung, a resident of Rancho Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peter Phung

From:	Raeni Sroufe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:28:30 PM

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Dear Metro Board Members,

My name is Raeni, a resident Palms neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Raeni

From:	Carly Eiseman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:27:21 PM

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Dear Metro Board Members,
My name is **Carly Eiseman**, a resident of Glendale and lifelong LA county resident. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Carly

From: Kristen Hirlinger
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:27:11 PM

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Dear Metro Board Members,

My name is Kristen Hirlinger, a resident of the Palms neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like **CicLAvia** and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

For me personally, I have enjoyed CicLAvia events as a unique celebration of our communities every year for over the past decade. They are near and dear to my heart.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristen Hirlinger

From:	Katia k
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:27:02 PM

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Dear Metro Board Members,

My name is Katia Kanner, a resident of Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Katia Kanner

From:	SoCalCycling.com | Christy Nicholson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:26:10 PM

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Dear Metro Board Members,

My name is Christy Nicholson a resident of Claremont, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Christy Nicholson

From: Julie Gadinsky
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:26:01 PM

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Dear Metro Board Members,

My name is Julie Gadinsky, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open-street events unfunded through 2027 and the first half of 2028, and punts any permanent program decision until after the 2028 Olympics.

This puts open-street organizations like CicLAvia and open-streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julie Monkarsh Gadinsky

From:	reagan jobe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:25:58 PM

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Dear board,

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
I am a citizen living in West Hollywood LA. These street events are important to the community and for creating a culture of the city.

On Sunday's Ciclavia event, an out of town visited and we participated. The ability to show LA off in this unique way was amazing. The best thing about LA are the people. Street wide events like Ciclavia are amazing ways the city comes together and feels united. Biking, walking, rollerblading around historic areas is a truly unique experience. It makes you feel connected to your neighbors and community. It's not just fun; events like these are what truly makes LA special. We come together as a community and unite.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Reagan Jobe

From:	Thomas Laszlo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:24:36 PM

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Dear Metro Board Members,

My name is ThomasLaszlo, a resident of GranadaHills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and delays any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Thomas Laszlo

From:	Jefferson Zhang
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:23:06 PM

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Dear Metro Board Members,

My name is Jefferson, a resident of Temple City.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. This item defunds the open streets event in 2027, and the gap in events is unacceptable, especially before the Olympics. Keep it running and find the money from highway projects - this should be a permanent program as well.

Please pull this item from consent.

Jefferson

From:	Stephen Parkinson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:21:27 PM

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Dear Metro Board Members,

My name is Stephen Parkinson a resident of Los Angeles/Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

On a personal note, I bought a bike to take part in these events and I know many people who look forward to this safe way of cycling around the city, seeing huge numbers of people join together, not something which is easy to achieve in LA.

Thank you for your consideration,

Steve Parkinson



From:	Ray Dang
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:20:28 PM

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Dear Metro Board Members,

My name is Ray Dang, a resident of Downtown LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Attaching a photo taken just this past Sun, Angelenos love CicLAvia and other open streets events and we should not have to wait for "mega-events" for them to happen.

Thank you for your consideration,
Ray Dang

From: Leo Duran
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:19:55 PM

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I am disappointed that most of the Planning Committee and my county representative – Sup. Solis – signaled that they do not support Open Streets Programs after last week's vote.

I am a 14-year resident of DTLA, and the CicLAVia events were instrumental in showcasing not just the spirit of LA, but all the communities and businesses along the routes. Many of those include locally-owned restaurants like Casa Fina in Boyle Heights and Greyhound Bar in Highland Park.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.These events have been important economic and social drivers to my own local community of DTLA for years.

PLEASE PULL THIS ITEM FROM CONSENT.

=====

Leo Duran

From:	Paul Graff Sound
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:17:37 PM

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Dear Metro Board Members,

My name is Paul Graff, a resident of Sherman Oaka. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Paul Graff

From: Sylvia Yepez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:16:17 PM

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Dear Metro Board Members,

My name is Sylvia Yepez, a resident of Van Nuys (Los Angeles). I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Sylvia Yepez

From:	Kim Bui
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:13:13 PM

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Dear Metro Board Members,

My name is Kim Bui, a current resident of Riverside and former resident of Mar Vista neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Bui

From:	Fifa King Julian
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:12:43 PM

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Dear Metro Board Members,

My name is Julian Espinosa, a resident of Lynwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julian Espinosa

From:	Allen Roman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:11:09 PM

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Dear Metro Board Members,

My name is Allen Roman, a resident of Los Angeles in West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Allen Roman

From:	Paul Alms
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:10:41 PM

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Dear Metro Board Members,

My name is Pierce, a resident of Palms in LA County, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Pierce

From:	Ohiane López
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:10:17 PM

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Dear Metro Board Members,

My name is Ohiane López, a resident of Inglewood, Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ohiane López

From:	Jacob Teixeira
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:09:43 PM

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Dear Metro Board Members,

My name is Jacob Teixeira, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jacob Teixeira

From:	Clare Eisenberg
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:05:58 PM

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Dear Metro Board Members,

My name is Clare Eisenberg, a resident of Sherman Oaks I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Clare Eisenberg

From:	Daniel Ithurburn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:04:42 PM

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Dear Metro Board Members,

My name is Daniel Ithurburn, a resident of Baldwin Hills in Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I am an active participant in many of these open streets programs. They really foster what makes our city and county so great. I am proud that our community has something like this in contrast to it's car centric nature.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk Fund open street events through 2027 and into 2028—don't delay the decision.

2. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

3. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

Daniel P. Ithurburn PE

From:	Brittany Ruiz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:03:52 PM

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Dear Metro Board Members,

My name is Brittany Ruiz, I am a resident of Eagle Rock, In Los Angeles county, USA. I am a dedicated community member of LA as well as a rider at CicLAvia, and so are my friends, my partner, and my dogs, my work colleagues, and neighbors.
I am asking you to pull Agenda Item #13(File 2026-0432) from the consent agenda for full discussion.
The success of the Metro's bold efforts of building a stronger community, in this very diverse city of people, who are now collectively rising to support this experimental movement, has proven the city agrees they want to ride the transit system, they want to bike the streets of LA, and they prove they believe in their new community by walking next to each other all at the best event this city offers CicLAvia!

Being creative is the best thing in this life and for a city to rise in such a creative way to bring its own people together and its visitors, bring the best life offers hope, joy, and inspiration to become the best Los Angelenos and proud of being a part of the community LA has to offer.

The funding for CicLAvia is fundamental for the future of Los Angeles. CicLAvia gives Los Angeles a platform to show its full of rich culture, coexisting diversity, while creating the most accomplished best city in the United States. No other city in the United States has CicLAvia,

Los Angeles is providing and promoting its core values to the entire U.S. and is influencing cities globally, Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. Let LA continue to prove this is the greatest city for its Ciclavia movement and so many more other current and future movements for its people.
There is an obvious reputation being presented of LA by continuing to fund CicLAvia let's keep our people together and keep our city great.

Keep the funding for open street events through 2027 and 2028, and to keep diligence in this decision as our city's promise to stay together, this decision should be the priority. The staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

A solution that keeps funding CicLAvia should be thought of as fundamental to the city, let the conversation create a strong and permanent place in the cities values. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Protecting the 4+ mile, multiple neighborhood format is the best choice to keeping these events impactful. More community is brought together in this setting, It is also a great way for tourist to see the city and experience the truest form of the people of LA.

CicLAvia is Los Angeles, CicLAvia keeps LA great, CicLAvia needs to become Los Angeles's known event and the open door to the welcoming people and its communities. CicLAvia needs to be what this city is known for.

Please Pull this Item from consent.

Thank you for your time and consideration,

Brittany Ruiz.

From: Joanna Gang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:02:37 PM

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Dear Metro Board Members,

My name is **Joanna Gang**, a resident of **Los Feliz**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joanna

From:	Brian Pomp
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:00:51 PM

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Dear Metro Board Members,

My name is Brian Pomp, a resident of Vermont Square in Los Angeles. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

[redacted]

From:	Michelle Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:00:40 PM

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Dear Metro Board Members,

My name is Michelle, a resident of the Los Angeles, Mar Vista neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Lopez

Sent from Yahoo Mail for iPhone

From: Derl Clausen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:58:49 PM

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Dear Metro Board Members,

My name is Derl Clausen, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

[redacted]7

From: Jodi Hicks
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:58:10 PM

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Dear Metro Board Members,

My name is Jodi Hicks, a resident of Westchester, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jodi

From:	Kayla Shanney Ortiz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:57:50 PM

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Dear Metro Board Members,

My name is Kayla Ortiz, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kayla Ortiz

From:	Cam Aperture
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:57:40 PM

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Dear Metro Board Members,

My name is Dan Coplan, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dan Coplan

From: Mark Barrett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:57:06 PM

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Dear Metro Board Members,

My name is Mark Barrett, a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

All the best,

Mark Barrett

From:	Ritz Loreto
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:54:09 PM

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Dear Metro Board Members,

My name is Maritza, a resident of Lynwood I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics.
- A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Please pull this item from consent.

Thank you for your consideration,

Maritza R. Gomez

From:	Ollie Wollerman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:51:47 PM

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Dear Metro Board Members,

My name is Oliver Wollerman, a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Oliver Wollerman

From: Jill Flanders
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:47:46 PM

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Dear Metro Board Members,

My name is Jill Flanders Lowi, a resident of West Adams neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jill Flanders Lowi

Sent from my iPhone

From: Andrea Folprecht
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:46:34 PM

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Dear Metro Board Members,

My name is Andrea Folprecht, a resident of West Los Angeles/Century City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

CicLAvia is very important for the vibrancy and community of the city of Los Angeles. It is very dear to my heart and to the hearts of my friends and neighbors.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Andrea

From:	Kevin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:46:27 PM

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Dear Metro Board Members,

My name is Kevin Cantor, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kevin Cantor

From:	Kendall Lowery
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:44:42 PM

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Dear Metro Board Members,

My name is Kendall Lowery, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kendall

From:	Lainie C.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:43:39 PM

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Dear Metro Board Members,

My name is Lainie Ching, a resident of Historic Filipinotown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lainie Ching

From:	mel persell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:42:54 PM

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Dear Metro Board Members,

My name is Mel, a resident of West Adams/Crenshaw. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mel

From:	Clara Caspard
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:42:23 PM

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Dear Metro Board Members,

My name is Clara Caspard. I'm a resident of Koreatown, in the city of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Clara Caspard

From:	Justin Ibarra
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:40:34 PM

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Dear Metro Board Members,

My name is Justin Ibarra, a resident of **Huntington Park, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Justin R. Ibarra

From: Sean Cameron
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:40:07 PM

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Dear Metro Board Members,

My name is Sean Cameron, a resident of Playa Del Rel. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I'm not sure if this decision is related to the Olympics but many residents are priced out of this event while Ciclavia is something that truly creates community and connects Angelinos.

Please pull this item from consent.

Thank you for your consideration,

Sean Cameron

From:	Francisco Espinosa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:36:29 PM

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Dear Metro Board Members,

My name is Francisco Espinosa, I'm a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-Francisco

From:	Christopher Haupt
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:35:36 PM

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Dear Metro Board Members,

My name is Christopher Haupt a resident of Windsor Hills/View Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christopher Haupt

From:	Patrick Dykstra
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:30:36 PM

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Dear Metro Board Members,

My name is **Patrick Dykstra**, a resident of Los Angeles/Santa Monica. I'm asking you to **pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk! As a resident of LA County I have been to 5 or 6 CicLAvia events and many other Open Street style events, And **every single event** has been a wonderful, amazing, joyful Sunday that is filled with fun, laughter, good vibes and many more positive emotions! Open street events are an amazing way to visit neighborhoods in Los Angeles, and experience the culture, cuisine, and the community. Many other Angelinos partake in these beautiful events and so many others come from other parts of LA county to experience these neighborhoods!

I would also like to point to a perfect example of why we need Open Street events and CicLAvia. On July 19 2026 CicLAvia hosted possibly the best FIFA World Cup Final Watch Party in **ALL** of LA, The event was Meet The Hollywoods and I have never seen so many people attend a watch party and a CicLAvia! Now imagine 2028 Olympics and the crowds coming together, watching all kinds of events, using Metro, connecting with their neighbors, making new bonds and friendships. With the whole world looking at Los Angeles... seeing the streets filled with bikes, scooters, roller skates, walkers, runners, dancers, skateboarders, and every other form of Human powered and Metro transportation to gather and share a CicLAvia watch party would look pretty amazing compared to freeways and streets jammed with traffic and negative emotions!

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. And to add with the thousands of people visiting and the millions watching Los Angeles host the 2028 Summer Olympics... seeing the streets filled with bikes, scooters, roller skates, walkers, runners, dancers, skateboarders, and every other form of Human powered and Metro transportation to gather and share a CicLAvia watch party would look quite amazing compared to freeways, all the streets and roads jammed with traffic congestion and negative

emotions!

I'm asking the Board to:

- **Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk**
- **Fund open street events through 2027 and into 2028—don't delay the decision.**
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- **Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.**

Please pull this Agenda item 13 from consent.

Thank you for your consideration,

Patrick Dykstra

From:	John Rodriguez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:29:51 PM

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Dear Metro Board Members,

My name is John Rodriguez a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From:	Daniel Marino
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 9:27:18 PM

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Dear Metro Board Members, My name is Danie Marino and I'm a resident of South Pasadena. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Please Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Please pull this item from consent. Thank you for your consideration, Daniel Marino

From:	Michael Schisler
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 9:25:46 PM

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Dear Metro Board Members,

My name is Michael Schisler **and I'm** a resident of **Hermon**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Schisler

From: erni walker
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:25:21 PM

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Dear Metro Board Members,

My name is **Erni Walker**, a resident of **San Gabriel**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

- erni walker

From: jkinglake
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:24:56 PM

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Dear Metro Board Members,

My name is Jesse Lerner-Kinglake, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesse Lerner-Kinglake

From:	Jessica Jones
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:24:53 PM

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Dear Metro Board Members,

My name is Jessica jones a resident of **Windsor Hills** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

We need events like this in LA. As an avid lover and supporter of metro, this is extremely disappointing.As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessica jones

Jessica Jones (she/her)

From:	Julien Egger
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:24:20 PM

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My name is Julien Egger, a resident of Valley Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julien Egger

From:	Alyn Garcia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 9:24:07 PM

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Dear Metro Board Members,

My name is Alyn Garcia **and I'm** a resident of **South El Monte**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alyn Garcia

From: Irene Ginakakis
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:23:55 PM

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Dear Metro Board Members,

My name is Irene Ginakakis, a resident of northeast LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Irene

From: Lily Allison
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:23:48 PM

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Dear Metro Board Members,

My name is **Lily Allison** a resident of **Long Beach** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Lily Allison

From:	Spencer Mehler
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:23:28 PM

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My name is Spencer, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Spencer M.

From:	Lindsay
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:23:18 PM

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Dear Metro Board Members,

My name is Lindsay Slay, a resident of **Vermont Square**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lindsay Slay

From:	Sinziana Velicescu
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:22:35 PM

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Dear Metro Board Members,

My name is Sinziana Velicescu. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and delays any permanent program decision until after the 2028 Olympics.

This puts organizations like CicLAvia and programs such as ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's largest cities. Smaller communities rely on them to provide safe opportunities for walking, biking, and transit access in neighborhoods that have seen limited investment in active transportation infrastructure.

Metro has spent more than a decade building this movement. Walking it back now works against Metro's own ridership and multimodal transportation goals at a time when the region is preparing to welcome the world for the Olympics.

I ask the Board to:

- Direct staff to identify a funding solution that keeps open street events operating now, rather than postponing the issue until after the Olympics. Waiting more than two years to revisit this puts the future of these programs at risk.
- Fund open street events through 2027 and into 2028 rather than delaying this decision.
- Establish open street events as a permanent, dedicated program instead

of a grant line that must compete for funding each cycle.
- Protect the multi-neighborhood, four-mile-or-longer format that has made these events successful throughout the region.

Please pull this item from the consent agenda.

Thank you for your consideration,

Sinziana Velicescu

Sent from my iPhone

From:	Kathleen Jacecko
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:21:02 PM

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Dear Metro Board Members,

My name is Kathleen Jacecko, a resident of Redondo Beach, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kathleen Jacecko

From:	Dawn Abbey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:19:36 PM

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Dear Metro Board Members,

My name is Dawn Abbey , a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dawn Abbey
[redacted]

From:	Christine Melloy
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agend
Date:	Tuesday, July 21, 2026 9:19:30 PM

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Dear Metro Board Members,

My name is Christine Melloy, a resident of Pico/Robertson. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christine

From:	Charlie B.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:18:58 PM

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Dear Metro Board Members,

My name is Charlie Benimoff, [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Charlie Benimoff

From:	Patrick Burns
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:18:57 PM

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Dear Metro Board Members,

My name is Patrick Burns, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

PATRICK

--
Patrick Burns

[redacted]

From:	Ned Sal
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:18:05 PM

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Dear Metro Board Members,

My name is Neda Saleem, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Neda

From: Talar
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date: Tuesday, July 21, 2026 9:17:57 PM

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Dear Metro Board Members,

My name is Talar LaSalle, a resident of Mid City/Wilshire VIsta. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Talar LaSalle

From:	Roxanne Parga
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:17:52 PM

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Dear Metro Board Members,

My name is Roxanne Parga and I live in East Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Roxanne

From:	Harper Lauren
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:17:49 PM

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Dear Metro Board Members,

My name is Lauren Harper, a resident of Los Felix. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As a volunteer at the Bicycle Kitchen, a bike repair non-profit that provides free bike repair at Ciclavia events, I know how important Civclavia is to both the Bike Kitchen and broader community. I get to tell more people about our organization and fix their bikes to get them rolling. I see thousands of people out on their bikes who I usually don't see riding through LA - young children, older folks, people with the most creative bikes. This event brings joy to thousands of Angelenos, brings together a wide diversity of people to enjoy public space, and energizes people to use alternative modes of transportation. Ciclavia days are my favorite days of the year in LA.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events

successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lauren Harper

From:	Jenna Cobb
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 9:14:30 PM

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Dear Metro Board Members, My name is Jenna Cobb and I'm a resident of Pasadena.

Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Please Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Please pull this item from consent.

Thank you for your consideration,
Jenna Cobb
Pasadena

From:	Mike Herrmann
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:12:22 PM

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Dear Metro Board Members,

My name is Michael Herrmann, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

From:	Erica Rodriguez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:11:49 PM

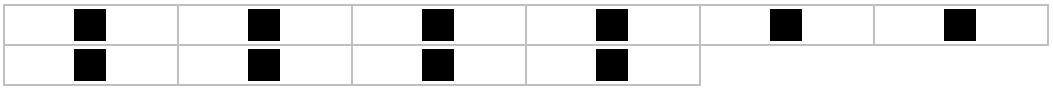
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AGAINST Agenda Item #13, File — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Erica Rodriguez, a resident of West Adams and I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

This event is important to my family- my son Gael (11) is on the autism spectrum, and my daughters- Inez (7) and Raquel (4) love it and we go to nearly every one. It's one of the reasons we even live in Los Angeles. My husband is from Bogotá Colombia and used to ride in Ciclovia there every single Sunday. Please do not cut this please please please. I beg you. My children beg you.



As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Erica Rodriguez

857-205-6005

Sent from my iPhone

From: Jeanette Howes
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 9:11:44 PM

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Dear Metro Board Members,

My name is Jeanette Howes, a resident of the Palms area of Los Angeles. I've lived in Palms for the past 13 years, hopefully much longer.

The Ciclavia events are one of the most special and important things to me as a long time LA resident. When I learned there is currently no planned funding for more of these events until at least 2028 I was shocked and horrified at losing such an important community event. I've evangelized this event, getting friends and family to attend and to use our city's public transit and raising awareness.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeanette Howes

From:	Peng Chi
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:11:41 PM

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Dear Metro Board Members,

My name is Peng Chi , a resident of Ontario. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peng Chi

Sent from Gmail Mobile

From:	Alex Ramirez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:09:48 PM

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Dear Metro Board Members,

My name is Alex Ramirez, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alex Ramirez

From:	Mary-Anne Ospina
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:09:40 PM

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Dear Metro Board Members,

My name is Mary-Anne Ospina, a resident of Inglewood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[Your Name]

From: Daria Saidi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:09:03 PM

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Dear Metro Board Members,

My name is **Daria Saidi** , a resident of **West Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Daria Saidi - Ciclavia Rider for over 10yrs
Sent from the Goondocks.

From:	Sondra Sanford
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:08:37 PM

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Dear Metro Board Members,

My name is Sondra Sanford, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sondra Sanford

From:	Timothy Sweeney
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:06:36 PM

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Dear Metro Board Members,

My name is Tim Sweeney, a resident of the Sawtelle neighborhood in Los Angeles.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your service and consideration.

Very best,

Tim

From:	Dara Small
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda Dear Metro Board Members,
Date:	Tuesday, July 21, 2026 9:05:56 PM

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Dear Metro Board Members,

My name is Dara Small, a resident of Los Angeles/ Baldwin Hill Estates. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

-Fund open street events through 2027 and into 2028—don't delay the decision.

-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-Dara Small



From:	Anna Barnett
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:01:58 PM

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Dear Metro Board Members,

My name is Anna, a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anna

From:	Jordan Deglise Moore
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:01:38 PM

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Dear Metro Board Members,

Please protect funding for CicLAvia. It is such an important event for L.A. County. It brings us all together as a community for many reasons, most importantly because it is free -- not reserved for people with money -- and it's active fun, not passive entertainment.

Thank you for your time and service.

Jordan Deglise Moore
[redacted]

From:	Jesse Marie Mississippi Jones
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:01:35 PM

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Dear Metro Board Members,

My name is Jesse Jones, a resident of Eagle Rock. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

My family, including my 5 and 7 year old sons, look forward to Active Streets throughout the year. I've watched them get older and more confident as we ride these special events, first in a bike seat, then in a ride along, and finally this year in their own bikes. These special events make it safe enough to ride together as a family. Please do not cut funding and take away these opportunities for long-lasting memories for my kids growing up in LA and trying to learn the joys of biking in a safe and fun environment.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesse

From:	Isabel Herrera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 9:00:51 PM

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Dear Metro Board Members,

My name is Isabel Herrera and I'm a resident of El Monte. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Isabel Herrera

From:	S Oba
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:00:23 PM

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Dear Metro Board Members,

My name is Sandy Oba, a resident of the Mar Vista area of Los Angeles.. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and delays any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. My family and friends have enjoyed the CicLAvia events all over Los Angeles for many years.

I'm asking the Board to:

Please find a creative funding solution to keep open street events running now.

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sandy Oba

From:	Nicole Gerron
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:00:15 PM

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Dear Metro Board Members,

My name is Nicole Gerron a resident of Angelino Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the board to:

-
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
-

Please pull this item from consent.

Thank you for your consideration,

Nicole Gerron

Sent from my iPhone

From:	Melissa Panganiban
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:59:53 PM

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My name is Melissa Panganiban, a resident of Los Angeles, Mid-City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melissa Panganiban

From:	Ashley Morgan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:59:40 PM

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Dear Metro Board Members,

My name is Ashley Morgan, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashley Morgan

From: G. Melissa Graziano
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:59:20 PM

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Dear Metro Board Members,

My name is **G. Melissa Graziano**, a resident of **North Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Sincerely,
G. Melissa Graziano
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:59:05 PM

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Dear Metro Board Members,

My name is Josh Hamilton, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Josh Hamilton

From:	Jacob Burstein-Stern
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:58:59 PM

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Dear Metro Board Members,

My name is Jacob Burstein-Stern, a resident of Atwater Village, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jacob

From:	Shawn Shahani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:58:25 PM

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Dear Metro Board Members,

My name is Shawn Shahani, a resident of Melrose Hill. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shawn

From:	Camila Ivera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:56:55 PM

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Dear Metro Board Members,

My name is **Camila Gonzalez-Rivera**, a resident of **Valley Village**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Camila Gonzalez-Rivera

From:	Erica Iniguez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:55:31 PM

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Dear Metro Board Members,

My name is Erica Iniguez, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Erica Iniguez

From: louiggy aju
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:55:30 PM

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Dear Metro Board Members,

My name is Louiggy Aju, a resident of El Monte . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Louiggy Aju

Yahoo Mail: Search, Organize, Conquer

From:	Josey Super
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:54:48 PM

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Dear Metro Board Members,

My name is Joselyn Sermeno, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Joselyn Sermeno

From:	Ian Leslie
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:53:52 PM

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SUBMIT WRITTEN COMMENT BY 5PM WEDNESDAY, JULY 22

Send email to: BoardClerk@metro.net

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Ian Leslie a resident of Redondo Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ian Leslie

From:	Elizabeth Ebsen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:52:36 PM

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Dear Metro Board Members,

My name is Elizabeth Ebsen, a resident of Los Feliz in LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Ebsen

From:	Norma Aguila
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:52:27 PM

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Dear Metro Board Members,

My name is Norma, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Norma

From:	Norma Aguila
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:52:09 PM

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Dear Metro Board Members,

My name is Norma, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Norma

From:	Justin Chai
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:51:27 PM

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Dear Metro Board Members,

My name is Justin Chai, a resident of Temple City, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Justin Albert Ortiz Chai

From:	Bryan Aguila
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:51:17 PM

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My name is Bryan Aguila, a resident of Pacoima . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From:	Cleto Gano
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:50:18 PM

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Dear Metro Board Members,

My name is Anacleto Gano, Jr., a resident of Carson, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anacleto Gano, Jr.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:49:46 PM

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Dear Metro Board Members,

My name is Ziena Chan, a resident of El Monte, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ziena Chan

From:	Kimberly Brown
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:49:10 PM

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Dear Metro Board Members,

My name is Kimberly Brown a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kimberly Brown

From: ROBERT BECK
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date: Tuesday, July 21, 2026 8:49:06 PM

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Dear Metro Board Members,

My name is Robert Beck a resident of Redlands, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Rob Beck

From:	Nicole Campos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:48:46 PM

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Dear Metro Board Members,

My name is Nicole Campos, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. On a personal note, I have participated in multiple CicLAVia events, including the most recent one on July 19th, and there is no better public event for the residents of this city to get to know it and each other better. To eliminate support for such events is doing a massive disservice to a struggling city.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Thank you for your consideration.

_____

Nicole Campos
[redacted]

From:	Carla Alcibar
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:46:09 PM

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Dear Metro Board Members,

My name is Carla Alcibar a resident of San Marino/South Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Carla Alcibar

From:	Craig Conradt
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:45:45 PM

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Dear Metro Board Members,

My name is Craig Conradt, a resident of Los Angeles/ Castle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Craig Conradt

From:	Sandy King
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:45:26 PM

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Dear Metro Board Members,

My name is Sandra King, a property tax-paying resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sandra King

From:	Karen Thai
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 8:44:07 PM

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Dear Metro Board Members,

My name is Karen Thai **and I'm** a resident of **Long Beach**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Karen Thai

Sent from my iPhone

From: Edmund Xu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:44:01 PM

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Dear Metro Board Members,

My name is Edmund Xu. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. For those of us who regularly attend these events and invite people to check it out for the first time, Open Streets events are transformational. It completely reshapes our understanding of how the city is laid out and how distances once thought to be far is actually really close when there is a safe place to bike.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Additionally, please fund open street events through 2027 and into 2028—make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. And protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Edmund

From:	Isaac West
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:43:33 PM

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Dear Metro Board Members,

My name is Isaac West, a resident of Chinatown in Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isaac West
[redacted]

From:	Lee
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:43:30 PM

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Email: BoardClerk@metro.net

Dear Metro Board Members,

My name is Lee Miller, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lee Miller

From: Matt Barbabella
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:43:10 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Board Members,

I am deeply concerned by the proposed budget cuts to Ciclavia and strongly encourage you to reconsider.

Ciclavia is my and my family's favorite event in LA. Importantly for Metro, it's shaped my family's views toward transit and reconsidering the type of city LA can be.

Like many people, we cut back our use of Metro during the pandemic. Our reintroduction to the Metro system—with our new children—was through Ciclavia, when we took the D line downtown to the Heart of LA Ciclavia.

Ciclavia was our son's first time experiencing a city he could explore independently through bikes, trains and buses. It encouraged our child to learn the train lines inside and out, and every Ciclavia he talks about the different transit he can take to get there.

Seeing my kids experience Ciclavia also encouraged me to reorient my transportation away from the car. I started taking Metro whenever possible, and I now commute by bike every day. I now

rarely use my car. It wouldn't have happened without Ciclavia.

We need events like Ciclavia to show people the possibility of a city that supports pedestrians, bikes and transit. It allows us to imagine a different way of living, and it brings us together. (I can't think of an event in LA that has such a broad demographic range.) Ciclavia days are when I love this city the most because of the potential it shows. And it's made my young sons love the city (and transit) too.

Thank you,
Matt Barbabella



From:	Dan Fields
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:41:51 PM

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Dear Metro Board Members,

My name is Dan Fields, a longtime resident of Los Feliz neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dan Fields & Ami Shukla

[redacted]

From: raymond francisco
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:41:36 PM

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Dear Metro Board Members,

My name is **Raymond Francisco**, a resident of **Los Angeles, Tujunga**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Raymond Francisco

From: C Ann
To: Board Clerk
Cc: Moe Age
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:40:59 PM

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Dear Metro Board Members,

My name is Morris Age, a resident of Torrance. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—

don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Please Please Please do NOT stop helping to fund Ciclavia …

Thank you.
Morris Age

[redacted]

From: Irina Haack
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:40:47 PM

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Dear Metro Board Members,

My name is **Irina Haack**, a resident of **Culver City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I have attended CicLAvia in multiple neighborhoods including Culver City and Hollywood, and have directly witnessed how these events add to the wellbeing of the community.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open

street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Irina Haack

From:	Liz Graham
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:39:13 PM

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Dear Metro Board Members,

My name is Elizabeth Graham, a resident of Redlands. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Graham

From: Catherine
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:37:54 PM

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Dear Metro Board Members,

My name is Catherine Chang, a resident of Irvine, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Catherine Chang

From:	Jamie Lindsay
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 8:37:44 PM

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Dear Metro Board Members,

My name is Jamie Lindsay and I'm a resident. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Jamie Eleaita Mae Lindsay
Ms. Olive ~

From:	Patrick Brown
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets GranAGAINST Agenda Item #13, File 2026-0432 UpdAGAINST Agenda Itate – Please Pull from Consent Agenda t Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:37:21 PM

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Dear Metro Board Members,

My name is Patrick Brown, a resident of Playa Del Rey. I'm strongly requesting you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent!

Thank you for your consideration,

Patrick Brown

Patrick C. Brown, Principal- LIC. 00756384
[redacted]

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From:	stacey aguila
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:36:55 PM

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Dear Metro Board Members,

My name is Stacey Aguila. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stacey Aguila

From:	Kevin Held
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:36:21 PM

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Dear Metro Board Members,

My name is Kevin Held, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. (https://us.list-manage.com/rqfAEw5u_SR?e=48a9fc44b0&c2id=2aa2a93e7ea032ec41bbcc8a3ddab182)

Thank you for your consideration,

Kevin Held

[redacted]

From:	Jennifer Vecchiarello
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:36:09 PM

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Dear Metro Board Members,

My name is Jennifer Vecchiarello, a resident of Atwater Village, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jenn Vecchiarello

From:	Berto Morfin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:35:35 PM

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Dear Metro Board Members,

My name is Austreberto Morfin, a resident of Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Austreberto Morfin

From: Leanne Pedante
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:35:14 PM

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Dear Metro Board Members,

My name is Leanne Pedante, a resident of Eagle Rock and former resident of South Pasadena. I have taken part in and seen the immense value that open streets events create. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Leanne Pedante

From:	Steve Glenn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:34:10 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **Steve Glenn** a resident of **Santa Monica.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Steve Glenn

Steve Glenn, Founder/CEO
[redacted]

Check out this **NEW** **video** of our factory at Tejon Ranch! The nation's first automated panel and modular home production facility!

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From:	PJ Farrell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:33:11 PM

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Dear Metro Board Members,

As a Downtown LA resident, I request that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for a full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and early 2028, delaying permanent program decisions until after the 2028 Olympics. This more than two-year funding gap risks the survival of vital programs like CicLAvia and ActiveSGV's 626 Golden Streets, which provide essential safe infrastructure and transit access to smaller, underinvested communities. Walking back this decade-long movement contradicts Metro's ridership and multi-modal goals just as the region prepares to host the Olympics.

I ask the Board to:

- Direct staff to find an immediate, creative funding solution to sustain open street events through 2027 and 2028 rather than delaying decisions.
- Establish open streets as a permanent, dedicated program instead of a fluctuating grant line.
- Protect the successful multi-neighborhood, 4+ mile event format.

Thank you for your consideration,
PJ Farrell

From:	Aaliyah Lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:31:21 PM

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Dear Metro Board Members,

My name is **Aaliyah Lopez** , a resident of **Boyle Heights,**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aaliyah Lopez

From:	Kori Joneson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:30:40 PM

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Dear Metro Board Members,

My name is Kori Joneson, a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kori Joneson

From:	Adriana Caselin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:28:08 PM

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Dear Metro Board Members,

My name is Adriana Caselin a resident of Koreatown in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Adriana Caselin
[redacted]

From: Erica Chang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:27:54 PM

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Dear Metro Board Members,

My name is Erica Chang, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Erica Chang

From: DONALD WALT CHANDLER
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:26:30 PM

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My name is **Donald Walt Chandler**, a resident of **Agoura Hills**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. I enjoy CycLAvia events with safe closed atreets.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Donald Walt Chandler

From: Alyssa Shepherd Moore
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:24:07 PM

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Dear Metro Board Members,

My name is Alyssa Moore, a resident of Westchester. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. REALLY!!! That's not a good idea.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I've been to places I thought I might never visit, but for the Open Street Events which make citizens feel safe.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program**, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. And a unique safe way to show off the city.

Please pull this item from consent.

Thank you for your consideration,

==========

Sincerely,
Alyssa (ah-lee-sah) Shepherd Moore

[redacted]



[redacted]

From:	Cynthia Mascarenas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:24:06 PM

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Dear Metro Board Members,

My name is **Cynthia** , a resident of Whittier**]**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Cynthia M

From: Joshua Koelewyn
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:23:47 PM

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Dear Metro Board Members,

My name is Joshua Koelewyn, a resident of Altadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. As someone in the San Gabriel foothills, I've seen how much these events matter here—well beyond the region's biggest cities. Smaller and unincorporated communities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. In a community like mine, still rebuilding after the Eaton Fire, the case for reinvesting in walkable, connected neighborhoods has never been stronger.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joshua Koelewyn

Altadena, CA

_|\/|<

From: Kristina Lee
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:23:08 PM

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Dear Metro Board Members,

My name is Kristina Lee a resident of Midcity LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristina Lee

From:	Alex Sherman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:21:47 PM

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Dear Metro Board Members,

My name is Alex Sherman, a resident of Mid-City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alex Sherman

From:	Warren Watkins
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:21:11 PM

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Dear Metro Board Members,

My name is **Warren Watkins**, a resident of **Encino**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Warren Watkins

From:	Nicole Powe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:20:45 PM

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Dear Metro Board Members,

My name is Nicole Powe a resident of the Beverly Grove neighborhood in LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. My family regularly participates in these activities because it's a safe place to ride bikes in a very busy city.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicole Powe

From: irrefutableresults
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:20:44 PM

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Dear Metro Board Members,

I urgently request that you pull Agenda Item #13, File 2026-0432, from the consent agenda and bring it forward for full public discussion and immediate action. My name is Conor Silva, and I am a resident of West Hollywood. I was born and raised in Los Angeles, and I care deeply about the future of transportation, public space, and equitable mobility in our region.

As currently written, the staff report would leave large-scale open-street events without funding through 2027 and the first half of 2028, while postponing any decision about a permanent program until after the 2028 Olympic and Paralympic Games.

That delay places organizations such as CicLAvia and programs such as ActiveSGV's 626 Golden Streets and Active Streets at serious risk. These events are not simply recreational festivals. They provide residents with safe opportunities to walk, bike, use public transit, and experience their communities without the constant presence and danger of automobile traffic.

Their importance also extends far beyond Los Angeles and the region's largest cities. Smaller cities and historically underserved neighborhoods use open-street events to introduce active transportation, attract visitors, support local businesses, and demonstrate what safer, more accessible streets can look like in communities that often receive too little transportation investment.

Metro helped build and sustain this movement over the past decade. Allowing it to weaken now would undermine Metro's own ridership, sustainability, safety, and multimodal transportation goals—particularly as Los Angeles County prepares to welcome the world in 2028.

I respectfully ask the Board to:

• Direct staff to identify a creative and immediate funding solution that keeps open-street events operating. A gap of more than two years before this issue is reconsidered is unacceptable and could threaten the survival of these programs.

• Provide funding through 2027 and into 2028 rather than postponing the decision until after the Olympic and Paralympic Games.

• Establish open-street events as a permanent, dedicated Metro program rather than leaving them to compete for survival during each grant cycle.

• Protect the multi-neighborhood, four-mile-or-longer format that has made these events successful and regionally significant.

Open-street events are one of the clearest and most visible ways Metro can connect transportation investment with public health, community life, environmental sustainability, and equitable access. This issue deserves a full discussion and a public vote.

Please pull Agenda Item #13 from the consent agenda.

Thank you for your time and consideration.

Sincerely,

Conor Silva
West Hollywood

Sent from Proton Mail for iOS.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Please Pull from Consent Agenda to allow Full Discussion
Date: Tuesday, July 21, 2026 8:19:29 PM

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Dear Metro Board Members,

My name is Marc Campbell, and I am a resident of Monrovia. I respectfully ask you to remove Agenda Item #13 (File 2026-0432) from the consent agenda so it can receive full Board discussion and public deliberation.

As written, the staff report would leave countywide, multi-jurisdictional open streets events without a funding source through 2027 and into the first half of 2028, while delaying any decision on establishing a permanent program until after the 2028 Olympic and Paralympic Games.

This creates a significant funding gap for established countywide organizers—including CicLAvia—and for regional programs such as ActiveSGV's 626 Golden Streets/Active Streets. These events provide benefits well beyond Los Angeles' largest cities. Smaller cities often rely on Metro's partnership to bring safe opportunities for walking, bicycling, and transit access to neighborhoods that otherwise receive little investment in active transportation infrastructure.

Since the Metro Board adopted Motion 72 in June 2013 and established the Open Streets Grant Program framework, Metro has played an important role in growing and supporting the region's open streets movement. Through seven grant cycles (plus a 2019 mini-cycle), Metro has supported 84 open streets events across 39 jurisdictions, creating more than 328 miles of open and slow streets throughout Los Angeles County. Walking back that commitment now would undercut Metro's own goals of increasing transit ridership, encouraging walking and bicycling, and expanding multi-modal transportation, just as Los Angeles prepares to host the 2028 Olympic and Paralympic Games.

I respectfully ask the Board to:

- Direct staff to identify an immediate funding solution that keeps countywide open streets events operating, rather than postponing action until after the Olympics. Waiting until after the 2028 Olympic and Paralympic Games to revisit a permanent program creates a funding gap of more than two years and puts these successful programs at risk.

- Fund countywide open streets events throughout 2027 and into 2028 rather than delaying a decision.

- Establish open streets as a permanent, dedicated Metro program instead of requiring it to compete for limited grant funding during each funding cycle.
- Protect the region's successful multi-neighborhood, four-plus-mile open streets model, which connects multiple communities rather than supporting only isolated street activations.

Please remove this item from the consent agenda so it can receive the careful consideration it deserves.

Thank you for your time and consideration.

Sincerely,

Marc Campbell

From:	Megan Zerga
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:18:56 PM

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Dear Metro Board Members,

My name is Megan Zerga, a resident of the Los Feliz neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Megan

From:	Ifetayo Olutosin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:18:53 PM

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Dear Metro Board Members,

My name is Ife, a resident of Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
5. Please pull this item from consent.

Thank you for your consideration

From: Elizabeth Kegley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:15:44 PM

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Dear Metro Board Members,

My name is Elizabeth, a resident of Mid-City, Los Angeles (City Council District 10, County District 2). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I love Ciclavia so much! I attend a lot of them, and it's a thrill to discover neighborhoods that are new to me - safely, without cars threatening me as I walk, run, or bike while looking around - and to enjoy areas close to my neighborhood when they are car-free! My run group and I love to go early and do a jog together. I grew up in Boulder, CO, with a pedestrian mall, and I love that Los Angeles funds and supports events like Ciclavia so communities have an opportunity to come together safely without cars in the way. It is devastating to think of these events going away. LA residents are here now, will be here through the next two years, and will still be here after the Olympics, and we deserve nice things too.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events

successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Kegley

From:	May Sarmac
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:15:31 PM

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Dear Metro Board Members:

My name is May Gonzalez, a resident of Mission Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade! Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

May Gonzalez

From: Tyler Cinkle
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:15:16 PM

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Dear Metro Board Members,

My name is Tyler Cinkle a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
* Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
* Fund open street events through 2027 and into 2028—don't delay the decision.
* Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
* Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
* Please pull this item from consent.

Thank you for your consideration.
Tyler Cinkle
[redacted]

From:	loretta gonzales
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:15:14 PM

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Dear Metro Board Members,

My name is Loretta Gonzales; a resident of **Pico Rivera**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Loretta Gonzales
Sent from my iPhone

From: Mel Cutler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:14:42 PM

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Dear Metro Board Members,

My name is Mel Cutler, a resident of Los Angeles. I'm requesting to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and defers any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs at real risk. CicLAvia is closely associated with Metro, which gives it widespread credibility and support. As an avid cyclist, I ride every CicLAvia event, support the organization financially, and encourage others to attend to build up their cycling skills and learn how Metro can be used in conjunction with bicycling to explore the diverse areas of Los Angeles. I commute to all of the events as well, bringing friends to demonstrate how to use cycling and/ or Metro for transportation. One rider at a time, we can demonstrate to skeptics that multi-modal transportation in LA is a workable solution for everyone.

Although I can afford to drive a car in LA, I have not owned one since it was "totaled" by an impaired driver over 10 years ago. I'm in my late 70's so if I can do it, youngsters can too. It's a matter of asking "why not?" Rather than "why"?

Metro was instrumental in supporting this movement over the last decade, as well as the delightful support of "bike to work" activities. The latter were key to starting my bike commuting decades ago. This experience provided the base for recreational cycling experiences that have enhanced my life style. Thank you!

As suggested by CicLAvia, i'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the

decision.

- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**

Please pull this item from consent.

Thank you for your consideration,

Mel Cutler
[redacted]

[redacted]

From:	Anna Moreno
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:14:41 PM

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Dear Metro Board Members,

My name is Anna Moreno, a resident of the West San Fernando Valley . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anna Moreno

From:	Isa H
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:14:40 PM

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My name is Isa Hanssen, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

As an Angeleno that relies on public transportation and believes wholeheartedly in a multi-modal walkable city, this move against programs such as CicLavia and Active Streets comes as a betrayal when we should collectively be actively advocating for a more walkable, accessible, and community centered Los Angeles.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isa Hanssen

From:	Laura Ferretti
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:14:23 PM

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Dear Metro Board Members,

My name is Laura Ferretti, and I'm a resident of Santa Monica.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and delays any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.

These events matter for the regions large and smaller cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laura Ferretti

From:	Kevin Mock
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:13:11 PM

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Dear Metro Board Members,

My name is Kevin Mock, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I have attended dozens of CicLAvia's over the years with family, friends, and community groups like the Boy Scouts. This event is vital to bringing all the diverse communities of Los Angeles together for a safe and friendly experience. It is LA at its best. We should do everything we can to protect that.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kevin Mock

From: Oren Bonen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:10:06 PM

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Dear Metro Board Members,

My name is Oren Bonen a resident of Los Angeles, Crenshaw neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Oren Bonen

From:	Craig Coffman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:09:52 PM

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Dear Metro Board Members,

My name is Craig, a resident of Fairfax/Beverly. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Craig Coffman

From: Croy Salinas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:09:32 PM

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Dear Metro Board Members,

My name is Croy Salinas. I am a Pasadena resident. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

- - -
Croy Salinas
(Pronouns: he/him)

From: Joan Minera
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:08:22 PM

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Dear Metro Board Members,

My name is Joan Minera, a resident of Inglewood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Joan Minera

From: Derek Chesnut
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:07:49 PM

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Dear Metro Board Members,

My name is Derek Chesnut, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Derek Chesnut

[redacted]

From:	Laura Cowan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:06:30 PM

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Dear Metro Board Members,

My name is Laura Cowan, a resident of **Los Angeles, Atwater village neighborhood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

These events bring Los Angeles community together & show residents what a car free experience looks like, sounds like. This is the kind of event we need to see

expanded, permanently funded to show each other the bare minimum for what Los Angeles of the future looks like. It’s shameful that these considerations are still up for debate in 2026 after such a long period of success

Please pull this item from consent.

Thank you for your consideration,

Laura Cowan

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:05:28 PM

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Dear Metro Board Members,

My name is Jackie Burneson, a resident of unincorporated La County (Whittier). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.**Please pull this item from consent.**

Thank you for your consideration,

Jackie Burneson

From:	Daniel Spilatro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:04:17 PM

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Dear Metro Board Members,

My name is Daniel Spilatro, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (MY FAMILIES FAVORITE EVENTS IN LA) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel Spilatro

[redacted]

From: Brett Bermudez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:04:06 PM

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Dear Metro Board Members,

My name is Brett Bermudez, a resident of North Hollywood . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brett Bermudez

From:	Pasha Nassim
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:02:30 PM

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My name is Pasha nassim, a resident of **Los angeles/ koreatown**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

pasha nassim

From:	Anabel Vallin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:00:58 PM

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Dear Metro Board Members,

My name is Anabel Vallin a resident of Los Angeles/Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Anabel Vallin

Anabel Vallin
[redacted]

From:	Declan Siewert
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:00:41 PM

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Dear Metro Board Members,

My name is Declan Siewert, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Sincerely,
~Declan Siewert

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:56:36 PM

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Dear Metro Board Members,

My name is Brent Daugherty, a resident of Los Angeles, [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Brent Daugherty

From:	Meghan Clough
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:56:23 PM

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I'm a resident of east Hollywood asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Keep events like CicLaVia alive and well funded!

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

Thank you!

Meghan

From:	Eric Lansangan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:56:12 PM

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Dear Metro Board Members,

My name is Eric Lansangan, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eric Lansangan

From:	Ricardo Flores Santiago
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:55:46 PM

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My name is Ricardo Flores Santiago, a resident of South Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ricardo Flores Santiago

From:	Zach Best
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:53:35 PM

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Dear Metro Board Members,

My name is Zach Best a resident of Baldwin Hills Estates (LA City). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zach Best

From:	MICHAEL COLTON
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:53:01 PM

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Dear Metro Board Members,

My name is Michael Colton, a resident of West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Colton

From:	Acrivi Coromelas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent A
Date:	Tuesday, July 21, 2026 7:51:34 PM

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Dear Metro Board Members,

My name is Acrivi Coromelas a resident of the Silver Lake neighborhood in Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open street events are an opportunity for people of all ages who might not feel safe biking in cities to have an experience to reimagine cities, to have joy outside, and have a more active lifestyle. They build confidence, build community, and bring joy. Having just participated in a CicLAvia last weekend, I became engaged with new community groups, got to speak with new people, visited businesses, and experienced the city in a new and invigorating way it was such a wonderful experience, and the hundreds of people I saw seemed to feel the same way

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Acrivi Coromelas

From:	Adriana Pinedo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:51:06 PM

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Dear Metro Board Members,

My name is Adriana Pinedo and I am a resident of La Verne. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia and ActiveSGV. These events celebrate public and active transit while bringing together millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. This is a vital creator of connectivity from neighbor to neighbor as well as resident to places in their city and beyond. Cutting funding would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals through these beautiful events that show folks what our communities could look like when we focus on transportation aside from cars.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Adriana Pinedo

From:	Rosalina Steinberg
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:49:49 PM

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Dear Metro Board Members,

My name is Rosalina Steinberg and I'm a resident of El Monte, CA. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rosalina Steinberg

Yahoo Mail: Search, Organize, Conquer

From: Liv Houghton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:49:00 PM

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Dear Metro Board Members,

My name is Liv Houghton, a resident of Mid City/Miracle Mile Los Angeles [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Liv Houghton

[redacted]

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 7:48:03 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you.

Dear Metro Board Members,

My name is Bryan Matsumoto, a resident of Temple City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for

survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Pull this item from consent.

Thank you for your consideration,

Taxpayer,
Bryan Matsumoto
[redacted]

Bryan

From:	David Zamani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:47:59 PM

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Dear Metro Board Members,

My name is David Zamani, a resident of Brentwood, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Zamani

From:	Shanti Moore
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:47:56 PM

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Dear Metro Board Members,

My name is Shanti Moore, a resident of North Hollywood . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shanti Moore

From:	Maddie Graham
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:47:25 PM

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Dear Metro Board Members,

My name is Maddie, I'm a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Maddie

From: G Sato
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:45:57 PM

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Dear Metro Board Members,

My name is Glenn Sato, a resident of View Park-Windsor Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Glenn Sato

From: Brian M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:45:14 PM

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Dear Metro Board Members,

My name is Brian Monacelli, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Brian Monacelli

From: Kent MacElwee
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:44:37 PM

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Dear Metro Board Members,

My name is Kent MacElwee, a resident of Highland Park, Los Angeles. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kent MacElwee

From:	Mike Moskowitz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:43:06 PM

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Dear Metro Board Members,

My name is **Mike Moskowitz**, a resident of **San Clemente**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mike Moskowitz

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:41:46 PM

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Dear Metro Board Members,

My name is Allen, a resident of San Pedro. I'm asking you to **pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Allen Natian

From:	Annah O"Keefe
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:40:09 PM

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Dear Metro Board Members,

My name is Annah O'Keefe, a resident of West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

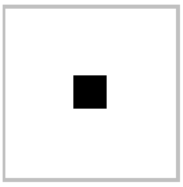
I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Annah O'Keefe



Annah O'Keefe

She/Her/Hers

[redacted]

From: Jazmine Cruz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:40:08 PM

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Dear Metro Board Members,

My name is Jazmine Gonzalez , a resident of City Terrace I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jazmine Gonzalez

From:	Katina Shields
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:40:06 PM

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Dear Metro Board Members,

My name is Katina Shields. I live in Valley Glen and am a frequent CycLAvia participant. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Katina Shields

From: Mike Matlock
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:39:10 PM

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Dear Metro Board Members,

My name is Mike Matlock, and I am a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mike Matlock

From:	Candyce Fabre
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:38:56 PM

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Dear Metro Board Members,

My name is Candyce, a resident of South Central LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Candyce Fabré
[redacted]

From:	J S
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:38:53 PM

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Dear Metro Board Members,

My name is JD, a resident of Los Angeles[redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

JD Santacruz

--
Best Regards,

JD Santacruz

From:	Megan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:38:49 PM

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Dear Metro Board Members,

My name is Megan, a resident of Beverly Grove. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Megan Pritchard

From:	Tina N.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:38:40 PM

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ear Metro Board Members,

My name is **Tina Nathan** a resident of **Redondo Beach**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tina Nathan

From:	Byron Edmonson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:37:24 PM

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Dear Metro Board Members,

My name is Byron, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Byron E

From:	Victor Papke
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:37:18 PM

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Dear Metro Board Members,

My name is Victor Papke, a resident of Venice Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I have been attending these events for many years, I've ridden public transit to them, and biked through neighborhoods I usually only pass through in my car. I've raised both of my kids going to these events and they make us feel connected to the city in ways we never do in our car. Please don't put something, cherished by so many, at risk.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Victor Papke

Sent via the Samsung Galaxy S25+, an AT&T 5G smartphone
Get Outlook for Android

From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:35:15 PM

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Dear Metro Board Members,

My name is Cesar Vasquez a resident of Inglewood/Hyde Park soon to be DTLA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cesar Vasquez

From:	David Arenas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:34:21 PM

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Dear Metro Board Members,

My name is **David Arenas and I'm** a resident of **Boyle Heights**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Arenas

From:	Janet K
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:34:05 PM

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Dear Metro Board Members,

My name is Janet Kaplan, a resident of Santa Monica's Northeast Neighbors. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Janet Kaplan

Sent from Gmail Mobile

From: Dieter Kiesel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:31:30 PM

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Dear Metro Board Members,

My name is Dieter H. Kiesel, Jr., a resident of MidCity/Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dieter H. Kiesel, Jr.

From:	Jackie Illum
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:31:13 PM

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Dear Metro Board Members,

My name is Jackie Illum, a resident of Silverlake Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jackie Illum



From:	Chanell Crichlow
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:31:01 PM

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Dear Metro Board Members,

My name is Chanell, a resident of Vermont Square. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Chanell

From: Tiffany Leung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:30:02 PM

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Dear Metro Board Members,

My name is Tiffany Leung, a resident of Lincoln Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tiffany

From:	Quakduck
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:28:52 PM

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Dear Metro Board Members,

My name is Joseph, a resident of **Reseda**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Joseph Karpinski

From:	Pat Morton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:26:14 PM

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Dear Metro Board Members,

My name is Patricia Morton a resident of Atwater Village [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sincerely,

Patricia Morton

[redacted]

From:	aaonebox
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:23:48 PM

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Dear Metro Board Members,

My name is MaryJo Campbell, a resident of Monrovia. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I really enjoy these events and I ride Metro to attend the events. I've seen areas of the county I would not have seen or spent money at without these events.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. Be creative. Reduce the number/frequency of events, but don't end the funding.

I'm asking the Board to:
• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

M. Campbell

From: David Diaz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 7:22:34 PM

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Dear Metro Board Members,

My name is David and I'm a resident of El Monte. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Please Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Please pull this item from consent.

Thank you for your consideration,

David Diaz
Pronouns: He | Him
[redacted]

From:	Don Thomas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:21:15 PM

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Dear Metro Board Members,

My name is [Your Name] and I'm a resident of [Your City/Neighborhood]. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

[Your Name]

Don

From:	Jocelyn Montoya
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:20:52 PM

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Dear Metro Board Members,

My name is Jocelyn Montoya a resident of Valley Village, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jocelyn Montoya

From: Eileen Pollack Erickson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432- Open and Slow Streets Grant Program Update - Please pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:17:58 PM

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Dear Metro Board Members,

I am a resident of Venice, CA in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. The CicLAvia events in particular are dear to my heart, and a boon to Los Angeles as it brings community together in a healthy and positive way.

The staff report, as written, leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eileen Pollack Erickson

From: Lisa Rowley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:17:27 PM

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Dear Metro Board Members,

My name is Lisa Rowley, my husband and I enjoy the Ciclavia events tremendously and taking our new K line stop with our bikes and friends to attend them and get to know different parts of our city we don't usually explore. The last event I learned how to put my bike on the bus. We are residents of Westchester.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lisa (and Dan) Rowley

From: Gregg Vierich
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:17:21 PM

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Dear Metro Board Members,

My name is Gregg Vierich, a resident of West Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gregg Vierich

From: Sheryl Sinclair
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:16:51 PM

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Dear Metro Board Members,

My name is Sheryl Sinclair, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sheryl Sinclair

--
Sheryl Sinclair (she/her/hers)
[redacted]

From:	Will Jacobson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:15:45 PM

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Dear Metro Board Members,

My name is Will Jacobson and I am a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Thank you very much for your consideration,

Will Jacobson

From:	Alex Berger
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:15:22 PM

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Dear Metro Board Members,

My name is Alex Berger, a resident of Miracle Mile North in Los Angeles. Open Streets are an important part of what makes this city great and what keeps the people in this city healthy and happy.

So, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Alex Berger

Alex Berger
[redacted]

From:	Adam Wimberly
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:14:33 PM

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Dear Metro Board Members, My name is [Your Name] and I'm a resident of [Your City/Neighborhood]. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion. Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. Please Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Please pull this item from consent. Thank you for your consideration, [Your Name]

From:	Ezra Dweck
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:14:30 PM

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Dear Metro Board Members,

My name is Ezra Dweck a resident of Studio City I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ezra Dweck

From:	Tara Kwan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:14:27 PM

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Dear Metro Board Members,

My name is Tara and I'm a resident of Monterey Park and I am emailing to request that you please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. I have many fond memories of going to open street events and hope that it can continue to inspire the next generation to consider multimodal transit.

Reversing this program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tara A. Kwan, ASW (she/her/她)

"We never know how our small activities will affect others through the invisible fabric of our

connectedness. In this exquisitely connected world, it's never a question of 'critical mass.' It's always about critical connections."
~ Grace Lee Boggs

From:	Linda Wah
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:13:49 PM

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Dear Metro Board Members,

My name is **[Your Name] and I'm** a resident of **[Your City/Neighborhood]**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Linda S Wah

From:	Richard Wun
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 7:13:43 PM

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Dear Metro Board Members,

My name is Richard Wun **and I'm** a resident of **Arcadia, CA**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Richard Wun
[redacted]

From: Richard Wun
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 7:13:20 PM

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Dear Metro Board Members,

My name is **[Your Name] and I'm** a resident of **[Your City/Neighborhood]**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Richard Wun
[redacted]

From:	Merrick Campbell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:12:52 PM

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Dear Metro Board Members,

My name is Merrick Campbell, a resident of Monrovia. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

The open street events are truly magical and the best reoccurring event in LA. I always go out with my friends and spend money on local food businesses. Please don't ruin LA by ending these events.

Please pull this item from consent.

Thank you for your consideration,

Merrick Campbell

From: Nicholas Novello
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:12:31 PM

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Dear Metro Board Members,

My name is **Nicholas Novello**, a resident of Encino in **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicholas Novello

From:	Marielle Jade Te
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:11:59 PM

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Dear Metro Board Members,

My name is Marielle a resident of Los Angeles, Historic Filipinotown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

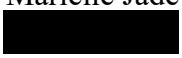
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,--
Marielle Jade Te


From: Noel Yocom
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:10:57 PM

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Dear Metro Board Members,

My name is Noel Yocom, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Noel Yocom

From:	Susan Requa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:08:51 PM

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Dear Metro Board Members,

My name is Susan Requa, a homeowner and frequent Metro user in Leimert Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susan Requa

From:	Chloé West
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:08:27 PM

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Dear Metro Board Members,

My name is **Chloe West**, a resident of **Duarte, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chloe West

From:	Rhodela C
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:05:37 PM

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Dear Metro Board Members,

My name is Rhodela, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rhodela Castillo

From: Isabel Santos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:04:54 PM

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Dear Metro Board Members,

My name is Isabel Santos, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isabel Santos

From: Annnd...Action! Photo Booth
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open + Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 7:04:48 PM

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21 July 2026

Dear Metro Board Members,

My name is Victoria Genin, a resident of and local small business owner in Granada Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations that we partner with, like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. We use them to meet community members, mingle with neighbors and promote our small business to our community at large.

My understanding is that Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the WORLD for the Olympics.

I'm asking the Board to:

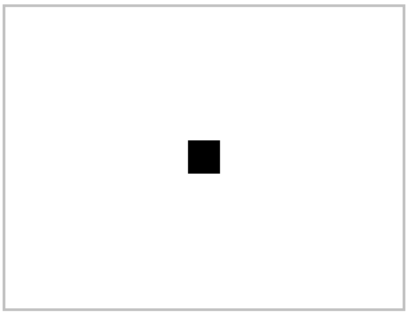
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision!
- Make open street events a permanent, dedicated program, not a grant line competing for survival each year.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

In a time when people are being pushed further apart and community members are becoming isolated due to political and economical climates, we need you to please pull this item from consent.

Thank you for your keen consideration,

[redacted]



[redacted]

From:	Janelle Asobo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:04:21 PM

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Dear Metro Board Members,

My name is Janelle Asobo a resident of West Adams. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Janelle Asobl

From:	Kazi Ahmed
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:04:00 PM

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Dear Metro Board Members,

My name is Kazi, a resident of North Hollywoo. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Kazi Ahmed

Get Outlook for Android

From:	Mary Mann
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:02:50 PM

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Dear Metro Board Members,

My name is Mary Mann, a resident of Hermosa Beach, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Mary Mann

From:	Angela Armijo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:01:11 PM

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Dear Metro Board Members,

My name is Angela Armijo a resident of Highland Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Angela Armijo



From:	Frank Camoos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:58:20 PM

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Dear Metro Board Members,

My name is Frank Campos , a resident of Reseda LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Frank Campos

Sent FC IPhone Max

From:	Jennifer Rhee
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:57:38 PM

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Dear Metro Board Members,

My name is Jennifer, a resident of Miracle Mile, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Rhee

From:	Kelsey Weymouth-Little
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:57:26 PM

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Dear Metro Board Members,

My name is Kelsey Weymouth-Little, and I am a resident of East Hollywood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. As a resident of LA, I care deeply about having access to safe walking and biking opportunities on a regular basis. Additionally, these events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited denies residents current recreation opportunities and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kelsey Weymouth-Little

From:	Michael Ortega
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:56:57 PM

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Dear Metro Board Members,

My name is Michael, I'm a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Ortega

From:	Kristal Bailey
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:52:42 PM

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Dear Metro Board Members,

My name is Kristal Bailey, a resident of Woodland Hills & Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristal

From:	Katie Lau
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:51:39 PM

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Dear Metro Board Members,

My name is Katie Lau, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. As an enjoyer of CicLAvia I would be so so sad to see it go. I was able to see parts of the city I've never seen before in a safe and lovely environment.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Katie Lau

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:51:18 PM

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Dear Metro Board Members,

My name is Ashley Vagary, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ashley Vagary

Sent from my iPhone

From:	Frances Corujo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:50:52 PM

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Dear Metro Board Members,

My name is Frances , a resident of WEHO. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Frances

From:	Kelly Wright
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:50:47 PM

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Dear Metro Board Members,

My name is Kelly Wright, a resident of Faircrest Heights, a physician at Cedars-Sinai, and someone who enjoys and promotes safe spaces for outdoor activity away from cars. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. In the lead up to the Olympics, we should be expanding and testing open streets FURTHER than we already are, not reducing it.

Please pull this item from consent.

Thank you for your consideration,
Kelly N. Wright, MD, FACOG, FACS

From:	Troy Titus-Barrow
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432— Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:49:43 PM

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Dear Metro Board Members,

My name is Troy Titus-Barrow a resident of **Sherman Oaks.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Yours sincerely,

Troy Titus-Barrow

Sent from my iPhone

From:	Lindsey Bramer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:49:19 PM

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Dear Metro Board Members,

My name is Lindsey Bramer, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open street events have made me love my neighborhood and the overall city of Los Angeles more and more each event. I cherish these memories! I want to be able to keep making these memories and enjoying our great city with open street programs. It allows me to travel safely as a pedestrian and bike rider - something I can't say for a regular day in LA!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lindsey Bramer

From:	Kris Ibranan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:49:13 PM

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Dear Metro Board Members,

My name is Kris Ibranan, a resident of Alhambra. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. These events provide exposure to communities, small businesses, and neighborhoods. They also bring communities and cultures together.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kris Ibranan
[redacted]

From:	SAGAN YEE
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:48:39 PM

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Dear Metro Board Members,

My name is Sagan Yee, a resident of Los Angeles, Mid-City Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

--

Sagan Yee (he/they)
UCLA School of Arts and Architecture

From: Jeannette Castro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:46:42 PM

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Dear Metro Board Members,

My name is Jeannette Castro, a resident of South Los Ángeles [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeannette Castro
[redacted]
Sent from my iPhone

From:	Conrad Woo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:46:13 PM

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Dear Metro Board Members,

My name is Conrad Woo, a resident of Los Angeles, Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Conrad Woo

From:	Megan Prescott
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:46:12 PM

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Dear Metro Board Members,

My name isegan Prescott, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Megan Prescott

From:	Linnea Dakin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:45:35 PM

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Dear Metro Board Members,

My name is Linnea Dakin, and I'm a resident of Van Nuys, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Linnea Dakin

Linnea Liu Dakin
[redacted]

[redacted]

From:	Audra Walker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:44:27 PM

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Dear Metro Board Members,

My name is Audra Walker, a resident of pico union, LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Audra Walker

From: Denise G
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:43:50 PM

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Dear Metro Board Members,

My name is Denise Gen, a resident of Los Angeles/Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Denise Gen

From:	Oana Pop
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:43:10 PM

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Dear board members,

My name is Oana, I'm a resident of the Sawtelle neighborhood and previous resident of Palms. I moved to Los Angeles in 2025 from Houston, Texas. One of the first city activities I participated in was Ciclavia, riding from Culver City to Venice and back. Coming from a city where cyclists/joggers/walkers are actively targeted by motor vehicles and hostile policymaking, I can't even describe the relief I felt to finally live in a city where pedestrians, be they moms running with their strollers, dads biking their kids to school, or teens riding their e-bikes and skateboards with their friends, are respected and celebrated as equal users of city streets. That was the one of the first impressions Los Angeles made on me - I felt welcome. Just because I chose not to drive my car didn't make me less worthy of respect and safety on our city roads. Ciclavia brought together thousands of community members in a moment of togetherness and love for our city.

I've now participated in multiple Ciclavia events with the same joy and sense of community. I was extremely dismayed to hear that funding for this and other open streets programs is not being guaranteed for the future. This is NOT something I expect from leaders of the city I fell in love with. Therefore, I am writing to ask the board members the following:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Open streets events are deeply important to many people of all ages and backgrounds in the LA community. This is a point of pride we should be bravely showing off to the international community when we are on the world stage in 2028. **Please pull this item from your consent.**

Thank you for your consideration,

Oana Pop, MPH
(she/her)
[redacted]

From:	Heather Thee
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:42:46 PM

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Dear Metro Board Members,

My name is Heather Tripp, a resident of Boyle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Heather Tripp

From:	Hannah Sedgwick Shin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:42:42 PM

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Dear Metro Board Members,

My name is Hannah Sedgwick Shin, a resident of Culver City, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. I am a runner, active member of the running community and frequent attendee of events like CicLAvia

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hannah

From: Alanna Santini
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:41:21 PM

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Dear Metro Board Members,

My name is Alanna Santini a resident of Hollywood Hills / Beachwood Canyon. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alanna Santini

From:	Jamie Perlman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:40:10 PM

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Dear Metro Board Members,

My name is Jamie Perlman, a resident of Los Feliz, [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jamie Perlman

Sent from my iPhone

From: Jenn S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:40:10 PM

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Dear Metro Board Members,

My name is Jennifer Stavish, a resident of Hawthorne. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Stavish

From:	Sylvia Meserkhani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:39:35 PM

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Dear Metro Board Members,

My name is Sylvia Meserkhani, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Sylvia Meserkhani BA/Ed, MA
[redacted]

"Anyone who has never made a mistake has never tried anything new." - Albert Einstein

From:	Anna Cooley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:39:27 PM

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Dear Metro Board Members,

My name is Anna Cooley, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anna Cooley

From: Becca Scheuer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:39:23 PM

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Dear Metro Board Members,

My name is Becca Scheuer, a resident of Jefferson Park in South LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Becca Scheuer

From:	Jeremy Bent
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:39:22 PM

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Dear Metro Board Members,

My name is Jeremy Bent, a resident of Virgil Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. Last Sunday's event was a huge success with thousands of Angelenos sharing the joy of open streets.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-Jeremy

From:	Benjamin Peabody
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:38:37 PM

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Dear Metro Board Members,

My name is Ben Peabody, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ben Peabody

From:	Lily Fugita
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:37:46 PM

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Dear Metro Board Members,

My name is Lily Fugita, a resident of the Culver City/Palms area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. It also increasingly important for our climate to have days without cars spilling copious amounts of emissions into the air.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lily Fugita, MT-BC

From:	Sarinea
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:37:07 PM

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Dear Metro Board Members,

My name is Sarinea Meserkhani, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Sarinea Meserkhani

From:	Arad Vejdani
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:36:46 PM

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Dear Metro Board members,

My name is Arad Vejdani a resident of Eagle Rock, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

From:	Dai Tran
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:35:19 PM

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Dear Metro Board Members,

My name is **Dai Tran**, a resident of **Long Beach**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sincerely,

Dai Tran

From: Cathleen Kisich
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:34:55 PM

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Dear Metro Board Members,

My name is Cathleen Kisich, a resident of Los Feliz, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cathleen Kisich

From: Linda Lee
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:32:45 PM

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Dear Metro Board Members,

My name is **Linda Lee**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Linda Lee

From:	Sharon Diec
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:32:40 PM

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Dear Metro Board Members,

My name is Sharon Diec, a resident of Monrovia in LA County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sharon Diec

From: Siona van Dijk
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Please Pull from Consent Agenda!!
Date: Tuesday, July 21, 2026 6:29:35 PM

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Dear Metro Board Members,

My name is Siona van Dijk, and I am a resident of the Arts District in Los Angeles. I am writing to ask that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As currrently written, the staff report leaves large-scale open street events without funding through 2027 and the first half of 2028, while postponing any decision about a permanent program until after the 2028 Olympics.

This creates uncertainty for organizations such as CicLAvia and programs like ActiveSGV's 626 Golden Streets and Active Streets. These events serve communities across the region, including many smaller cities where they provide valuable opportunities for people to walk, cycle, and use transit safely in neighborhoods that have historically seen limited investment in active transportation.

Over the past decade, Metro has played an important role in building this movement. Continuing to support these programs advances the agency's own goals around ridership, multimodal transportation, public health, and community connection. It also reflects the kind of region we hope to present as Los Angeles prepares to welcome the world for the summer Olympics.

I respectfully ask the Board to:

- Direct staff to identify a creative funding solution that keeps open street events operating now, rather than postponing the conversation until after the Olympics. Waiting more than two years to revisit this issue places these programs in an needlessly precarious position;
- Provide funding for open street events through 2027 and into 2028;
- Establish open street events as a permanent, dedicated program rather than a grant line that must compete for funding each cycle; and
- Protect the multi-neighborhood, four-plus-mile format that has made these events so successful throughout the region.

Please pull this item from the consent agenda so it can receive the discussion it deserves.

Thank you for your time and consideration--

Siona van Dijk

From:	Quincie Bump
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:29:01 PM

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Dear Metro Board Members,

My name is **Quincie Bump**, a resident of **Westwood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Quincie Bump

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:28:10 PM

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Dear Metro Board Members,

As a resident of Los Angeles, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration/

From:	ethanharm
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:26:35 PM

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My name is Ethan, a resident of Sawtelle, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Ethan

--
Ethan Harm
[redacted]

From:	Christine Loera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:25:48 PM

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Dear Metro Board Members,

My name is Christine Loera a resident Upland, CA. From the pinche IE. Writing about this event an hour away, all because I love it so goddamn much.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
CHRISTINELOERA (she/her)
[redacted]

From: Peggy Kennedy
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:25:34 PM

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Dear Metro Board Members,

My name is Peggy Kennedy, a resident of Valley Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peg Kennedy
sent from my iPhone

From:	Kate Shanahan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:24:43 PM

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Dear Metro Board Members,

My name is Kate Shanahan, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kate Shanahan

From:	Meagan Kadish
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:23:24 PM

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My name is Meagan Kadish a resident of East Hollywood. I participated in Ciclavia this past weekend and it was an incredible community event. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Meagan Kadish

From:	Camille Kopischke
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:22:06 PM

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Dear Metro Board Members,

My name is Camille Kopischke, a resident of Westlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter! People from all over southern California participate in these events. They foster community and show our car-centric state that a future with open streets is a bright one.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your time and consideration,
Camille Kopischke

From:	Jessica Ramirez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:21:56 PM

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Dear Metro Board Members,

My name is Jessica Ramirez, a resident of the West Adams neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Please protect some joy and community connection for this city.

Thank you for your consideration,
Jessica

From: Jazmin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:20:08 PM

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Dear Metro Board Members,

My name is Jazmin Jamias, a resident of Los Angeles/East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jazmin Jamias

--
I'm super! Thanks for asking. ;P

From: Mitur Sakoda
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:19:09 PM

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Dear Metro Board Members,

My name is Mitur Sakoda, a resident of Chicago, IL. I'm respectfully asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Yes, I am not a resident of LA County, but my kid goes to college at USC and I visit the area regularly, having ridden CicLAvia a few times. It is an amazing experience and incredible sense of community.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mitur Sakoda

From: Lexa Payne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:16:37 PM

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Dear Metro Board Members,

My name is Lexa Payne, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lexa Payne

From:	Jessamynn Reyes
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:16:17 PM

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Dear Metro Board Members,

My name is Jessamynn Reyes, a resident of Fountain Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessamynn Reyes

From:	Sam Christopher Phillips
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:15:04 PM

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Dear Metro Board Members,

My name is Sam Phillips, a resident of Pico-Union I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I'm a mom of a toddler, and I have another on the way. We absolutely love CicLaVia. We have found it to be such a positive event to take our son to to enjoy the sunshine and learn about other neighborhoods in our city. This is such a wonderful event that brings us together, and it devastates me to think that we won't be able to take our younger child to them. I really urge you to reconsider pulling funds for CicLaVia from the budget — this is the kind of thing I want my tax dollars to be going, and any representative who doesn't facilitate that is one who doesn't represent my interests.

Thanks,

Sam Phillips

From:	David W.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:14:48 PM

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Dear Metro Board Members,

My name is David Woon, a resident of Koreatown in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Woon

From:	Kimberly Sanchez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:14:01 PM

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Dear Metro Board Members,

My name is Kimberly Sanchez, a resident and commuter of South Central LA. I'm asking you to pull Agenda Item #13 from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kimberly

From:	Alison White
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:13:10 PM

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Dear Metro Board Members,

My name is Alison White, a resident of Culver City, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alison White

From:	Seth Gilbert
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:12:07 PM

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Dear Metro Board Members,

My name is Seth Gilbert, a resident of South Central (Florence). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Seth Gilbert

Disclaimer: All typos and mistakes were on purpose

From: Duncan Sinclair
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:11:32 PM

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Dear Metro Board Members,

I am a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Duncan Sinclair

From: Tyree Tisdale
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:11:07 PM

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Dear Metro Board Members,
My name is **Tyree**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,
Tyree

From:	Abraham Torrico
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:10:55 PM

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Dear Metro Board Members,

My name is Abraham Torrico, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Abraham Torrico

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 6:10:48 PM

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This item should be pulled from the Consent Calendar to permit an open debate with public input.

Suspending funding for Open Streets events, including CicLAvia, would mean ending (not suspending) the organizational infrastructure and uprooting the passionate staff and volunteers that make these events happen. For nonprofits, this means losing their institutional memory and damaging, I expect irreparably, the multiple partnerships and "brand" they have formed over years and years.

CicLAvia in particular encourages mass transit directly as hundreds of people take buses and light rail to reach the ride sites. Hundreds of others join feeder rides, discovering first-hand how close-by other neighborhoods really are. CicLAvia also encourages mass transit indirectly as it brings first-time visitors to new neighborhoods, reinforces our shared humanity as Angelenos, and connects so many different ethnicities and cultures.

The Olympics will be a grand time for L.A., but what will L.A. be like in two years if we sever the connections that ANGELENOS need to sustain us to reach 2028?

I've been a participant in (and donor to) CicLAvia for about 10 years and it has brought me to so many new places and introduced me to countless social-good initiatives with booths at the hubs. L.A. needs and

benefits from all the connections that Open Streets events provide.

Jennifer L. Polhemus
[redacted]

From:	Karen Axelrod
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:10:09 PM

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Dear Metro Board Members,

My name is Karen Axelrod's a resident of **Redondo Beach**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

CicLAvia is one of my favorite events *ever* - of all time - to participate in! I bring people in from out of town to participate, and I always enjoy supporting local businesses and showing off my diverse local communities.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your sincere consideration,
Karen Axelrod

Sent from my iPhone

From:	Nicki Vuong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:08:41 PM

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Dear Metro Board Members,

My name is Nicki Vuong, a resident of Palm/Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- I'm asking the Board to:
-
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicki Vuong

From:	Jordan Burchette
To:	Board Clerk
Cc:	info@ciclavia.org
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:08:23 PM

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Dear Metro Board Members,

My name is Lawrence Jordan Burchette, a resident of Silver Lake, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As I understand it, this will leave major open street events unfunded until the 2028 Olympics and suspend any permanent decisions about such programming indefinitely.

Of particular focus is CicLAvia, which marshals legions of people, promoting community in ways and at scales I haven't otherwise seen in this town. It generates nothing but goodwill—I've never witnessed an altercation, act of vandalism or outburst of unproductive activity the likes of which I've observed during some events in Los Angeles and elsewhere.

Programs like this actively involve people of all ages, cultures and socio-economic strata in the interest of physical activity and engagement with our environment. They introduce people to new neighborhoods and businesses, provide canvasses for expressive creativity and offer an angle on the city that couldn't otherwise be seen. They're also remarkably well run.

I'm respectfully asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than deferring the conversation until after the Olympics. A gap of more than two years before this is even revisited puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—please don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

L. Jordan Burchette



From:	Hurricane Linda
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:07:39 PM

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Dear Metro Board Members,

My name is Linda Williamson, a resident of Granada Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Linda Williamson

From:	Garry Rosenblum
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:06:50 PM

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Dear Metro Board Members,

My name is Garry Rosenblum, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Garry Rosenblum

From:	Alan Chen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:05:26 PM

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Dear Metro Board Members,

My name is Alan Chen, a resident of the Sawtelle neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Alan Chen, MPH, REHS
LinkedIn

From:	Fzyon Zarzuela Fernandez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:05:17 PM

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Dear Metro Board Members,

My name is Fzyon Zarzuela Fernandez, a resident of Glassell Park, Northeast LosAngeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you very much for your consideration,

Fzyon Zarzuela Fernandez

From:	Jordy Penagos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:04:35 PM

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Dear Metro Board Members,

My name is Jordy Penagos, a resident of Sylmar I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jordy Penagos

From:	Jens Ericson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:03:54 PM

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Dear Metro Board Members,

My name is Jens Ericson, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

As a member of the community, I have really enjoyed the CicLAvia events I've attended. They have made me feel closer to the city of Los Angeles and giv en me confidence that I can bike more places around me.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jens Ericson

From:	Raisa Kudos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:02:59 PM

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Dear Metro Board Members,

My name is Raisa, a resident of East Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Raisa Kudos

From:	Haley S.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:01:57 PM

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Dear Metro Board Members,

I am a resident of Silver Lake in Los Angeles, asking you to pull Agenda item #13 (file 2026-0432) from the consent agenda for full discussion.

I heard this will make CicLAvias and their ilk unfunded until after the 2028 Olympics. As someone who bikes, walks, and drives all over LA and the greater area, who hasn't shut up about CicLAvias etc since they started, who discovers new business and exciting things to explore each time they have one--this feels kind of insane.

Open Streets events connect LA residents to each other, to communities, to supporting their city and desiring to continue living in it and investing in it. The more open streets there are, the better.

Please continue to support this wonderful tradition--one that connects Los Angeles to cities and countries around the world in their commitment to mobility, exploration, and community.

Metro built this movement over the last decade. Walking it back now undercuts Metro's ridership and goals, right as the region prepares to host the world for the Olympics. Please find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. Even better--make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Please pull this item from consent.

Thank you,
Haley Stoessl

From:	Dani Dirksen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:01:41 PM

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Dear Metro Board Members,

MORE MONEY FOR THE PPL PLS

My name is Dani Dirksen and I am a resident of DTLA Historic Core. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dani Dirksen

From:	Daniella W
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:01:05 PM

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Dear Metro Board Members,

My name is Daniella Peretz, a resident of **North Hollywood.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniella Peretz

From:	Pat Aderhold
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:00:13 PM

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Dear Metro Board Members,

My name is Patrick Aderhold, a resident of Valley Glen. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Patrick

From:	Todd King
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:00:12 PM

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Dear Metro Board Members,

My name is Todd King, a resident of **West Hills**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Todd King

From: Ency Figueroa
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:58:47 PM

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Dear Metro Board Members,

My name is ENCY FIGUEROA, a resident of **South Central Los Angeles.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Ency Figueroa

Sent from my iPhone

From:	Karina Moreno
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:58:28 PM

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Dear Metro Board Members,

My name is Karina Moreno, a resident of Covina, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Karina Moreno

From:	Danielle Castrence
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:57:40 PM

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Dear Metro Board Members,

My name is **Danielle Castrence**, a resident of **Palms**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Danielle Castrence

From:	Steve Bram
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:57:32 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.png image008.png

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Dear Metro Board Members,

My name is **Steve Bram** a resident of Los Angeles (Brentwood). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events

running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,



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From: Gregory Callaghan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:55:10 PM

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Dear Metro Board Members,

My name is Gregory Callaghan, a resident of [Los Angeles/ Downtown near Convention Cemter]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gregory R Callaghan Register voter and resident since 2006

From: Brandi Montague
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:55:09 PM

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Dear Metro Board Members,

My name is Brandi Montague, a resident of Los Angeles/Laurel Canyon. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Brandi Montague

From:	Elisa Whitehead
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:55:03 PM

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Dear Metro Board Members,

My name is Elisa Whitehead, a resident of Sylmar. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I have personally been attending CicLAvia events since **2015** along with using Metro to get to these events**.** That is **10 years** of public transit, getting out of my comfort zone, meeting new people, learning new routes, discovering neighborhoods, exercise, and community that I have enjoyed and deeply appreciate.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elisa R. Whitehead

From:	arturo Santiago
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:54:43 PM

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Dear Metro Board Members,

My name is Arturo Santiago, a resident of Bell Gardens, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Arturo Santiago

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From:	Meredith Gardner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:54:40 PM

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Dear Metro Board Members,

My name is Meredith Gardner, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Meredith Gardner

[redacted]

From: Mckenzie Green
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:54:24 PM

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Dear Metro Board Members,

My name is McKenzie Green, a resident of the Mid City neighborhood in Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

McKenzie Green

Sent from my iPhone

From:	Jennifer O"Brien
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:54:05 PM

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Dear Metro Board Members,

My name is Jennifer O'Brien, a CD5 resident of Miracle Mile [redacted] and a Miracle Mile Residential Association Board Member. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- **Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk**
- **Fund open street events through 2027 and into 2028—don't delay the decision.**
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- **Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.**

Please pull this item from consent.

Thank you for your consideration,
Jennifer O'Brien

From: Nexy Gavidia
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:52:32 PM

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Dear Metro Board Members,

My name is Nexy Gavidia , a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nexy A. Gavidia

[redacted]

From: John Saveland
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:52:08 PM

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Hi there!

I am adding my voice and name to what I hope is a landslide of pushback against the plan to leave open-streets events unfunded in 2027 and 2028.

I live in Palms, I often use public transit, and I more often attend events like CicLAvia, because they're safe and joyful and show the beauty of Los Angeles.

Events like that need Metro funding, and frankly you should be falling all over yourselves to support events that encourage walking and biking and show Angelenos that there are myriad benefits to getting out of their cars and experiencing the city. You probably aren't giving them *enough* money – these events should happen 12 times a year, at minimum.

Ask anyone in Los Angeles their favorability of Metro and of LA public transit, and then ask them their favorability of CicLAvia. Do you want to take a guess at how those stack up? As a fan of Metro myself, I would prefer it if you didn't obliterate any remaining goodwill you have by endangering the future of one of the most popular LA events over the past decade-plus.

Pull the item from consent.

And here's what else you need to do:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk;
- Fund open street events through 2027 and into 2028—don't delay the decision;
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle;
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

And again: pull the item from consent.

Thank you!

-John Saveland

From: dustin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:51:00 PM

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Dear Metro Board Members,

My name is Dustin Stollberg and am a big fan of Ciclavia (anything else funded by these programs). We need more community, more events, and more pedestrian / biking in LA not less.

Thank you,

- Dustin

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:50:57 PM

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Dear Metro Board Members,

My name is Eric, a resident of West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eric

From:	Kimberly Quitzon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:50:21 PM

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Dear Metro Board Members,

My name is Kim Quitzon, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Quitzon

From: Ava Doorley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:50:03 PM

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Dear Metro Board Members,

My name is **Ava Doorley**, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

From: Linda Dawson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:49:10 PM

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Dear Metro Board Members,

My name is Linda Dawson, a resident of Encino, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Linda Dawson

From:	Kristen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:47:55 PM

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Dear Metro Board Members,

My name is Kristen Kiertzner, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristen Kiertzner

Sent from my iPhone

From: A. W.
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:47:28 PM

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Dear Metro Board Members,

My name is Aaron, a resident of Alhambra, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aaron W.

From:	MARS
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:47:13 PM

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Dear Metro Board Members,

My name is Margarita, a resident of WeHo, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (which is so life affirming) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

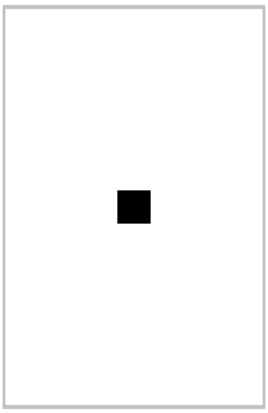
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Margarita Zhitnikova

--



MARS (They/Them)

[redacted]

From: KC
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:47:06 PM

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From:	William Chang
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:46:02 PM

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Dear Metro Board Members,

My name is William Chang, a resident of Hancock Park/CD13. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

William Chang

From: Michael Shanks
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 5:45:16 PM

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Dear Metro Board Members,

My name is Michael Shanks, as a resident of the Winnetka neighborhood and long time CicLAvia participant, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

My wife and I participated in Ciclavia this past Sunday in Hollywood. As in past events around the city I was once a again struck by how it is so awesome to have the streets open for a Sunday for people to ride, walk, roll, etc., all together. I'm so glad that Los Angeles does this! It is one of the best things the city does! Now I find out that you are about to unfund such street events? This move will make these great community events not viable - and that would be a horrible move for the city!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

It puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events

successful in the region.

Please pull this item from consent. I'm also planning to attend Thursday via telephone.

Thank you for your consideration,
Michael Shanks
[redacted]
Voter

Sent from Yahoo Mail for iPhone

From:	Sandra Hurts
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:44:27 PM

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Dear Metro Board Members,

My name is Sandra Hurtado, a resident of Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sandra Hurtado

From: Angela Quan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:44:15 PM

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Dear Metro Board Members,

My name is **Angela Quan,** a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Angela Quan

From:	Sylvia Kim
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:44:06 PM

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Dear Metro Board Members,

My name is Sylvia Kim, a resident of Palms, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sylvia Kim

From:	Eli Russell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:43:31 PM

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Dear Metro Board Members,

My name is Elias Russell, a resident of Beverly Grove. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.

Thank you for your consideration. This is so important to me!

Eli

--
Eli Russell

Script Coordinator
The Probability of Miracles S1
[redacted]

From:	Nikki Groton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:43:04 PM

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Dear Metro Board Members,

My name is Nicole Groton, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

It's ridiculous to remove a much-loved series of events from locals to prepare for tourists.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Nicole Groton

From:	Jenny Baker
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:42:37 PM

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Dear Metro Board Members,

My name is Jennifer Baker, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

- Jennifer

From:	Christian Jones
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:42:25 PM

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Dear Metro Board Members,

My name is Christian Jones, a resident of Pasadena. **I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Christian Jones

From: Reyna Recinos
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:42:22 PM

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Dear Metro Board Members,

My name is Reyna Recinos, a resident of Koreatown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Reyna Recinos

Sent from Yahoo Mail for iPhone

From:	Chris
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:41:42 PM

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Dear Metro Board Members,

My name is Christian Carrera, a resident of Pacoima. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christian Carrera

From:	Rachel Hastings Saunders
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:41:39 PM

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Dear Metro Board Members,

My name is Rachel Hastings Saunders, and I'm a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I was especially disheartened to hear that eliminating funding for these programs was even a possibility after attending CicLAvia just two days ago with my husband and

son. We had an incredible time at this very well-attended community event. And therefore, I urge you to **please pull this item from consent.**

Thank you for your consideration,

Rachel Hastings Saunders

--
Rachel Hastings Saunders
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:41:07 PM

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Dear Metro Board Members,
My name is Winona Parks a resident of Los Angeles/Miracle Mile Council District 5. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Winona Parks

From: Paul Keables
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:39:04 PM

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My name is Paul Keables, a resident of the Larchmont neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Paul Keables

From:	Paulinamstein
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:38:30 PM

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Dear Metro Board Members,

My name is Paulina Stein, a resident of Brentwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Paulina Stein

From:	A F
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:38:27 PM

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Dear Metro Board Members,

My name is Angela Favors, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Angela Favors

From: Erika Witt
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:37:18 PM

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Dear Metro Board Members,

My name is Erika Witt, a resident of Thai Town. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs at real risk. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

This event is an essential asset to our communities, beyond incentivizing so many people to try metro bikes or take the metro for the first time, it creates a moving park in a city where there is such a tangible scarcity. It gives opportunities for young angelenos to ride a bike safely on our streets. It shows us what LA could be when we prioritize people over cars.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Erika Witt

From:	Mitchell Jasmin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:36:40 PM

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Dear Metro Board Members,

My name is Mitchell Jasmin, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mitchell Jasmin

From:	Tyler Peters
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:35:10 PM

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Dear Metro Board Members,

My name is Tyler Peters, a resident of los angeles and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tyler Peters

[redacted]

Sent from my iPhone

From:	Leah Olbrich
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:31:28 PM

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Dear Metro Board Members,

My name is Leah Olbrich, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. LA needs MORE third spaces, not less!

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Leah Olbrich

From: sierra d.
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:30:52 PM

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Dear Metro Board Members,

My name is Sierra Dwyer, a resident Koreatown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I am a frequent and avid user of Metro transit. I rely on Metro services for my work commute and everyday needs. I enjoy and greatly look forward to CicLAvia events for community, enjoying the neighborhood, and staying healthy.

Please pull this item from consent.

Thank you for your consideration,

Sierra

Sierra Dwyer
(she/her, they/them)
[redacted]

From:	Chris Rogers
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:30:44 PM

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Dear Metro Board Members,

My name is Christopher S. Rogers, a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Christopher S. Rogers

From:	Mark Blumer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:30:40 PM

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Dear Metro Board Members,

My name is Mark Blumer, a resident of La Habra, California.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--



From:	Ryan Fiske
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:30:31 PM

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Dear Metro Board Members,

My name is Ryan Fiske, a resident of **Temple City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Fiske

From: Kelsey Rowland
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:30:09 PM

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Dear Metro Board Members,

My name is Kelsey, a resident of Santa Monica [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kelsey

From:	Ayla Stern
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:30:01 PM

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Dear Metro Board Members,

My name is Ayla Stern, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Ciclavia and open streets are the best things that ever happen in LA. They should be protected, prioritized, and, during the Olympics, they should be showcased to the world as one of the things that makes LA a world class city.

Please pull this item from consent.

Thank you for your consideration,

Ayla Stern
[redacted]

From:	Ashley Beachner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:58 PM

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Dear Metro Board Members,

My name is Ashley Ruiz, a resident of City Terrace in Unincorporated East Los Angeles. I'm asking you to **pull Agenda Item #13 (File 2026-0432) from the consent agenda** for full discussion.

I began attending CicLAvia events before I moved from Orange County to Los Angeles. Each event gave my family a chance to get to know an area, the small business, and get a feel for the neighborhood. Bigger than that, it gave me a glimpse into what Los Angeles could be with accessible, open streets.

Since moving to LA in 2023, we have looked forward to each event and the unique opportunity to see our new city from a more intimate perspective. Each event, I fall more in love with this city and the people that make this an inspiring, accepting place to live.

We also see the deep value in hosting multiple open street events per year, as it continually shifts the needle towards creating more accessible transportation and car free options in a city that desperately needs it.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you,

Ashley Ruiz

From:	Riley Vaca
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:58 PM

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Dear Metro Board Members,

My name is Riley Vaca, a resident of Adams Normandie in the city of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I have personally participated in multiple CicLAvia events I put them on my calendar when they are announced each year and look forward to the event as the day approaches. Open streets allows me to explore new parts of towns in new ways and connect with my own neighbors and community. It makes me more confident to ride my bike and take public transit in L.A.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Riley Vaca
[redacted]

From:	Kelly Christensen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:43 PM

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Dear Metro Board Members,

My name is Kelly Christensen, and I'm a resident of Los Angeles, living in Laurel Canyon. I'm writing to ask that you pull Agenda Item #13 (File 2026-0432) from the consent agenda so it can receive a full discussion.

As currently written, the staff report effectively leaves large-scale open street events without funding through 2027 and the first half of 2028, while postponing any decision about a permanent program until after the 2028 Olympics.

That is a serious problem.

It puts organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events are about much more than closing streets for a day. They bring safe walking, biking, and transit access to neighborhoods across the region—including smaller cities that otherwise receive very little investment in active transportation infrastructure.

Metro helped build this movement over the past decade. Walking away from it now undermines Metro's own goals around ridership, multimodal transportation, and connecting communities at exactly the moment Los Angeles is preparing to welcome the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than putting the entire conversation on hold until after the Olympics. A gap of more than two years before this issue is even revisited is unacceptable and puts the survival of these programs at risk.
- Fund open street events through 2027 and into 2028 instead of delaying the decision.
- Make open street events a permanent, dedicated program rather than a grant line that has to fight for survival every funding cycle.
- Protect the multi-neighborhood, four-plus-mile format that has made open street events so successful throughout the region.

Please pull this item from the consent agenda and give it the full discussion it deserves.

Thank you for your consideration.

Kelly Christensen
[redacted]

From: Gwynedd Stuart
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:29:42 PM

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Dear Metro Board Members,

My name is Gwynedd, a resident of Larchmont here in L.A. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gwynedd

From: Elizabeth Nicassio
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:29:35 PM

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Dear Metro Board Members,

My name is Elizabeth Nicassio, a resident of Los Angeles, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last

decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth N. Nicassio

From:	Jane Voodikon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:35 PM

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Dear Metro Board Members,

My name is Jennifer Ashley, a resident of Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration.

From: ken beltran
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:29:31 PM

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Dear Metro Board Members-

My name is **Ken Beltran**, a resident of Burbank / Glendale. I'm asking you to **pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion**.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Kind regards,

Ken Beltran

From:	Jónathan Guido-Ávila
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:20 PM

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Dear Metro Board Members,

My name is Jónathan, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

-Fund open street events through 2027 and into 2028—don't delay the decision.

-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jónathan Guido-Ávila

From: Josh Josa
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:29:12 PM

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Dear Metro Board Members,

My name is Joshua Josa a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant

line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Joshua Josa

--
Joshua Josa
[redacted]

From:	Anne Rieman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:28:32 PM

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Dear Metro Board Members,

My name is Anne Rieman, a resident of the Los Feliz neighborhood of Los Feliz. I just walked down to the Ciclavia closed streets event on Sunday. Today, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anne Rieman

[redacted]

From:	SlimeBeherit
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:28:20 PM

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Dear Metro Board Members,

My name is Josue Flores, a resident of East Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Josue Flores

From:	Tatad, Hilarion
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:27:45 PM

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Dear Metro Board Members,

My name is Hilarion Tatad, a resident of **Hollywood, CA,** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,



From: Hanui Amy Choi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:27:32 PM

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Dear Metro Board Members,

My name is Hanui Choi, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hanui Choi

From:	Tatiana Hill
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:27:28 PM

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Dear Metro Board Members,

My name is Tatiana, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Tatiana

From:	Joseph Gonzales
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:27:11 PM

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Dear Metro Board Members,

My name is Joseph Gonzales, a resident of LA / Faircrest Heights I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joseph Gonzales

--

Sent with mail.com Mail app

From: Janet Tominaga
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:27:05 PM

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Dear Metro Board Members,

My name is **Janet Tominaga**, a resident of **Santa Ana/Orange County**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Couldn't events like CicLAvia contribute to become a part of available LA Olympic activities for visitors to participate in?

Thank you for your consideration,
Janet Tominaga

From:	Samantha Torrez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:26:32 PM

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Dear Metro Board Members,

My name is Samantha Torrez, a resident of El Sereno. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Samantha Torrez

From: Troy Block
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:26:22 PM

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Dear Metro Board Members,

My name is Troy Block, a resident of Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Troy Block

From:	a man
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:26:15 PM

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Dear Metro Board Members,

My name is Alan Manara, a resident of Los Angeles Metropolitan Area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Alan Manara
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:25:50 PM

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My name is **Isaiah Vivero-Ha**, a resident of **East Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isaiah Vivero-Ha

--
IVH

From:	Christine Riedel
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:24:53 PM

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Dear Metro Board Members:

My name is Christine Riedel a resident of Los Angeles I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking this board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region

Please pull this item from consent.

Thank you for your consideration,

Christine Riedel

From: Jackie Files
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:23:07 PM

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My name is Jackie Files, a resident of Glendale. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Ciclavia means so much to me and my friends. It is a chance for us to bond with our communities, learn about the history of different neighborhoods, and to exercise and move our bodies in the sunlight, and all of this is more important than ever in a post-pandemic world. We love ciclavia and we love the metro.

Please pull this item from consent.

Thank you for your consideration,

Jackie Files

From:	Grace Lee Wilcott
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:22:25 PM

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Dear Metro Board Members,

My name is Grace Lee Wilcott, a resident of El Sereno, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration!

Grace Lee Wilcott
[redacted]

[redacted]

From:	Russell Bates
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:21:18 PM

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Dear Metro Board Members,

My name is Russell Bates. I'm a resident of the Silver Lake neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. Such action would be very harmful to the goals that voters in this city have expressed support for repeatedly in recent elections.

It would put street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Russell Bates
[redacted]

From:	Cynthia Barraza
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:20:58 PM

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Dear Metro Board Members,

My name is Cynthia Barraza, a resident of Sherman oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cynthia Barraza
[redacted]

From: Kellan Peavy
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:20:31 PM

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Dear Metro Board Members,

My name is Kellan Peavy. a resident of West Hollywood.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Kellan Peavy

From:	Shane Schaetz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:20:30 PM

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Dear Metro Board Members,

My name is Shane Schaetz, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Shane Schaetz

From:	onedaleyplanet
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:20:18 PM

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Dear Metro Board Members,

My name is Tad Daley, a longtime resident of the Baldwin Hills neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Why does virtually EVERY street need to be open to automobiles ALL the time? The Ciclavia open street festivals -- for cyclists, pedestrians, skateboarders, roller skaters, and all other humans -- are my single favorite thing to do in Los Angeles. Each time I BOTH make many new friends AND see many new neighborhoods that, usually, I just zip by in an automobile.

I'd like to see such events expanded, not contracted. I'd like to somehow find funding to close off a tiny 4 or 5 miles of LA city streets every single weekend.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the

region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-
- Fund open street events through 2027 and into 2028—don't delay the decision.
-
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Most Sincerely,

[redacted]

From:	Stephanie Avedon
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:19:39 PM

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Dear Metro Board Members,

My name is Stephanie Avedon, a resident of Exposition Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.

Thank you for your consideration,

sea

Stephanie Edwards Avedon
she/her/hers
[redacted]

[redacted]

From: gillian grebler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:19:31 PM

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Dear Metro Board Members,

My name is Gillian Grebler, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gillian Grebler

Earth Sciences
Santa Monica College

From:	Frank Roche
To:	Board Clerk; Frank Roche
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:19:29 PM

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Dear Metro Board Members,

My name is Frank Roche, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Frank J Roche, Jr.

Sent from Yahoo Mail for iPhone

From:	Taylor Mills
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:19:09 PM

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Dear Metro Board Members,

My name is Taylor and I am a lifelong LA resident. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Taylor

Sent from my iPhone

From:	Alejandra Alfaro
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:18:21 PM

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Dear Metro Board Members,

My name is Alejandra, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alejandra

From:	Elizabeth Martinez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:17:50 PM

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Dear Metro Board Members,

My name is Elizabeth Martinez, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Martinez

From:	Lakshya Gupta
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:16:57 PM

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Dear Metro Board Members,

My name is Lakshya Gupta, a resident of Long Beach (Downtown). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. I have countless friends and peers who rode the Metro for the FIRST TIME because of one of these events - "How do I experience the Metro?" "Here's an open streets event where you get to experience the city in an incredibly unique way while giving its public transit a chance".

It's a real pull for many citizens of the region who have low trust in our amazing, growing transit system. **It is one of the best advertisements Metro has, not to mention the impact this has on our city's streets.**

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Lakshya Gupta

From:	Renna McCarther
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:16:41 PM

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Dear Metro Board Members,

My name is **Maye McCarther**, a resident of **Downey**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia (one of my favorite events in LA) and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maye

--
[redacted]
Pronouns: she/her

From: Yots Komolnila
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:16:19 PM

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Dear Metro Board Members,

My name is **Yots Komolnila**, a resident of **San Fernando Valley**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Yots Komolnila

From: Natasha Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:15:54 PM

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Dear Metro Board Members,

My name is Natasha Taylor, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Natasha Taylor

From:	Matt Rahn
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:15:43 PM

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Dear Metro Board Members,

My name is Matt Rahn, a resident of the Palms neighborhood. I'm strongly asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. They build a sense of community, inspire people to be outside and active, and are economic boons for small businesses. They bring lots of people from all around the city to an area for discovery of stores and restaurants that they might not otherwise travel to check out.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Matt Rahn

From:	Kim
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:15:32 PM

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Dear Metro Board Members,

My name is Kim Haack and I am a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Haack

From:	Casey O"Brien
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:15:09 PM

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Dear Metro Board Members,

My name is Casey O'Brien, a resident of Mid-City Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Casey O'Brien

From:	Alvaro Cornejo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:15:01 PM

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Dear Metro Board Members,

My name is Alvaro Cornejo, a resident of Reseda Ca, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alvaro Cornejo

From: Laura Boudreau
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:14:58 PM

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Dear Metro Board Members,

My name is Laura Boudreau, a resident of RPV. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to

neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration, Laura Boudreau

Sent from AT&T Yahoo Mail for iPhone

From:	Shelby Van Vliet
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:14:39 PM

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Dear Metro Board Members,

My name is Shelby Van Vliet, a resident of the Melrose District in 90038. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shelby Van Vliet

[redacted]

[redacted]

From:	Mark Lehman
To:	Board Clerk
Cc:	John Heilman; Chelsea Byers; dhang@weho.org; Lauren Meister; John Erickson
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:14:27 PM

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Dear Metro Board Members,

My name is **Mark Lehman** a resident of **the City of West Hollywood** which just held an amazing CicLAVia event this last Sunday. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 GoldenStreets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- **Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics**. A gap of more than two years before this is even revisited is unacceptable and puts the program's

survival at risk

- **Fund open street events through 2027 and into 2028—don't delay the decision.**
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle**.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mark Lehman

Mark E. Lehman, Attorney at Law

[redacted]

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From: Jazz Smollett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:13:54 PM

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Dear Metro Board Members,

My name is Janine and I am a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Janine Smollett

Sent from my iPhone

From:	Drew Clayton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:13:42 PM

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Dear Metro Board Members,

My name is Drew Clayton, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

If this is a way to save money for the Olympics, consider that Olympics typically end up being a net loss for cities, despite the tourism. Meanwhile, street events that happen throughout the year directly benefit vendors at the events and the storefronts along the event routes. They are part of what makes LA so uniquely LA, while boosting small businesses and civic pride.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Please work to find a way to keep these kinds of events supported and pull this item as written from consent.

Thank you for your consideration,

Drew Clayton

From:	Josh Stephens
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:13:32 PM

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Dear Metro Board Members,

My name is Josh Stephens, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Josh Stephens

From:	Denise Villa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:12:34 PM

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Hello, my name is Denise Villalobos. I am a resident of LA County and currently living in Pomona.

Please continue to fund CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets. Those events are extremely important to me and my family as we participate every chance we get. At the most recent event, I was able to sign up and receive a free peach tree! These events bring together so many different communities in a safe and fun space.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

If Mamdani can lower subway fares and balance a budget so quickly. Surely, Metro can do the same.

Please pull this item from consent.

Thank you for your consideration,
Denise Villalobos

From: Moorisha Bey
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:11:46 PM

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Dear Metro Board Members,

My name is **Moorisha Bey-Taylor**, a resident of **Los angeles/DTLA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

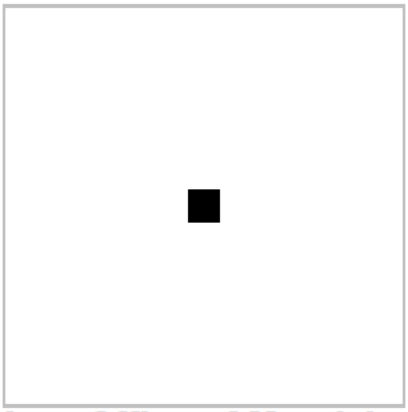
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Moorisha

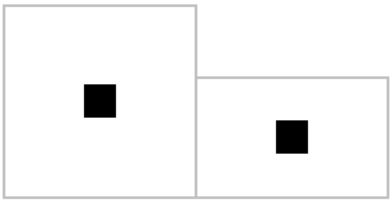
--



Law Office of Moorisha Bey-Taylor

[redacted]





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From:	Marc Weiss
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:11:30 PM

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Dear Metro Board Members,

My name is Marc Weiss, a resident of Pasadena. I have been participating in CicLAVia events since the very first one in 2010, and think they are one of the best parts of living in metro Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marc Weiss

[redacted]

From: Vanessa Sorensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:11:15 PM

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Dear Metro Board Members,

My name is Vanessa Sorensen, a resident of Venice, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you,



From: Camille La Cour
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:11:08 PM

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Dear Metro Board Members,

My name is Camille, a resident of Playa del Rey. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. As an LA native, these events provide irreplaceable memories and opportunities to me, my friends, and family who live throughout the city to reconnect with each other and explore the vast metropolis that is our beautiful and vibrant home of Los Angeles.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Camille LaCour-Goodwin, LA Native

From:	scottggh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:10:49 PM

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Dear Metro Board Members,

I am a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As a cyclist, I have enjoyed the open streets events for years and look forward to more chances to hang out with other Angelenos for casual and festive Sundays of calmly pedaling around quiet streets.

I understand that the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Scott G.G. Haller

Sent from my Galaxy

From:	Katy M. Ruby
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:10:42 PM

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Dear Metro Board Members,

My name is Katy Ruby, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Katy Ruby

Get Outlook for iOS

From: Vien Ngo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:10:30 PM

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Dear Metro Board Members,

My name is Vien Ngo, a resident of Canoga Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vien Ngo

From: Farley Ziegler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:08:59 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name Farley Ziegler and I'm a resident of the Ocean Park neighborhood of Santa Monica, CA 90405. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is

unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Farley Ziegler

From:	Dirty_tires
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:08:35 PM

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Dear Metro Board Members,

My name is Bryan Calderwood**[Your Name]**, a resident of **[Your City/Neighborhood]**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Bryan Calderwood

Sent with Proton Mail secure email.

From:	Hank Streicher
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:08:03 PM

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Dear Metro Board Members,

My name is Hannah Streicher, a resident of Atwater Village and community member of Boyle Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Hannah Streicher

From:	Stephanie Horwitz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:07:46 PM

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Dear Metro Board Members,

My name is Stephanie Horwitz, a resident of South LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-Fund open street events through 2027 and into 2028—don't delay the decision.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
-Please pull this item from consent.

Thank you for your consideration,
Stephanie Horwitz
[redacted]

From: Peter Westermayer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:07:44 PM

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Dear Metro Board Members,

My name is Peter Westermayer a resident of Los Angeles/Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peter Westermayer

[redacted]

Though you are eternal
though life is eternal
even so
have mercy.

From:	Dave Manheim
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:07:40 PM

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Dear Metro Board Members,

My name is **David Manheim,** a resident of **Cheviot Hills**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Manheim
[redacted]



From: K Fanslow
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:07:23 PM

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- My name is K Fanslow, and I'm a resident of Los Angeles. Please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
- Metro has built a movement to create safe community events throughout Southern California since 2010. Walking this back now undercuts Metro's own ridership and multi-modal goals, just as the region prepares to host the world for the Olympics.
- Open street events are for everyone. Cutting funding doesn't just shrink events. It erases critical opportunities for communities that don't otherwise get this kind of infrastructure investment. Smaller cities use this money to bring safe walking, biking and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.'
- Make Open Streets events a permanent, dedicated program instead of making them compete for grants each cycle.
- I'm asking the Board to **please pull this item from consent.**

Thank you,

--K Fanslow

From:	Willa Cutolo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:07:13 PM

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Dear Metro Board Members,

My name is Willa Cutolo, a resident of West Los Angeles, specifically in a neighborhood where we enjoy an annual CicLAvia event. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

--
In light,
Willa Cutolo
Photographer
https://willa.camera
Pronouns: she/her

From: Alice Stevens
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:06:56 PM

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Dear Metro Board Members,

My name is Alice Stevens, and I'm a resident of Lakewood, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alice Stevens
[redacted]

From: Steve Cohen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 5:06:55 PM

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Subject:
Dear Metro Board Members,

My name is Steve Cohen, a resident of Venice. I have participated in multiple CicLAvia events and have LOVED them. Not only are they wonderful ways to spend a day, but they have made me love this city and its residents. They build community spirit. I believe in "teaching peace" especially in this frought time. That's what these events do and it's priceless. So I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.

Thank you very much for your consideration,
Steve Cohen

From:	Amber McKinley
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:06:50 PM

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Dear Metro Board Members,

My name is Amber Mckinley, a resident of Hollywood, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amber Mckinley

From: Lynn Easley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date: Tuesday, July 21, 2026 5:05:36 PM

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Dear Metro Board Members,

My name is Lynn Easley, a resident of Mid-City. I am requesting you to pull Agenda Item #13 from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Cyclavia is one of the gems of this city! My family and I try and ride in every route. My sister and I enjoyed last Sunday's WEHO/EAHO route. It is such a wonderful way to see our city.

Please direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Please fund open street events through 2027 and into 2028—don't delay the decision.

Please make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Please protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Metro plays an important role in trying to make our enormous and vast city feel like a bunch of neighborhoods! Don't hurt Cyclavia's years-long role in contributing to one of the good things our city has to offer its citizens.

Thank you,

Lynn Easley

From:	Brittney Cullen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:05:17 PM

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Dear Metro Board Members,

My name is Brittney Cullen a resident of Palms/Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From:	Jack-Daniyel Strong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:04:57 PM

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Dear Metro Board Members,

My name is JD Strong, a resident of Westlake/MacArthur Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

jack-daniyel strong

From:	Jess Thompson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:04:53 PM

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Dear Metro Board Members,

My name is Jessica Thompson, I am a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sincerely,
Jessica Thompson

From:	Chelise Gonzales
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:04:50 PM

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Dear Metro Board Members,

My name is Chelise Gonzales, a resident of the San Fernando Valley, and I am asking you to please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Additionally, it is so very important to keep opportunities for community engagement, exercise, and sunshine available in this increasingly solitary digital world.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to please:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk;
- Fund open street events through 2027 and into 2028— please don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Thank you kindly for your consideration.

Sincerely,
Chelise Gonzales

From: Matthew Alcantra
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:04:31 PM

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Dear Metro Board Members,

My name is Matthew Alcantara, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Matthew Alcantara

Matthew Alcantara
[redacted]


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From:	Alexander Kwit
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:04:24 PM

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Dear Metro Board Members,

My name is Alexander Kwit, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alexander Kwit
[redacted]

From: Mark G
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:04:19 PM

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Dear Metro Board Members,

My name is Mark Gilbert, a resident of Eagle Rock, LOS ANGELES , [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mark Gilbert

From: David Lee Michelson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:03:46 PM

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Dear Metro Board Members,

My name is David Michelson, a resident of Brentwood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Lee Michelson
[redacted]

From:	Ben Schwartzman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:03:23 PM

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Dear Metro Board Members,

My name is Ben Schwartzman a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you,

Ben Schwartzman

From:	Peter Cha
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:03:19 PM

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Dear Metro Board Members,

My name is Peter Cha, a resident of Koreatown. I regularly ride Metro and take advantage of Ciclavia and other open street events- they are the most beautiful ways to experience our city. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peter Cha

From: Jo L
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:02:51 PM

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Dear Metro Board Members,

My name is Joan, a resident in LA county. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I first discovered Ciclavia on a random trip to Little Tokyo, but I never attended an event until the end of last year, when I decided to take the Metrolink to their "Heart of LA" that bridged Chinatown, Downtown, Boyle Heights and Little Tokyo. I had so much joy seeing how people were interacting with each other, how the outside of the Grand Central Market was filled with bikes instead of parked cars and traffic, and how everyone was just milling around on foot at their various hubs and I felt so connected to the community even though I had gone by myself. I've subscribed and attended their other events since then and I'm not looking to stop.

I believe that we need these kinds of events now more than ever, with the kind of government and issues that we as a community face. They bring hope and allow us to have a glimpse at a future that's full of pedestrians and not traffic stretched from the end of the street to the freeway. We can see each other face to face under the sun and not behind the windshield of a car, full of annoyance because of traffic problems. We can connect as people.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don’t delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

From:	Simonida Popov
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:02:44 PM

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Dear Metro Board Members,

My name is Simonida Popov, I'm a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Simonida Popov

From:	Hannah
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:01:45 PM

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Dear Metro Board,

My name is Hannah Ceselski, and I'm a resident in the Palms neighborhood in Katy Yaroslavsky's district. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the item would leave open streets programs like CicLAvia unfunded for another year and a half until after the Olympics. I'm not sure if any of the Metro board members have first-hand experience with CicLAvia; but if you attended you would see the unity between community members and the way local businesses thrive during open streets. I've personally discovered some of my favorite new (and old) restaurants during CicLAvia. I've spent time in public parks that I never would have seen, and I've made connections with local organizations and politicians, like Hugo Soto-Martinez and Nithya Raman. Free and open streets programs are a beautiful equalizer for Los Angeles, and an amazing way to improve the health and wellbeing of your citizens.

As the city readies itself for the Olympics, I expect that our elected officials on the Metro Board will prioritize the needs and opportunities of tax-paying citizens of Los Angeles. You are elected to represent the needs of Angelinos, not the needs of the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running NOW. Do not shut down the conversation until after the Olympics. A 2-year gap before revisiting funding a popular program for Angelinos is unacceptable.
2. **Fund open streets through 2027 and 2028.**
3. Make open streets a permanent program. It is possible in other countries, it is possible here.
4. Protect the multi-neighborhood, 4+ mile format that has made open streets successful and accessible in the city.

Please pull this item from consent.

Thank you for your consideration,

--
Hannah Ceselski
Post Coordinator / Writer
[redacted]

From:	Leigh Hoffman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432— Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:01:11 PM

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Dear Metro Board Members,

My name is Leigh Hoffman, a resident of Ocean Park, Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Leigh Hoffman Erlandson

From: Alcantara, Matthew
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13 File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:00:54 PM

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Matthew Alcantara [redacted] > 4:58 PM (0 minutes ago)

to BoardClerk

Dear Metro Board Members,

My name is Matthew Alcantara, a resident of Northridge. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Matthew Alcantara

Matthew Alcantara
[redacted]

From:	Lamcmail
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:00:38 PM

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Dear Metro Board Members,

My name is Laura, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laura McCreary

From:	Jack Lam
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:46 PM

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Dear Metro Board Members,

My name is Jack Lam, a resident of Echo Park, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jack Lam (they/them)
[redacted]

From:	David Jung
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:43 PM

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Dear Metro Board Members,

My name is David Jung, a resident of Los Angeles/Mid-Wilshire. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Jung

From:	Kim Le
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:43 PM

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Dear Metro Board Members,

My name is Kim Le, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Le

From:	Mario Giampaolo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:39 PM

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Dear Metro Board Members,

My name is Mario Giampaolo, a resident of LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mario Giampaolo

From:	Paul Singh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:15 PM

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My name is Paul Singh and I live in Los Angeles.

I'm asking you to **pull Agenda Item #13 (File 2026-0432) off the consent agenda** so it actually gets discussed.

The staff report **leaves open street events unfunded through 2027 and into early 2028**, and pushes any decision on a permanent program until after the 2028 Olympics — a two-year-plus gap before this even comes back up.

That puts programs like **CicLAvia** and **ActiveSGV's 626 Golden Streets/Active Streets at risk**.

Metro built this movement over the last decade. Walking it back now, right as the region prepares to host the Olympics, undercuts Metro's own ridership and multi-modal goals.

I'm asking the Board to:

- Direct staff to **find a funding solution that keeps open street events running now**, instead of tabling the whole conversation until after the Olympics. **A two-plus-year gap is unacceptable, any gap is unacceptable.**
- **Fund these events through 2027 and into 2028** — don't delay.
- Make open street events a **permanent, dedicated program**, not a grant line fighting for survival every cycle.
- Protect the multi-neighborhood, 4+ mile format that's made these events work.

Please pull this item from consent.

Thanks for your consideration.

JPS

From:	cynthia enriquez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:10 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Cynthia Enriquez a resident of Hollywood, CA I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Cynthia Enriquez

From:	LovesTheAnswer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:06 PM

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Dear Metro,

I live in Santa Barbara and have attended approximately 13 CicLAvias. It is one of the main reasons I visit LA. I have attended your CicLAvias for my birthday several years in a row. When I visit, I often will spend one or two nights in LA, will eat breakfast, lunch and dinner out. I buy gas and I often do other shopping that does not exist in Santa Barbara. Put simply I adore these events. They get me out on my bike, they give me a reason to explore parts of LA that I would never have explored otherwise. They bring joy to so many people, increase physical activity, get people outside interacting in a diverse neutral street environment bridging cultural and economic gaps.

I have been in transportation planning professionally for 30 years. I understand the tough transportation allocations you have to navigate. But I can assure you that your investment in these events have changed people's lives in a way that simple infrastructure projects cannot do. Ultimately your job is to ensure a vital, safe and efficient transportation system that improves the quality of life of your citizens and those visiting and spending money in your city. CicLAvia achieves these goals.

Please continue the vital funding for these events. If you do not, I will have no reason to come to LA and it will break my heart.

Sincerely,

Kent Epperson

Sent with Proton Mail secure email.

From:	Matthew Alcantara
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:01 PM

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Dear Metro Board Members,

My name is Matthew Ramos, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Matthew Ramos

Matt Ramos
"Si te asusta, probablemente deberías hacerlo."

From: Kathryn Ungui
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:58:39 PM

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On Tue, Jul 21, 2026, 4:54 PM Kathryn Ungui [redacted]> wrote:

> Dear Metro Board Members,
>
> My name is Kathryn Ungui, and I am a resident of East Hollywood/Koreatown. I am writing to formally request that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for a full discussion.
>
> As currently written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, effectively delaying any permanent program decisions until after the 2028 Olympics. This puts vital open street organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at serious risk. These events are crucial for the region, particularly for smaller cities that utilize them to provide safe walking, biking, and transit access to neighborhoods that often lack investment in active transportation infrastructure.
>
> Metro has spent the last decade building this movement. Withdrawing support now undermines Metro's own ridership and multi-modal goals at the very moment the region is preparing to host the world for the Olympics.
>
> I am asking the Board to take the following actions:
>
> - Direct staff to find a creative funding solution: Keep open street events running now rather than halting the conversation until after the Olympics. A two-year gap before revisiting this issue is unacceptable and threatens the survival of the program.
> - Secure immediate funding: Provide funding for open street events through 2027 and into 2028 without further delay.
> - Establish a permanent program: Transition open street events into a permanent, dedicated program rather than a grant line that must compete for survival each cycle.
> - Protect the successful format: Maintain the multi-neighborhood, 4+ mile format that has proven successful across the region.
>
> Please pull this item from the consent agenda to allow for the necessary public discussion.
>
> Thank you for your time and consideration.
>
> Best regards,

Kathryn Ungui

From:	Tom Costain
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:58:30 PM

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Dear Metro Board Members,

My name is **Tom Costain**, a resident of **Santa Monica, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tom Costain

From: Lee Randolph Family
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:58:30 PM

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Dear Metro Board Members,

My name is Benjamin Randolph, a resident of Montecito Heights, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Ben Randolph

From:	pegina7 (null)
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:58:04 PM

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Dear Metro Board Members,

My name is Peggy DiCaprio, a resident of Los Feliz, in Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Peggy DiCaprio

From:	Bunmi Ademuyiwa
To:	Board Clerk
Cc:	info@ciclavia.org
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:57:45 PM

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Dear Metro Board Members,

My name is **Bunmi Ademjyhiwa** a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Bunmi Ademuyiwa

From:	Travis Morgan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:57:29 PM

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Dear Metro Board Members,

My name is Travis Morgan, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro has built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Travis Morgan
[redacted]

From:	Ben Gertner
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:57:02 PM

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Dear Metro Board Members,

My name is Ben Gertner, a resident of Mt. Washington in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
5. Please pull this item from consent.

Thank you for your consideration,

Ben Gertner

From:	Angelo Mike
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:56:45 PM

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Hello Metro Board Members,

I'm Angelo Mike, a resident in South Robertson in LA[redacted]. Having attended dozens of Ciclavias, they've changed how I see LA and the possibilities for a healthy, happy, joyous city with safe streets. I've biked them, walked them, and roller bladed them. I've gone from driving cars exclusively to get around to being car free and in 2021 and attending nearly every Ciclavia.

That's why I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Angelo Mike
[redacted]

From:	Elektra Grant
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:56:31 PM

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Dear Metro Board Members,

My name is Lesley Grant, a resident of Los Angeles (Rancho Park). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lesley E. Grant

From: Janet Ettenger
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:56:09 PM

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Dear Metro Board Members,

My name is Janet Hirsch Ettenger, a resident of Malibu. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant

line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Janet Hirsch Ettenger

"Practice kindness all day to everybody and you will realize you're already in heaven now."

(Jack Kerouac)

The Belly Blossom

[redacted]

Preferred pronouns: *she/her/hers*

From:	lynn blair
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:55:15 PM

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Dear Metro Board Members,

My name is Lynn Blair, a resident of Hollywood, asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lynn C. Blair
[redacted]

From:	Erica
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:55:01 PM

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Dear Metro Board Members,

My name is Erica Marchand, a resident of DTLA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Erica

--
"It's not what you got, it's how you use it." - Barry White

From:	Rosario Regalado
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date:	Tuesday, July 21, 2026 4:54:57 PM

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Dear Metro Board Members,

My name is Rosario Regalado, a resident of Lynwood, CA, 90262. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

- Rosario Regalado

From:	Amanda Lindell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:54:50 PM

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Dear Metro Board Members,

My name is Amanda Lindell, a resident of Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. I love how these events encourage me to explore new neighborhoods in a safe accessible way and enjoy small businesses along the route

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amanda Lindell
[redacted]

From:	Hershal Shevade
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:54:26 PM

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Dear Metro Board Members,

My name is Hershal Shevade, a resident of Eagle Rock in northeast Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I have attended almost 8 CicLAvia events over the last several years - they are joyful days with terrific atmosphere while you meet fellow Angelenos and explore parts of the city you don't get to see.

Please keep funding events like CicLAvia!

Hershal Shevade
[redacted]

From:	Miguel Gutierrez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:53:59 PM

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Dear Metro Board Members,

My name is Miguel Gutierrez , a resident of LaCadana Flintridge/ Los Angeles I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Miguel Gutierrez

From: Maddy Giglio
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:53:56 PM

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Dear Metro Board Members,

My name is Maddy, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Metro built this movement over the last decade. I've ridden the Metro specifically to attend these events. Participating in the Palms/Culver City CicLavia was such a highlight of my Los Angeles experience, and I even rented the Metro city bikes for the entire duration of this amazing event! I hadn't used a Metro bike before, and since I don't own a bike, this event convinced me to try one for the first time.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maddy

From:	Malcolm Metoyer II
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:53:17 PM

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Dear Metro Board Members,

My name is **Malcolm Metoyer II**, a resident of **Pacoima**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Malcolm Metoyer II

From:	Robert Grigsby Wilson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:52:46 PM

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Dear Metro Board Members,

My name is Robert Wilson, a resident of Eagle Rock in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

--

Robert Grigsby Wilson

[redacted]



From:	Susana Corletto
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:52:24 PM

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Dear Metro Board Members,

My name is Susana Corletto, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susana Corletto

From:	Zach Baugher
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:51:34 PM

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Dear Metro Board Members,

My name is Zachary Baugher, a resident of Westwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Zachary Baugher

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:51:30 PM

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Dear Metro Board Members,

My name is Steve Shannon, a resident of Echo Park and a frequent participant in CicLAvia events, along with many of my friends. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. (Seems that funding has been slowing down already, as there have been fewer events over the past eight months or so.)

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Steve

From:	Stephanie Fasteau
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:51:02 PM

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Dear Metro Board Members,

My name is Stephanie Fasteau, a resident of Los Angeles/Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephanie Fasteau

From: Dale McCann
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:50:42 PM

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Dear Metro Board Members,

My name is **Dale McCann**, a resident of **Granada Hills**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dale McCann

From:	D Mayes
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:50:41 PM

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Dear Metro Board Members,

My name is Dee Mayes. I'm a resident of South Los Angeles. I'm asking you to please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a **permanent**, **dedicated** program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

PLEASE pull this item from consent.

CicLAvia, Active Streets, and other open streets events are very important to many thousands of Angelenos from all over the city and County. It is of great benefit to our collective quality of life as Los Angeles residents and taxpayers, including socially, health-wise, emotionally, and environmentally as it would continue to helps promote greater adoption of car-free transportation. These factors all make sustained funding worth preserving.

Thank you for your consideration,

Debra Mayes

From: Mark Curlanis
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:50:12 PM

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Dear Metro Board Members,

My name is Mark Curlanis, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mark Curlanis

From:	david ralicke
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:50:10 PM

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My name is David Ralicke, a resident of Expo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Ralicke

From: Adriana Benitez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:49:44 PM

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Dear Metro Board Members,

My name is Adriana Benitez, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,
Adriana Benitez

From:	Les Mahoney
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:49:34 PM

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Dear Metro Board Members,

My name is Les Mahoney, a resident of Burbank, and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Les Mahoney

From: Miss Jameela Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:49:28 PM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jameela Chen, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jameela Chen

From: Amy Liu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:49:25 PM

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Dear Metro Board Members,

My name is Amy, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amy

--
Amy Liu

From:	Kyle Scott
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:49:16 PM

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Dear Metro Board Members,

My name is Kyle Scott, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kyle Scott

From:	Patricia Fernandez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432— Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:49:11 PM

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Dear Metro Board Members,

My name is Patricia Fernandez, a resident of Canoga Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Patricia Fernandez

From: Jeffry Mazon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:49:08 PM

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Dear Metro Board Members,

My name is Jeff, a resident of Burbank, Ca. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeff

From:	Kim Baschet
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:48:59 PM

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Dear Metro Board Members,

My name is Kim Baschet, a resident of Los Angeles, Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Baschet

From:	Olga Lexell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:48:35 PM

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Dear Metro Board Members,

My name is Olga Lexell, a resident of Pico-Robertson. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Olga Lexell



From:	Colin Miller
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:48:14 PM

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Dear Metro Board Members,

My name is Colin Miller, a longtime resident of Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. (https://us.list-manage.com/rqfAEw5u_SR?e=48a9fc44b0&c2id=2aa2a93e7ea032ec41bbcc8a3ddab182)

Thank you for your consideration,
Colin Miller

--
Colin Miller

From:	Vincent Busam
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:48:08 PM

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CicLAvia and 626 Golden Streets are AMAZING community events. They are better at bringing the community together, and encouraging people to explore new neighborhoods than any other events I've seen. We MUST continue to fund them. Please find a way to secure the funding for this year and beyond. Do NOT hold the money hostage for the Olympics - that event should be funding itself.

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:48:04 PM

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Dear Metro Board Members,

My name is Donald Rodriquez , a resident of La Verne. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.

These events matter far beyond the region's biggest cities. Smaller cities like mine use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I will not vote and support for anymore funding for Metro in the future if you cut this program.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

  - Fund open street events through 2027 and into 2028—don't delay the decision.
  - Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
  - Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Donald Rodriquez

[redacted]

From:	Brian Gattas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:48:02 PM

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Dear Metro Board Members,

My name is **Brian gattas'**
a resident of beechwood canyon**]**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brian Gattas
[redacted]

From: Caleb Codding
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:47:49 PM

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Dear Metro Board Members,

My name is Caleb Codding, and I am a resident of East Hollywood, where we just had a beautiful CicLAvia event this past Sunday (I walked the whole route, from my home near the East Hollywood hub to the other end in West Hollywood!). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Caleb Codding

From: Sarah Goff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:47:25 PM

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Dear Metro Board Members,

My name is Sarah, a resident of Glassell Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sarah

From:	Jan Yonan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:47:09 PM

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Dear Metro Board Members,

My name is **Jan Yonan** a resident of **Downtown LA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jan Yonan

From: Katie McKeon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:46:58 PM

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Dear Metro Board Members,

My name is Katie McKeon and I am a resident of Atwater Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. As we spend millions of taxpayer dollars to prepare for out of town tourists to visit for 3 weeks, you are depriving your own residents of vital community building activities.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Katie McKeon

From: Alex
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:46:41 PM

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Dear Metro Board Members,

My name is Alex Miller, a resident of Koreatown in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Ciclavia is one of Metro's most visible and most successful events, and you want to cut funding for events so you can support the Olympics in two years? Absolutely despicable.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Stop prioritizing freeway expansion, be a transit agency.

Do Better,

--
Alex Miller



From:	Ethan Hamilton
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:46:07 PM

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My name is Ethan Hamilton, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

2. Fund open street events through 2027 and into 2028—don't delay the decision.

3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ethan Hamilton

From:	Jeff Baird
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:46:05 PM

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Dear Metro Board Members,

My name is Jeff Baird, a resident of Studio City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jeff

--
Jeff Baird
Manager, Accent
[redacted]

From:	Sandy Weisman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:46:04 PM

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Dear Metro Board Members,

My name is **Sandra Weisman,** a resident of **Santa Monica**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Sandra Weisman

Get BlueMail for Mobile

From: Melissa Dori
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:45:44 PM

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My name is Melissa Dori, a resident of Bell Canyon, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open

street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melissa Dori, DDS
Practice Limited to Endodontics

[redacted]

From:	Chadd Gindin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:45:42 PM

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Dear Metro Board Members,

My name is Chadd Gindin, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. (https://us.list-manage.com/rqfAEw5u_SR?e=48a9fc44b0&c2id=2aa2a93e7ea032ec41bbcc8a3ddab182)

Thank you for your consideration,

Chadd Gindin

From: Michael Friedman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:45:35 PM

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Dear Metro Board Members,

My name is Michael Friedman, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

It was an amazing event this past weekend on Hollywood Blvd and should continue!

Please pull this item from consent.

Thank you for your consideration,

Michael Friedman

From: Elyse Dickson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:44:51 PM

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Dear Metro Board Members,

My name is Elyse Dickson Becker, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. They are an incredible opportunity for community, connectedness and togetherness this city so often lacks.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Elyse Dickson Becker

From: Craig Adelman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:43:58 PM

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Dear Metro Board Members,

My name is **Craig Adelman** a resident of **Reseda/work in Westwood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Craig Adelman
Lifetime resident of the City of Los Angeles

From:	Maddy Martin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:42:57 PM

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Dear Metro Board Members,

My name is Maddy, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maddy Martin
[redacted]

From:	Kristina O"Neill
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:42:42 PM

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Dear Metro Board Members,

My name is Kristina Taylor, a resident of Playa Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristina Taylor

From:	Amy Wan
To:	Board Clerk; Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:42:42 PM

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Dear Metro Board Members,

My name is **Amy Wan,** a resident of Los Angeles and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Amy Wan

Sent from my iPhone

From:	Shareen Azizi
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:42:41 PM

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Dear Metro Board Members,

My name is Shareen Azizi, a resident of North Hollywood and a victim of the Eaton Fires. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Shareen Azizi

From: Kyle Stevens
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:42:40 PM

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Dear Metro Board Members,

My name is Kyle Stevens, a resident of Mar Vista/West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kyle Stevens

From:	Nick Paonessa
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:42:26 PM

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Dear Metro Board Members,

My name is Nick Paonessa, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
- Please pull this item from consent.

Thank you for your consideration,

Nick Paonessa

From:	Jaider Arismendy
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:42:23 PM

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Dear Metro Board Members,

I am writing as a local resident to ask you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

My entire family and I love open street events like CicLAvia. Having experienced similar initiatives like the weekly Sunday events in Mexico City and Bogotá, Colombia, we know firsthand how transformative it is to close streets so people can safely walk, bike, and enjoy their communities together.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events bring safe walking, biking, and transit access to neighborhoods that otherwise see little active transportation investment.

Metro spent over a decade building this movement into a proven regional model. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the 2028 Olympics.

I am asking the Board to:
• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable.
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that makes these events so impactful.

Please pull this item from consent.

Thank you for your consideration.

-Jaider

--
Jaider Arismendy



If you are a happy client, please remember to write a review for me here. Your referrals and recommendations to your friends and family are the biggest compliment you could ever give me. Thank you.

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From:	JESS P
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:42:14 PM

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BoardClerk@metro.net

Dear Metro Board Members,

My name is Jess Perlman , a resident of **Tarzana** . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Sent from my iPhone
Jess Perlman

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If you received this a email in error please reply to this message and follow with its deletion. Thank you.

From: Jorge Reynoso
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:42:11 PM

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My name is Jorge Sergio Reynoso, a resident of Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
--

Jorge Reynoso

From: nita patel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:41:57 PM

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Dear Metro Board Members,

My name is Nita Patel, a 25+ year resident of Santa Monica. I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nita Patel

From:	Birnholz, Richard
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:41:40 PM

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Dear Metro Board Members,

My name is Richard Birnholz, a resident of Cheviot Hills. You should pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The community events at issue are critical. Do not leave large-scale open street events unfunded through 2027 and the first half of 2028 or punt any permanent program decision until after the 2028 Olympics.

Please pull this item from consent.

Thank you for your consideration,

Richard Birnholz
Los Angeles

PLEASE NOTE: This message, including any attachments, may include privileged, confidential and/or inside information. Any distribution or use of this communication by anyone other than the intended recipient(s) is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system. Thank you.

From:	Justin Wilcott
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:41:36 PM

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Dear Metro Board Members,

My name is Justin Wilcott, a resident of El Sereno. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Justin Wilcott

From:	Richard Destin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:41:27 PM

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Dear Metro Board Members,

My name is Richard Destin, a resident of Los Angeles / Venice. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-Richard Destin

Richard Destin, AIA, LEED-AP BD+C

[redacted]

From: Madeline Jackson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:41:14 PM

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Dear Metro Board Members,

My name is Madeline Jackson, a resident of Pasadena and a Metro A Line rider. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. As an avid outdoorswoman and cyclist, I consider these events an essential part of city life, and an indispensable opportunity to connect with my neighbors and wider community.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. Don't sacrifice established, beloved city programs for the short-term gain of Olympic tourism. The metro board needs to look beyond what is directly in front of them and support sustainable programs that benefit the community long term.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Madeline Jackson



From:	Brian Lewis
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:41:12 PM

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Dear Metro Board Members,

My name is Brian Lewis, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

There are many things that make Los Angeles great, but I can't think of anything better than taking part in an open street event and enjoying my city at its best.

Please pull this item from consent.

Thank you for your consideration,

Brian Lewis
[redacted].

From:	michelle liu
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:41:03 PM

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Dear Metro Board Members,

My name is **Michelle Liu**, a resident of **Santa Monica**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Michelle Liu

Sent from my iPhone

From: Walter Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:41:03 PM

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Dear Metro Board Members,

My name is **Walter Johnson**, and I'm not resident of Los Angeles County. I'm a husband, father of 4 ladies and foster father of 2 boys and 1 young girl. I'm **a resident of Riverside County** who, along with my family, enjoys coming to Los Angeles every couple of months for the CicLAvia in all the different cities. Because of the enjoyment my family and I get from these rides, we're humbly asking you to please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Walter Johnson, MSFP

"It's not about the money, it's about the partnerships!"
--WRJ

From:	Kamini Janardan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:41:01 PM

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Dear Metro Board Members,

My name is Kamini, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kamini

From: Morgan Hall
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:40:57 PM

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Dear Metro Board Members,

My name is Morgan Hall, a resident of Mount Washington, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--
Morgan Hall

[redacted]

From:	Erich Dy
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:40:53 PM

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Dear Metro Board Members,

My name is Erich Dy, a resident of San Gabriel. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Erich Dy

From:	David Zaitz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:40:11 PM

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Dear Metro Board Members,

My name is David Zaitz, a resident of the Los Angeles neighborhood of Westchester [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Zaitz

From: Natalie Cross
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:40:09 PM

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Dear Metro Board Members,

My name is Natalie Cross, a resident of Sierra Madre and previously Historic South Central. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Natalie Cross

From: lindsay kerby
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:40:08 PM

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Dear Metro Board Members,

My name is **Lindsay Kerby**, a resident of the City of Los Angeles [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Lindsay Kerby, [redacted]

From: David Roderick
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:39:21 PM

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Dear Metro Board Members,

My name is David Roderick, a resident of Filipinotown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dave Roderick

From:	Benny Heredia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:39:12 PM

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Dear Metro Board Members,

My name is Benny Heredia, a resident of South Los Angeles near Watts. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Benny Heredia

Sent from Yahoo Mail for iPhone

From:	imbugnu
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:39:09 PM

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Dear Metro Board Members,

My name is Richard Schevis , a resident of North Hill's, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, o ok dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in

Please pull this item from consent.

Thank you for your consideration,

Richard Schevis

From:	Jane Paul
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:39:01 PM

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Dear Metro Board Members,

My name is Jane Paul, a resident of Mar Vista in the City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

This is a critical public health question! And these events have a clear positive impact on the local economy.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration and wisdom,

Jane Paul



From:	Stephen Thies
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:38:53 PM

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Dear Metro Board Members,

My name is Stephen Thies, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephen Thies

Sent from my smartphone. Please excuse the brevity, spelling and punctuation.

From: Liz Hayes
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:38:32 PM

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Dear Metro Board Members,

My name is Elizabeth Hayes, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Elizabeth Hayes

From:	Meg Wachter
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:37:58 PM

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Dear Metro Board Members,

My name is Meg Wachter, a resident of Los Angeles/Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Meg Wachter

[redacted]

From: Kevin Otte
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:37:53 PM

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Dear Metro Board Members,

My name is Kevin Otte, a resident of Studio City in the Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-Fund open street events through 2027 and into 2028—don't delay the decision.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Best,
Kevin

Kevin Otte
[redacted]

[redacted]

From: DJ Jiji Sweet
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:37:49 PM

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Dear Metro Board Members,

My name is **Jacinda Sweet**, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant

line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jacinda Sweet

From:	Alex Candelaria
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:37:46 PM

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Dear Metro Board Members,

My name is Alex Candelaria, a resident of the Echo Park neighborhood of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alex Candelaria

From: Emiko Isa
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:37:44 PM

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Dear Metro Board Members,

My name is **Emiko Isa**, a resident of **Temple City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant

line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. **Please continue to fund large-scale open street events in the San Gabriel Valley and beyond.**

Thank you for your consideration,
Emiko Isa

From:	Suju Vijayan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:37:44 PM

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Dear Metro Board Members,

My name is Suju Vijayan, a resident of Sherman Oaks I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Suju Vijayan
Co-leader, East Valley Indivisibles

From: Star Sparkle
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:37:43 PM

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Dear Metro Board Members,

My name is Nicole, a resident of West Covina. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicole Martin

From:	Megan Thompson
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:37:18 PM

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Dear Metro Board Members,

My name is Megan Thompson, a resident of Culver City, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration

Megan T.

From: Herb Meyerowitz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:36:51 PM

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SUBMIT WRITTEN COMMENT BY 5PM WEDNESDAY, JULY 22

Send email to: BoardClerk@metro.net

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Herb Meyerowitz, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Herb Meyerowitz

From:	Virginia Lopez-Anido
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:36:49 PM

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Dear Metro Board Members,

My name is Virginia Lopez, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Virginia Lopez

From: G W
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:36:49 PM

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Dear Metro Board Members,

My name is Grace Wheelan, a resident of Koreatown here in LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

CicLAvia is one of the most positive events in Los Angeles and provide an opportunity for community engagement and to safely bicycle or rollerblade, with the ability to help incentivize public transportation and engagement.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program**, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Grace Wheelan

From:	Sean Campanella
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:36:34 PM

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Dear Metro Board Members,

My name is Sean Campanella, a resident of Glendora. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Sean Campanella

From: Dawn GW
To: Board Clerk
Cc: Dawn GW
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:36:30 PM

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Dear Metro Board Members,

My name is Dawn, a resident of Santa Clarita. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Dawn Wells

From:	Tim Leake
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:36:10 PM

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Dear Metro Board Members,

My name is Tim Leake, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Tim

From:	Nick Taylor
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:35:49 PM

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Dear Metro Board Members,

My name is Nick Taylor, and I am writing to you today as a concerned resident regarding Agenda Item #13 (File 2026-0432). Please pull this item from the consent agenda to allow for the full discussion it deserves.

Open street events have been a cornerstone of this region's commitment to healthy, accessible, and connected communities over the last decade. By failing to secure funding through 2027, Metro risks undermining its own ridership and multi-modal goals—especially as we prepare to host the world for the Olympics.

These events are not just fun days out; they are vital pieces of social infrastructure that bring safe biking and walking access to communities often overlooked. Please prioritize a creative funding solution now rather than pushing the future of these programs down the road.

Thank you for protecting these essential programs.

Sincerely,

Nick Taylor

From:	Sam Gerike
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:35:39 PM

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Dear Metro Board Members,

My name is Sam Gerike, a resident of Hollywood, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sam Gerike

Sent from my iPhone

From:	Ariana
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:35:36 PM

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Dear Metro Board Members,

My name is Ariana Miller, a resident of Los Angeles, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ariana Miller

From:	Irene Pau
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:35:21 PM

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Dear Metro Board Members,

My name is Irene Martin, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Irene Martin

From:	Evan Parzych
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:35:08 PM

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Dear Metro Board Members,

My name is Evan Parzych, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Evan Parzych

From:	Marisa Solé
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:34:10 PM

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Dear Metro Board Members,

My name is Dr. Marisa Solé, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. Furthermore, as a psychologist I can say with confidence that open street programs boost our communities' collective mental health by providing access to exercise and safe outdoor activities!

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

SEP

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From: Betty Dong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:34:07 PM

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Dear Metro Board Members,

My name is **Betty Dong**, a resident of **West Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Betty Dong

From: Dianne Leviste
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:33:42 PM

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Dear Metro Board Members,

My name is Dianne Leviste, a resident of Winnetka. I'm asking you to pull **Agenda Item #13 (File 2026-0432)** from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Dianne Leviste

From: Jimmy Zavala
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:33:41 PM

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Dear Metro Board Members,

My name is Jimmy, a resident of South Central Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jimmy

From:	R. Daniel Foster
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:33:31 PM

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Dear Metro Board Members,

I'm R. Daniel Foster, and live in Los Feliz. I ask that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

R. Daniel Foster

From:	Tony Ly
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:33:27 PM

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Dear Metro Board Members,

My name is Tony Ly, a resident of Inglewood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tony Ly

From:	Shannon Fiala
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:33:08 PM

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Dear Metro Board Members,

My name is Shannon Fiala, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shannon Fiala

From:	Chris Huereca
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:32:55 PM

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Dear Metro Board Members,

My name is Chris Huereca, a resident of Temecula CA who works in and **frequently** attends events around LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. I really enjoy participating in CicLAvia and ActiveSGV events.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chris Huereca

From:	Hicham Haioued
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:32:50 PM

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Dear Metro Board Members,

My name is Hicham Haioued, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hicham Haioued

From:	Alicen Bartle
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:32:44 PM

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Dear Metro Board Members,

My name is Alicen Bartle, a resident of Los Angeles, Cypress Park [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Alicen



From: LinhDa Tran
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:32:31 PM

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Dear Metro Board Members,

My name is Linh Da, a resident of Leimert Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,



From: HT Fujita
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:32:26 PM

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Dear Metro Board Members,

My name is Harold Fujita and I am a resident of Glendora. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

HAROLD FUJITA

From: Emma Loos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:32:25 PM

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Dear Metro Board Members,

My name is Emma Loos, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I participated in CicLAvia this past weekend (7/18), and it is an amazing open streets program that brings Angelenos together and allows us to engage with other neighborhoods and local retailers.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. Reducing funding for programs like this are detrimental to Metro's mission to get Angelenos out of their personal vehicles.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Emma Loos

From:	Jennifer Jabara
To:	Board Clerk
Cc:	[redacted]
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:32:02 PM

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Dear Metro Board Members,

My name is Jennifer Jabara, and I am a resident of **Venice, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Jabara

From: Wendy Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:31:53 PM

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Dear Metro Board Members,

My name is Wendy Campos , a resident of Los Angeles, Huntington Park CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Wendy Campos

Sent from Yahoo Mail for iPhone

From:	Jason Resnick
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:31:45 PM

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Dear Metro Board Members,

My name is Jason Resnick, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jason Resnick

From:	Charlie Markham
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:31:42 PM

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Dear Metro Board Members,

My name is Charlie Markham, a resident of Koreatown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Charles Kaller Markham

From:	Paul S.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:31:00 PM

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Dear Metro Board Members,

My name is Paul Sowell, a resident of Van Nuys. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Paul Sowell

From: Morgan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:30:43 PM

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Dear Metro Board Members,

My name is Morgan Susser, a resident of Mid-City Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Morgan Susser

From:	Miguel Sardinas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:30:33 PM

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Dear Metro Board Members,

My name is Miguel Sardinas, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Miguel A. Sardinas

From:	Andrea Spencer
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:30:08 PM

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Dear Metro Board Members,

My name is Andrea Spencer, a resident of Tarzana in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrea Spencer

From:	Sara Reynolds
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:30:07 PM

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Dear Metro Board Members,

My name is Sara Reynolds, a resident of Rancho Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sara Reynolds

From:	Nicole K
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:30:07 PM

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Dear Metro Board Members,

Below is a message crafted for help in voicing my concern about future funding for open street events. I value these types of events as they provide a very fulfilling community bonding and I think is vital to happiness.

My name is Nicole Kuaea, a resident of Long Beach, CA. I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nicole Kuaea

From:	Phil Hong
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:30:03 PM

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Dear Metro Board Members,

My name is Phil Hong, a resident of Torrance. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Phil Hong

From:	Derek Fordham
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:29:33 PM

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Dear Metro Board Members,

My name is Derek Fordham, a resident of Venice. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Derek Fordham

From:	Carmen A
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:29:24 PM

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Dear Metro Board Members,

I am writing as a local resident to ask you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

My entire family and I love open street events like CicLAvia. Having experienced similar initiatives like the weekly Sunday events in Mexico City and Bogotá, Colombia, we know firsthand how transformative it is to close streets so people can safely walk, bike, and enjoy their communities together.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events bring safe walking, biking, and transit access to neighborhoods that otherwise see little active transportation investment.

Metro spent over a decade building this movement into a proven regional model. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the 2028 Olympics.

I am asking the Board to:
• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable.
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that makes these events so impactful.

Please pull this item from consent.

Thank you for your consideration.

-Carmen

From:	searra head
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:29:14 PM

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Dear Metro Board Members,

My name is Searra Head, a resident of Mid-City, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Searra Head

SEARRA HEAD | [redacted]

From:	Cody Schutte
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:29:06 PM

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Dear Metro Board Members,

My name is Cody Schutte, a resident of Virgil Village! I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cody Schutte

From: Domus International Group
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:29:04 PM

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Dear Metro Board Members,

My name is Andreh Marouti, a resident of downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,



From:	Lida Baghjajian
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:29:03 PM

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Dear Metro Board Members,

My name is Lida, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lida Baghjajian

From: LouWoo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:29:02 PM

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Dear Metro Board Members,

My name is **Louise Woo** a resident of **Little Tokyo**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you,

LWoo

From:	Chris Chandler
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:28:55 PM

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Dear Metro Board Members,

My name is Chris Chandler, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chris Chandler

From:	Micah Stuart
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:28:30 PM

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Dear Metro Board Members,

My name is Micah Stuart, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Micah Stuart

From:	Dana Yuen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:28:29 PM

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Dear Metro Board Members,

My name is Dana Yuen, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Dana

From: Leonard Hyman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:27:58 PM

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Dear Metro Board Members,

My name is Leonard Hyman, a resident of Santa Monica, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Leonard Hyman

From:	Chris Matos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:27:34 PM

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Dear Metro Board Members,

My name is Chris Matos, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

[redacted]

[redacted]

From:	Charlotte
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:27:25 PM

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Dear Metro Board Members,

My name is Charlotte Hageman, a resident of Cypress Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Charlotte Hageman

From: Kayla Shore
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:27:21 PM

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Dear Metro Board Members,

My name is Kayla Shore, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Ciclavia is one of the best community events LA has to offer! Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kayla Shore
[redacted]

From:	Stephanie Morris
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:27:16 PM

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Dear Metro Board Members,

My name is Stephanie Morris, a resident of Wilshire Vista in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephanie Morris

From:	Mitchell Bendersky
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:27:02 PM

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Dear Metro Board Members,

My name is Mitchell, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Mitchell

From:	Erin K. Yokel
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:26:58 PM

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Dear Metro Board Members,

My name is Erin, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Erin Yokel

From:	Samantha Spina
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:25:58 PM

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Dear Metro Board Members,

My name is Samantha Spina, a resident of Sum Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Samantha Spina

From: McCallum, Sarah
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:25:25 PM

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Dear Metro Board Members,

My name is Sarah McCallum, a resident of Pico-Roberston. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. It is essential for encouraging young people to get active and interested in activities such as cycling and be involved in their local communities and the wider community in Los Angeles.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Sincerely
Sarah McCallum

IMPORTANT WARNING: This message is intended for the use of the person or entity to which it is addressed and may contain information that is privileged and confidential, the disclosure of which is governed by applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this information is strictly prohibited. Thank you for your cooperation.

From:	Walter Kartman
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:23:42 PM

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Dear Metro Board Members,

My name is Walter Kartman, a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Walter Kartman

From:	Rafael Hernandez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:22:40 PM

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Dear Metro Board Members,

My name is Rafael, a resident of Little Tokyo I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

[redacted]

From:	Olivia Ramirez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:22:00 PM

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Dear Metro Board Members,

My name is Olivia Ramirez, a resident of South Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Olivia Ramirez
[redacted]

From:	Salinger, Aaron
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:21:30 PM

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Dear Metro Board Members,

My name is Professor Aaron Salinger, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aaron Salinger

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:20:21 PM
Attachments: drawing 3.png

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Dear Metro Board Members,

My name is Jordan Gass a resident of Hollywood, Ca. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jordan Gass, registered dietitian

Sent from my iPhone

From: Andrea Sitar
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:19:40 PM

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Dear Metro Board Members,

My name is Andrea Sitar, a resident of Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

2. Fund open street events through 2027 and into 2028—don't delay the decision.

3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Andrea

From:	rachel burke
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:19:04 PM

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Dear Metro Board Members,

My name is Rachel, a resident of Los Angeles/Silverlake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Best,

Rachel

--

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:18:55 PM

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Dear Metro Board Members,

My name is Lisa Manheim, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lisa Manheim

From:	Kim Silverstein
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:18:12 PM
Importance:	High

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Dear Metro Board Members,

My name is Kim Silverstein, a resident of Los Angeles. **I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

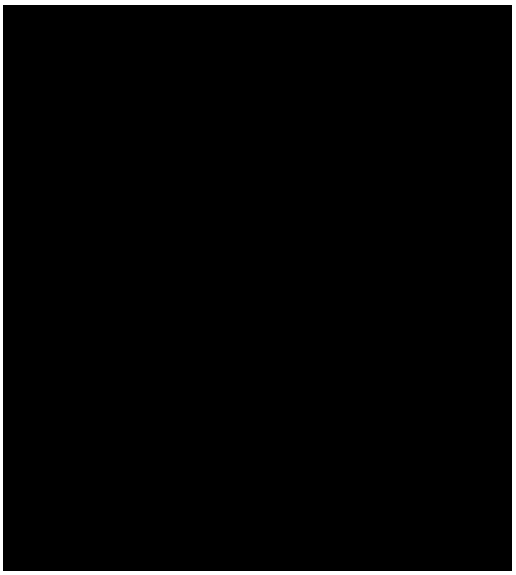
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Silverstein



From: Chloe Holden
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:18:06 PM

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Dear Metro Board Members,

I am Chloe Holden, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Chloe

From:	randi chylinski
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:17:42 PM

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Dear Metro Board Members,

My name is Randi Chylinski a resident of Los Feliz in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Randi Chylinski

From:	Lesly Anzo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:15:40 PM

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Dear Metro Board Members,

My name is Lesly Anzo, a resident of **Los Angeles (Fairfax District)**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lesly Anzo

From:	Thuy Trang Nguyen
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:15:39 PM

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Dear Metro Board Members,

My name is Thuy Nguyen a resident of Rosemead. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Thuy Nguyen

From: Byron Wu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:13:43 PM

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Dear Metro Board Members,

My name is Byron Wu, a resident of Glassell Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-Byron Wu

From:	Jennifer Lee
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:10:34 PM

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Dear Metro Board Members,

My name is Jennifer Lee, a resident of East Hollywood in the City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Ciclavia and all open street events benefit our entire community, and stregthen who we are as Los Angeles.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- **Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.**
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer

From: Shauna Orandi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:10:10 PM

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Dear Metro Board Members,

My name is Shauna Orandi, a resident of Mid City West. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shauna

[redacted]

From: Eric Chu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:09:37 PM

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Dear Metro Board Members,

My name is ERIC CHU, a resident of LITTLE TOKYO in DTLA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

ERIC

From: leila ford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 4:08:50 PM

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My name is Leila Ford, a resident of Chino, Ca. I am also a Ca & Inland Empire native.

I recently was able to attend my 1st Ciclavia in the Crenshaw District & it was AMAZING!!! I got to the event abt 830a & did not leave until 3p. I used visit this area more often but construction, business closures & lack of parking do keep me away. I was pleasantly surprised at how friendly everyone was! I chatted a few people up about their bikes as I am in the market for a new bike. I

discovered a Jamaican market that I had never seen before & purchased several items. I also visited Nappily Naturals since I was in the area & got a consult & purchased some items. I made several other purchases at both brick & mortar & vendor booths. I even took a ride on the subway & was again pleasantly surprised at how clean the station & the train was. I would have never been able to do most of these things without the Ciclavia event. This event brings people from other parts of so cal & gives you a chance to bike/walk in areas that most of us drive by going from point A to point B & often times do not even see these businesses. This event allows us to pause & truly be a part of our community & get some exercise, something that gets more difficult in current times.

I’m asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV’s 626 Golden

Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration, Leila Ford

From:	Sarah Prikryl
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:08:40 PM

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Dear Metro Board Members,

My name is Sarah Prikryl, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. It's one of my absolute favorite events in LA, it builds community and health, as well as brings joy and connection not only to residents but for businesses and fosters Los Angeles pride and love for all parts of this city. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sarah Prikryl

From:	friable
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:07:13 PM

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Dear Metro Board Members,

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Karin Rice

Pasadena, CA 91101

From: Anjali Patel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 4:05:23 PM

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Dear Metro Board Members,

My name is Anjali, a resident of Los Angeles (Mid City). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anjali

--
Anjali Maya Mahesh Patel
she/her
[redacted]

From:	stephanie lopez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:03:59 PM

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Dear Metro Board Members,

My name is Stephanie Lopez a resident of Los Angeles (Glassell Park), I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stephanie Lopez

[redacted]

From:	Leoisee Azurdia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:03:19 PM

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Dear Metro Board Members,

My name is Leoisee Azurdia, resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Leoisee Azurdia

Leoisee Azurdia

From:	Katie Shanks
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:03:01 PM

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Dear Metro Board Members,

My name is Catherine Shanks, a resident of the Winnetka neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

I participated in Ciclavia this past Sunday in Hollywood. I remember thinking, 'This is so awesome to have the streets open for a Sunday for people to ride, walk, roll, etc., all together. I'm so glad that Los Angeles does this! It is one of the best things the city does! Now I find out that you are about to unfund such street events? This move will make these great community events not viable - and that would be a horrible move for the city!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

It puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

1. Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
2. Fund open street events through 2027 and into 2028—don't delay the decision.
3. Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
4. Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Catherine Shanks
[redacted]
Voter

From:	Geysel Junne
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 4:00:36 PM

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Dear Metro Board Members,

My name is Geysel Junne, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

--

Geysel Junne // hei·zl joōn // VP Account Services

[redacted]



From:	Morgan Thaler
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:50:39 PM

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Dear Metro Board Members,

My name is Morgan White, a resident of Playa Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028. Don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration and please pull this item from consent.

Best,

Morgan White

From:	Holly Who
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:49:39 PM

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Dear Metro Board Members,

My name is Jessica Zhai, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jessica Zhai

From:	Thanh
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:48:04 PM

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Dear Metro Board Members,

My name is Thanh Lam, a resident of Rosemead, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Thanh Lam

From: Cidney Marbella
To: Board Clerk
Cc: Juliet Schevis
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:47:52 PM
Attachments: image959894.png
image947491.png
image514036.png
image058230.png
image789436.png
image324593.png
image202618.png
image161769.png
image480783.png

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Dear Metro Board Members,

My name is Cidney Marbella, a resident of **Los Angeles**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

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From:	Adan Rocha
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:47:36 PM

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Dear Metro Board Members,

My name is Adan Rocha, a resident of Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-adan rocha

From: Meredith Ambrose
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:46:08 PM

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Dear Metro Board Members,

My name is Meredith Ambrose, a resident of Mar Vista/ West LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Meredith Ambrose

From:	Mari Aguilar
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:45:42 PM

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Dear Metro Board Members,

My name is Maria Gonzalez , a resident of Los Angeles, in Pico Union. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Maria Gonzalez

From:	Karla Rivas
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:45:40 PM

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Dear Metro Board Members,

My name is Karla Rivas , a resident of SOUTH LA [redacted], I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in tregion.

Please pull this item from consent.

Thank you for your consideration,

Karla Rivas

From:	Gabriela Peñúñuri
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:45:11 PM

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Dear Metro Board Members,

My name is Gabriela Penunuri a resident of **Los Angeles (Silver Lake)** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From:	Colin Shanahan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:45:08 PM

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My name is Colin Shanahan a resident of Van Nuys, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Colin Shanahan

From:	Michael Junne
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:44:44 PM

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My name is Michael Junne, a resident of Lincoln Heights in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael Junne

From:	Michelle Yu
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:41:26 PM

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Dear Metro Board Members,

My name is Michelle Yu, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Yu

From: John Perry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:40:24 PM

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Dear Metro Board Members,

My name is John Perry, a resident of Alhambra, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

John Perry

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:40:15 PM

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Dear Metro Board Members,

My name is Roberto De Angel, a resident of Los Angeles, in Pico Union. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Roberto De Angel

From:	Nari Kim
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:39:52 PM

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Dear Metro Board Members,

My name is Nari, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nari Kim
[redacted]

From:	Molly
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:38:44 PM

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Dear Metro Board Members,

My name is Molly Song, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Molly Song

From: Carla Gonzalez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:38:24 PM

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My name is **Carla Gonzalez**, a **LIFE LONG** resident of **Inglewood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't

delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

The Leimert Ciclavia is my favorite, alongside with the South Central meets Watts. Do not defund this.

With gratitude,
Carla Gonzalez

From:	Tony Rodriguez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:37:39 PM

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Dear Metro Board Members,

My name is Jose Rodriguez, a resident of Boyle Heights in Los Angeles . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

-Jose Rodriguez

From:	LaValle, Whitney
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:37:02 PM

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Dear Metro Board Members,

My name is Whitney LaValle, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Whitney LaValle

From:	Kristin Miller
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:36:26 PM

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Dear Metro Board Members,

My name is Kristin Miller; I'm a resident of Los Angeles, a Metro rider and cyclist, and a regular attendee at Ciclavia and other open-streets events. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open-street organizations and programs like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets at real risk.

Metro built this movement over the last decade; removing funding now makes no sense since it undermines Metro's own ridership and multi-modal goals ahead of the 2028 Olympics. There is no way the city can achieve a transit-first Olympics without regular opportunities for much of L.A. to experience the city without cars. Every open-streets event creates more regular Metro rail and bus riders, more cyclists, more pedestrians. They are major events for neighborhood community building and contribute significantly to the well-being of Angelenos, as well as doing tremendous work for the image of the city across the U.S. and the world as images of L.A. streets free of cars circulate on social media and human-interest news.

The proposed item is unbelievably poorly timed, unconsidered, and counterproductive.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kristin Miller

[redacted]-----

From:	Whitney LaValle
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:35:27 PM

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Dear Metro Board Members,

My name is Whitney LaValle, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Whitney LaValle
--
Best,
Whitney LaValle
[redacted]

From:	WJ Hernandez
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:35:10 PM

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Dear Metro Board Members,

My name is Jennifer Hernandez, a resident of Whittier. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jennifer Hernandez

From:	Daniel Cruz
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:34:12 PM

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Dear Metro Board Members,

My name is Daniel, a resident of North Hollywood, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel Cruz

--
Sent from Yandex Mail for mobile

From: Carrie Smith
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:33:28 PM

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Dear Metro Board Members,

My name is **Carrie Smith,** a resident of **Los Feliz.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Carrie

From: Miranda Austin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 FUND OPEN STREETS
Date: Tuesday, July 21, 2026 3:33:25 PM

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Dear Metro Board Members,

DO NOT DEFUND CICLAVIA/OPEN STREETS PLEASE!!! Ciclavia helped me fall back in love with LA and gave me a sense of community that I didn't have before.

My name is Miranda, a resident of Koreatown. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Miranda Austin

From:	Mahsa Sheykhsoltan
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:32:42 PM

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Dear Metro Board Members,

My name is Mahsa, a resident of Palms. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Mahsa

From:	Guru Darshan Ramsdell
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:32:28 PM

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Dear Metro Board Members,

My name is Darshan Ramsdell, a resident of Crestview, Los Angeles, . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Darshan Ramsdell

Sent from my iPhone

From: Evan Swerdfeger
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:30:59 PM

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Dear Metro Board Members,

My name is Evan Swerdfeger, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

CicLAvia and other open street programs bring people from all over LA together to meet their community and enjoy all the different neighborhoods, businesses, and streets that make our City special. And this all happens in a way that helps people see active transit and Metro as something that might be a positive part of their daily lives — funding this work should be a no-brainer.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Evan Swerdfeger

From:	Jazmine S.
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:30:51 PM

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Dear Metro Board Members,

My name is Jazmine Silva , a resident of South Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jazmine silva

From: Atef Ali
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:30:22 PM

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Dear Metro Board Members,

My name is Atef, I live on the westside of LA, and I'm a strong supporter of open streets events as a way for Angelenos to build community with each other. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics - this would have extreme negative impact on the progress LA is making towards becoming more accessible through non-car mediums.

This measure puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. They also are incredibly beneficial for the local businesses and communities - I have heard countless stories of people that have discovered their new favorite neighborhoods, restaurants, and businesses through happening upon them during open streets events.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Atef

--
Atef Ali (He/Him/His)
Bioinformatics PhD Student @ UCLA, biker, and supporter of open steets

From:	Jesus
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:24:27 PM

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Dear Metro Board Members,

My name is Jesus Martinez, a resident of South Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jesus Martinez

From:	Lance Nichols
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:23:14 PM

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Dear Metro Board Members,

My name is Lance Nichols, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

I attend nearly every one of these events with my family and friends and look forward to them as an opportunity to get to know my city and my community. Quite honestly, hese events are one of the greatest things we have going in this city and **CicLAvia days are the days where I feel the most proud of being an Angelino - losing these days would be a huge loss for our city. Don't mess this up.**

Thank you,

Lance

From: Joyce Ceja
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Tuesday, July 21, 2026 3:22:13 PM

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Dear Metro Board Members,

My name is Joyce, a resident of East Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joyce C.

From:	ryan chang
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:21:53 PM

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Dear Metro Board Members,

My name is Ryan Chang, a resident of **Palms**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ryan Chang
[redacted]

From:	Alberto Herrera
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:21:34 PM

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Dear Metro Board Members,

My name is Alberto Herrera, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Alberto Herrera

From:	Joyce Paraico
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:20:57 PM

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Dear Metro Board Members,

My name is Joyce, a resident of East Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Joyce C.

From:	S E
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:19:39 PM

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Dear Metro Board Members,

My name is Shaniya, a resident of Mid City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

SHANIYA EPPS
[redacted]

From:	Lauren Melvin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:19:01 PM

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Dear Metro Board Members,

My name is Lauren Melvin, a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lauren Melvin

From:	Samantha Saavedra
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:17:58 PM

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Dear Metro Board Members,

My name is Samantha Saavedra, a resident of Compton/Willowbrook. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:
• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at riskFund open street events through 2027 and into 2028—don't delay the decision.Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,
Samantha Saavedra

From:	Jason Quintos
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:15:59 PM

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Dear Metro Board Members,

My name is Jason a resident of West Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jason Quintos

From:	Laura Pishko
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:15:50 PM

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Dear Metro Board Members,

My name is **Laura,** a resident of Country Club Park, mid-city LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

AS A MID-CITY RESIDENT, THERE IS NO SAFE BIKING OPTION. THERE ARE COUNTLESS WEEKENDS WHEN I THINK HOW NICE IT WOULD BE TO TAKE AN EASY BIKE RIDE A FEW MILES TO GET ICE CREAM OR A BITE TO EAT.

CICLAVIA PROVIDED THIS, EVEN JUST A FEW TIMES A YEAR, GIVING US SOMETHING TO LOOK FORWARD TO.

INVITING US TO ENJOY LOCAL LA BUSINESSES!

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laura

From:	Vincenza Spagnuolo
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:15:37 PM

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Dear Metro Board Members,

My name is Vincenza Spagnuolo, a resident of Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vincenza

From:	Amalia Garcia
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:14:09 PM

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Dear Metro Board Members,

My name is Amalia, a resident of Lynwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amalia

From:	Amelia Sinkin
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:09:06 PM

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Dear Metro Board Members,

My name is Amelia Sinkin, a resident of Culver City. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Amelia Sinkin

From:	Cindy Qiao
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Tuesday, July 21, 2026 3:03:36 PM

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Dear Metro Board Members,

My name is Cindy Qiao, a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cindy Qiao

From: Jane S
To: Board Clerk
Subject: (EXTERNAL) Against agenda item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull Consent from Agenda
Date: Tuesday, July 21, 2026 4:11:43 PM

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Dear Metro Board Members,

My name is Jane and I love in Los Feliz. How could you possibly not support open street events, the true only times LA feels like a community? This past week I was at Ciclavia and saw thousands of people getting to know their neighbors, engaging in healthy exercise, and small businesses getting foot traffic for once. NOT supporting these open street events is truly disgusting behavior.

That's why I'm asking you to pull Agendia item #13 (file 2026-0432) from the consent calendar for full discussion.

We need creative funding solutions for these optn street events. We need to make them permanent. We need to make them multi-neighborhood and 4+ miles. They need to be more frequent.

Thank you,
Jane

From: Tammy Cancilla
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-04
Date: Tuesday, July 21, 2026 8:56:59 PM

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Dear Metro Board Members,

My name is Tamorah Cancilla, and I am a resident of Glendale, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tamorah Cancilla

Sent from Yahoo Mail for iPhone

From: Amanda Yeung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 4:32:17 PM

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Dear Metro Board Members,

My name is **Amanda Yeung**, a resident of Inglewood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thanks for your consideration,

Amanda Yeung

From: Yoscelin Perez Ortiz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 2:42:25 PM

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Hello Metro Board Members,

My name is Yoscelin Perez, a resident of Canoga Park. I'm asking you all to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff reports there will be large-scale, open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events really matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your time and consideration,
Yoscelin Perez

From: tom jennings
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 2:29:06 PM

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I am Thomas Jennings, from Echo Park (90039). I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Ciclavia is an amazing event that connects people living in Los Angeles, as neighbors and residents, literally at street level. To consider not funding it through 2028 is cynical and short-sighted.

If you want people to engage with the city and it's residents, ENABLE THEM TO DO SO PHYSICALLY.

This benefits citizens, and local businesses, and leaves large businesses out of the loop -- THIS IS A GOOD THING.

tom

From: Liam Walsh
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 2:16:55 PM

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Hello,

Please fund open street events like CicLAvia. It is important to me. These bring communities together and make great use of the public space.

Please pull agenda Item #13 (File 2026-0432) from the consent agenda and come up with a solution to fund regular open streets programming. These should not only happen for mega-events.

Thanks,
Liam Walsh
[redacted]

From: Randolph Ruiz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 10:42:58 AM

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Dear Metro Board Members,

My name is Randolph Ruiz, a resident of Santa Monica I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The meager funding required to maintain open streets events should not be pulled, especially as Metro is voting to continue expensive and harmful freeway expansions.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Randy

From: Lyra Kilston
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 8:14:25 AM

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My name is Lyra Kilston, a resident and parent in Sherman Oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open streets events like Ciclavia are one of the most magical and meaningful events in this city. We suffer under car-dominated infrastructure every day except for these rare days when open streets show us and our children a glimpse of what could be.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.



From: stephanie hemphill
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 7:52:02 AM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Stephanie Hemphill , a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

Respectfully,

Stephanie

From: Victor Ortiz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 10:58:52 PM

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July 21, 2026

Subject: — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Julio Victor Ortiz, a resident of Sunland-Tujunga. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

J. Victor Ortiz

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 10:11:17 PM

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Ciclavia is cool, yall should keep funding it!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the

From: Sherome Staley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 10:00:50 PM

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Dear Metro Board Members,

My name is Sherome Staley, a resident of Los Angeles, Mid-City Heights . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
• Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
• Fund open street events through 2027 and into 2028—don't delay the decision.
• Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
• Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,

Sherome Staley

Sent from my iPhone

From: Stephanie K.
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 6:33:00 PM

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Dear Metro Board Members,

My name is **Stephanie Bennett,** a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Stephanie Bennett
[redacted]

From: Jerome Staley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 6:29:28 PM

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Dear Metro Board Members,

My name is **Jerome Staley** a resident of **[Your City/Neighborhood]**. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you for your consideration,
Jerome Staley

From: Joe Schmitz
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 5:47:38 PM

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Dear Metro Board Members,

My name is Joe and I live in East Hollywood, I've been here for 15 years now. I am regular metro and bicycle rider and a huge proponent of public transit. I have many friends who would ever have considered taking a metro to get somewhere without my strong encouragement.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Take care,

Joe

From: Sandy Mishodek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 5:37:09 PM

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Dear Metro Board Members,

My name is **Sandy Mishodek**, a resident of **Running Springs, CA**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sandy Mishodek

From: Andreas Kemkes
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 4:55:01 PM

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Dear Metro Board Members,

My name is Andreas Kemkes, a resident of Venice.

For the last year or more, I've been going to every Ciclavia event, sometimes using the Metro system, sometimes biking directly to it. Aside of enjoying them, I strongly believe that they provide a bigger value to the communities. We need more of these events that make city life enjoyable, not less.

Please pull this item from consent and allow a full discussion after listening to the residents of LA.

Thank you for your consideration,

Andreas Kemkes

From: kris john
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 4:46:33 PM

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Dear Metro Board Members,

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thank you,
Kris John
Resident of Los Angeles District 13

From: Amber Morris
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 4:03:13 PM

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Dear Metro Board Members,

As a resident of North Hollywood and long-time lover and rider of Metro, I was AGHAST to learn that Metro is considering pulling funding from the Open and Slow Streets Grant Program until the 2028 Olympics.

I cannot believe this is even being considered. The events that this funding supports are absolutely invaluable to the residents of Los Angeles. Just this week my family and I participated in our favorite open street event - CicLaVia. Every year when the calendar of events comes out, I write the dates out on our calendar to make sure we're able to ride our bikes and enjoy the streets. I have literally rescheduled other events to make sure we can participate in CicLaVia, because we look forward to it so much. Most often these are the only days I feel safe riding on the streets of Los Angeles. We all know that LA has "car culture" and cars rule the roads, almost 365 days a year. I say almost, because a few days a year when a portion of the streets are shut down, and the community is able to come out and enjoy open, free streets without the anxiety of a BMW buzzing by, are truly the best days.

I love open streets, riding my bike, and feeling safe in our beautiful city. Honestly, I would have thought that Metro would be putting more funding into programs like these. The number of people I saw on the Metro on the way to CicLaVia was much more than I see on a regular basis (I'm a near-weekly rider!), and I saw tons of people riding the Metro bikes. This is a program that benefits LA Metro and the community - honestly I can't understand why we're not having them MORE frequently.

So like so many other residents, I am BEGGING you, please, please --
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk.

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Please. I adore these events. I love my community. I love Metro and the work you've all done in the past to fund these programs. I love being on my bike and seeing all the weird, wonderful, beautiful Angeleños out together, enjoying open streets. Please fund these events. I am literally BEGGING.

Thank you for your consideration (seriously - thank you!)
Amber Morris (and Ken Morris, and Carol, Emily, Jeff, Peter, Lauren, and Katherine Santoki - the whole family co-signs this email!)

From: Nemo Alexander
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 3:49:26 PM

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Dear Metro Board Members,

My name is Bryan Alexander a resident of Glassell Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Bryan Alexander

From: Leslie Graham
To: Board Clerk
Subject: (EXTERNAL) Against agenda item #13, file 2026-0432
Date: Wednesday, July 22, 2026 1:57:21 PM

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Dear Metro Board Members,

My name is Leslie Graham, a longtime resident of West Adams/Crenshaw Manor. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Leslie Graham
[redacted]

From:	John Aboud
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 8:15:17 AM

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Dear Metro Board Members,

My name is John Aboud and I am a resident of South Pasadena. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
John Aboud

From: Sophie Nenner
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, Open & Slow Streets Grant Program Update and Pull from Consent
Date: Tuesday, July 21, 2026 5:00:45 PM

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Dear Metro Board Members,

My name is Sophie Nenner, I live in Culver City and work in South LA and I am writing against item #13.

Ciclavia and other large open street events are the only way for many people to enjoy safe riding in this crazy car city. Please find ways to continue to find these amazing open street events that are now part of the LA culture and make our city special. The Olympics should not take up all the budget. Think about the community, the younger and older community that can't just ride everywhere, please.
These events should be funded permanently and be part of the yearly budget at Metro.

I oppose Agenda item 13 (File 2026-0432) and I urge the Board to at least discuss it publicly by pulling the item from the consent calendar and find ways to fund them, forever hopefully.

Thank you for the support to the walking and biking community.

Respectfully,



From: Jonah Kanner
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13, Open and Slow Streets Grant Program Update
Date: Tuesday, July 21, 2026 4:39:24 PM

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Hi Metro Board,

My name is Jonah Kanner. I live in Altadena.

I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. Open streets events are wonderful and wildly popular. Events that get 40,000 people to spend time outdoors, meet their neighbors, and have a positive experience with our city should be supported. They are also a huge help to businesses lucky enough to be on the route. Most importantly, Open Streets events help people understand the power of biking and transit to move around Los Angeles.

I think it stinks that the Metro Board is not funding Open Streets events in 2027. These events are awesome, and we should keep funding them every year.

* Please fund Open Streets events in 2026, 2027, and 2028. Let's not wait until after the Olympics.

* Make Open Streets events permanent! We need more of them.

* Please support Open Streets events with more than 4 miles of Open Streets. The events are most fun when they connect multiple neighborhoods and allow for long bike rides.

Thank you for your work on this issue.

- jonah

From: Susan Ryan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item #13,
Date: Tuesday, July 21, 2026 7:00:24 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **[Your Name]**, a resident of **[Your City/Neighborhood]**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susan Ryan

S. Orange Dr., Los Angeles

From: raquel duran
To: Board Clerk
Subject: (EXTERNAL) Against agenda item #13
Date: Tuesday, July 21, 2026 3:21:21 PM

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My name is Raquel Duran, a resident of Pico Union, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Raquel Duran

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Against Agenda Item 13, File 2026-0432
Date: Tuesday, July 21, 2026 3:59:43 PM

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Dear Metro Board Members,

My name is Ayelet Ifrah, a resident of Los Feliz in Los Angeles and I'm writing to ask you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Ayelet Ifrah

From: Melanie Cristol
To: Board Clerk
Subject: (EXTERNAL) Against Agenda Item 13
Date: Tuesday, July 21, 2026 8:56:53 PM

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Dear Metro Board Members,

My name is Melanie Cristol, a resident of DTLA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Melanie Cristol

From: Brenda M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Agenda Item#13
Date: Tuesday, July 21, 2026 6:02:12 PM

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Dear Metro Board Members,

My name is Brenda Means, a resident of Canoga Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Brenda Means

From:	Marc Fenster
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Agenda Iten $13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:17:43 PM

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Dear Metro Board Members,

My name is Marc Fenster, a resident of **Pacific Palisades**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marc A. Fenster
Pacific Palisades
[redacted]

* *

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From:	Michael A. Burbank
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Item #13 (File 2026-0432) — Open and Slow Streets Grant Program Update — Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:54:03 PM

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Dear Chair and Members of the Metro Board of Directors,

My name is Michael Burbank, small business owner, and active lifestyle enthusiast. I am writing in the position of AGAINST Agenda Item #13 (File 2026-0432), the Open and Slow Streets Grant Program Update, and I respectfully ask the Board to pull this item from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and defers any decision on a permanent program until after the 2028 Olympics. That gap does real damage. It puts organizations like CicLAvia at genuine risk, and it destabilizes the small businesses, vendors, and local workforce that the open-streets economy supports across the county.

These events are more than a good day out. In smaller and historically under-invested communities, they are often the only large-scale active-transportation programming residents ever see, and they move hundreds of thousands of Angelenos onto transit, bikes, and their own two feet, precisely the ridership and mode-shift outcomes Metro has spent more than a decade building toward. Walking away now, with the world about to arrive for the 2028 Olympics, undercuts Metro's own goals at the worst possible moment.

I respectfully ask the Board to:

1. Pull Item #13 (File 2026-0432) from the consent agenda for full discussion.
2. Direct staff to find a creative funding solution now, rather than shutting down the conversation for two-plus years until after the Olympics.
3. Fund open street events through 2027 and into 2028, do not defer the decision.
4. Protect the 4+ mile, multi-neighborhood format that makes these events effective.
5. Establish open street events as a permanent, dedicated program, not a grant line fighting for survival every budget cycle.

Thank you for your time and consideration.

Respectfully,
Michael Burbank


From:	Scott Martin
To:	Board Clerk
Cc:	Martin Scott
Subject:	(EXTERNAL) AGAINST Item #13, File 2026-0432 - Open and Slow Streets Grant Program - PLEASE Pull From Calendar
Date:	Tuesday, July 21, 2026 10:35:43 PM

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Dear Metro Board Members,

My name is **Scott Martin** and I am a resident of **Hacienda Heights (**[redacted] I respectfully request you please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. As a resident of LA Co. your efforts in these open street programs are appreciated by all including those of us coming from Unincorporated Areas. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals. My husband and I have discovered the use of the public transit systems and keep our TAP card ready to go.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sent from my iPad, please excuse my spelling errors
Scott Martin

[redacted]

“Service to others is the rent you pay for your room here on earth” - Muhammad Ali

From: Andrew Adams
To: Board Clerk
Subject: (EXTERNAL) AGAINST ITEM #13, File 2026-0432 - Pull From Consent
Date: Wednesday, July 22, 2026 4:52:51 PM

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Dear Board Members,
My name is Andrew Adams, I am a resident of Mar Vista and I am demanding that you pull agenda item number 13 (File 2026-0432) from the consent agenda. Putting this on the consent agenda is a travesty, and belies how unpopular and shortsighted pulling funding from Ciclavia is.

Ciclavia is one of the few events that bring the whole region together, and it makes living here worth the insanely high cost of living. The Ciclavias around the county are chances to explore new parts of the count , and killing that for some short-term budget relief is shortsighted and foolish. It undoes all the good that the Board has done over the last decade, and removes the crown jewel mobility event we have.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. Failing to do so will be a stain on your careers and your time on this board.

Thank you for your consideration,

Andrew Adams

From:	Mary Daval
To:	Board Clerk
Subject:	(EXTERNAL) AGAINST Item #13, File 2026-0432 -Open and SLow Streets Grant Program Update--Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:37:38 PM

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Dear Metro Board Members:

My name is Mary Daval and I am a resident of Culver City. I am asking you to pull Agenda Item #13 (File 2026-04320) from the consent calendar and agendize it for a full discussioin.

As written, the staff report leaves large scale Open Streets Events unfunded through 2027 and the first half of 2028.

These Open Streets Events matter to not only the region's largest cities but also to smaller municipalities such as my own, Culver City. Ciclavia has taught Culver City residents to dream of possibilities beyond car-centric, high pollution, high anger streetscapes. It also has encouraged Culver Cityites to visit our neighbor in a wide variety of neighborhoods throughout the region thus drawing us closer together. It has taought us to see our similaties not only our differences.

I am asking the Board to:

- Direct staff to fiind a creative funding solution that will keep Open Street Events running rather than shutting down the conversation until the Olypmpics.

- Fund Open Streets Events through 2027 and iinto 2028--don't delay the decision.

- Make Open Streets Events a permanent, dedicated program.

- Protect the multi-neighborhood , 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for you consideration

Mary Daval
Co-Chair, BikeCulver City
Founder, Women on Bikes, Culver City

From: Julie Jaskol
To: Board Clerk
Subject: (EXTERNAL) Against Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 10:23:55 AM

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My name is Julie Jaskol and I live in the West LA/Mar Vista neighborhood. My husband and I participate in every single Ciclavia or Open Streets event that we can, and we take the train to get there whenever possible. These events are without question LA at its very finest: inclusive, joyful, celebratory, and very, very fun. We deeply appreciate the vision of Metro in making these special events possible. Please continue funding them, and make them a dedicated program. Please pull this item from the consent agenda.

Sincerely,
Julie Jaskol

From: Timothy Aitkens
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item #13
Date: Wednesday, July 22, 2026 4:50:08 PM

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Good afternoon Friends and Board Members:

My name is Timothy Aitkens and I live at [redacted]

I assume you know the purpose of this message (based on it's title), and will spare you the tediousness of reading a boilerplate email sent to me by various like-minded citizens.

Several years ago I discovered CicLAvia and have come to really enjoy the time spent walking through parts of the city that I otherwise would not visit. I also enjoy taking the suggested train or bus to the various CivLAvia starting places.

Please do whatever's in your power to keep CicLAvia's happening on a regular basis, and even consider expanding the number that happen every year.

Kind Regards,

Tim Aitkens

Timothy H. Aitkens
[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13 - Save CicLAVia!
Date: Tuesday, July 21, 2026 2:13:57 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Colin Warn


From: L Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 4:48:57 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Laurel Reidel
[redacted]

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 4:37:24 PM

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Dear Metro Board,

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Thank you,
Max Schank
Los Angeles 91604

From: Jessica Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 4:32:19 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Jessica Rodriguez

From: Anakaren Andrade
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 4:25:40 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Anakaren
Los Angeles, CA

From: Michael Scharf
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 3:36:07 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Michael Scharf
[redacted]

From: Mark Li
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 3:25:15 PM

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Thank you,
Mark Li
[redacted]

From: John Lin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 3:10:17 PM

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Dear Metro Board,

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Thank you,
John Lin
[redacted]

From: Abbey Campbell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 3:03:02 PM

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Dear Metro Board,

This will likely lead to the elimination or massive scaling back of events like CicLAvia, which bring so much joy and connectivity to our city. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and (maybe most importantly) just how quick, easy, and fun our streets can feel when you can safely move through them without a car. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Abbey Campbell
[redacted]

From: MJ Wu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 2:57:17 PM

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Dear Metro Board,

CicLAvia is one of the best things that happens in Los Angeles. I look forward to all of their events.

Staff ignored the directive and the results will be catastrophic, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around!!!

Bikes are already not taken seriously on LA streets, and we can't event get these few days a year with open streets?

Thank you,

MJ Wu


From: Paula Cizek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 2:52:30 PM

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Dear Metro Board,

So I guess this is why we can't have nice things?

Staff ignored the directive and as a result open streets events like CicLAvia will be reduced or eliminated. These events bring people out, exposing them to alternates modes of transit, different parts of the city, and businesses that are along the route. Please direct staff to find an alternative funding source to permanently preserve open streets funding. This is such an easy win.

Thank you,
Paula Cizek
[redacted]

From: Nate Grossman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 2:38:16 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Nathaniel Grossman
[redacted]

From: Gregory Dillon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 2:35:28 PM

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Dear Metro Board,

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Thank you,
Greg Dillon
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 2:11:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Olivia Salaben
[redacted]

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 2:04:32 PM

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Dear Metro Board,

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Thank you,
Robbie Hughes
[redacted]

Sent from my iPhone

From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 1:39:30 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Serafin Avalos, Jr.
[redacted]

Sent from my iPhone

From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 1:39:30 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Serafin Avalos, Jr.
[redacted]

Sent from my iPhone

From: Aviv Schifrin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 1:37:39 PM

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Dear Metro Board,

Please oppose item 13 and continue funding open streets events including CicLAvia. CicLAvia is an iconic cultural event and one of my personal favorite ways to explore both new and familiar neighborhoods, learn about community organizations and government initiatives from the booths at the hubs, and meet new people. It would be a shame for events like these to be scaled back or, worse yet, eliminated.

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Aviv Schifrin
Resident of Los Angeles, 90024

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 1:13:51 PM

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Dear Metro Board,

I'm a regular Metro and Metrolink rider who recently attended CicLAvia in Hollywood. I got there by a combination of bike, bus, and subway. It was one of the best things I've experienced as an Angeleno — thousands of people on bikes and on foot, discovering Metro Bike Share, hopping on buses and trains, seeing what this city can feel like without cars dominating every street. It made me want to bring something like this back to the San Fernando Valley.

That's why this staff report concerns me. The Board directed staff to find at least $1 million to support open streets events between now and the 2028 Olympics. Instead, staff is telling local jurisdictions to fund it themselves through TDA Article 3 and Local Return. That's not what the Board asked for. It puts the burden on smaller jurisdictions that may lack the capacity or political will to prioritize this, and it practically guarantees events like CicLAvia get scaled back or disappear right before the world is watching Los Angeles.

Open streets aren't just fun — they're one of Metro's most effective tools for introducing people to the system. The program's own data shows a 10% increase in Metrorail ridership and an 11% jump in TAP card sales on event days. Cutting this funding in the lead-up to the Olympics is a missed opportunity we'll regret.

I understand PC25 is fully committed. But the Board set a direction and staff came back with a workaround instead of a solution. The Board should reject this recommendation, direct staff to find an actual alternative funding source that keeps open streets programming at current levels, make the program permanent, and make clear that Board directives need to be followed — not reinterpreted.

The 2028 Games are a once-in-a-generation chance to show what Los Angeles can be. Open streets are part of that story.

Thank you,
Matt Zebro


From: Ana Cobarrubias
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:35:53 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Ana Cobarrubias
[redacted]

From: Anycca Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:18:44 PM

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Thank you,
Anycca Cortez
[redacted]

Sent from my iPhone<3

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:18:22 PM

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Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: branko burcksen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:16:33 PM

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Thank you,
Branko Burcksen
[redacted]

From: Lydia Costantian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:06:27 PM

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Thank you,
Lydia Costantian
[redacted]

From: Yuhki Fukusumi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:00:01 PM

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Thank you,
Yuhki Fukusumi
[redacted]

From: Christian Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 11:42:16 AM

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Dear Metro Board, Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around. Thank you,Christian Campos, Sylmar, [redacted]

From: August Brown
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 11:40:39 AM

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Dear Metro Board,

I'm disappointed that open streets events like CicLAvia could be defunded, likely leading to the elimination or massive scaling back of beloved events that have incalculable benefits for our community.

Open streets are great for the county's physical, infrastructural and economic health, and expose Angelenos to things like a rapidly expanding Metro system, Bike Share and more. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent (hopefully expanded and more frequent), and make sure staff follow Board directions and not the other way around.

Thank you,
August Brown
[redacted]

From: Kathryn Melendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 11:11:04 AM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Kathryn Melendez
[redacted]

From: Natalie Vital
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 10:42:34 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Natalie Vital
[redacted]

From: Esmeralda I. Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 10:35:36 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone,
Esmeralda I. Silva

From: Gabi Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 10:12:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,

Gabriela Perez
[redacted]

Sent from my iPhone

From: Celia A Andrino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 10:07:25 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,

Celia Avalos
[redacted]

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 9:21:13 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Ayla Stern
[redacted]

Ayla

From: J P
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 9:13:47 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia.

Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus service. It also exposes them to each other and the city outside the metal box

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Jennifer Nutting
Los Angeles

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 9:05:41 AM

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Dear Metro Board,

I am floored that this was voted on. Pull this from the consent calendar and vote no on it. Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County.

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
MC Guerry
[redacted]

From: Nick Gallo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 8:37:15 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Nick Gallo
Los Angeles, CA 90046

Best,
Nick Gallo
[redacted]

From: Lindsey Gant
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 8:35:17 AM

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Dear Metro Board,

I love CicLAvia. It is an outstanding way to encourage Angelinos to learn alternative modes of transportation through a city and to experience the streets of Los Angeles from a new perspective—outside a car. It is a foundational way for Metro to directly interact with and encourage communities to use public transit, bikes, walking which will in turn alter their beliefs and voting habits in support of car-free alternatives which greatly benefit L.A. County as we prepare for LA28.

Please do not reduce funding that is sure to eliminate or massively scale back events like CicLAvia. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and ensure enforcement.

Thank you,
Lindsey Gant
[redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 8:29:24 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you.

From: Frank Helmer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 8:21:36 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Frank Helmer
[redacted]

From: Rob Nickell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 7:51:58 AM

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Thank you,
Robert Nickell
[redacted]

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 7:44:58 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Sam Shapiro-Kline


From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 1:33:03 AM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Please — the open streets events feel just about as close to utopia / heaven as I get to experience on this earth. I have legitimately felt this every time I have participated in CicLAvia. To have folks all outside of their cars, interacting with each other in communal ways that are otherwise not possible apart from active transportation, to explore parts of the city that would otherwise maybe not be accessible to me — it's all so wonderful.

My son will soon be able to ride a balance bike, and I feel safe with even him participating — when normally, on some of the busiest streets, I would feel anxious about him riding on the sidewalk lest he veer off into the busy road with cars that could crush him. It's so much safer for all involved to not be around cars. I bike daily as my primary/only form of transportation, and it requires me to have my guard up constantly being around cars; I breathe a huge sigh of relief getting to bike on the road with no cars around.

If anything, I wish that this was available MORE often, and if I were really dreaming big, I would hope for more streets to be closed down to cars and open only to active transportation. It's such a better way to experience the city and be connected with my neighbors. PLEASE keep funding this wonderful event.

Thank you,
Rachel Moeckel


From: Raquel Agmon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 12:07:01 AM

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Dear Metro Board,

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Thank you,

Raquel Agmon
[redacted]

From: Israel J. Villarreal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 9:36:15 PM

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Thank you,
Israel Jimenez Villarreal
[redacted]

From: Jason Fryer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 9:15:11 PM

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Thank you,
Jason Fryer
[redacted]

Sent from my iPhone

From: Michael Gifford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 8:20:38 PM

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Dear Metro Board,

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Thank you,

Mike Gifford
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 8:16:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Yonatan Ahituv
[redacted]

From: Tommy Truong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 7:15:16 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Tommy Truong
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 6:55:14 PM

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Thank you,
Darius Dastur

From: Suzanne S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 6:10:07 PM

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Thank you,
SUZANNE SURTEES
[redacted]

Take care, Suzanne

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 5:39:47 PM

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Dear Metro Board,
CicLAvia may be the single best event in LA and shows how communities could be transformed with better transit and mobility. This MUST be preserved.

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Dustin Shahan
[redacted]

From: Andy .
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 5:12:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
[redacted]

From: Zozo Chen-Wernik
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 5:11:43 PM

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Thank you,
Zofia Chen-Wernik
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:48:48 PM

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Thank you,
Kenneth Johnson
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:44:36 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,

AJ cho

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:41:43 PM

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Thank you,
Yonah Gereboff
[redacted]

From: Jake Rosen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:38:08 PM

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Thank you,
Jake Rosen
[redacted]

[redacted]

From: Grant Blakeman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:34:24 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

L.A. County considers itself to be a world class destination and yet at a time when world class cities like Paris are doubling-down on Open Street events and improving transit and non-car transportation, LA is setting itself up to take huge steps backward. This is unacceptable.

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,

Grant Blakeman
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:28:02 PM

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Thank you,

[redacted]

From: Gahl Peled
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:22:18 PM

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Thank you,
Gahl Peled
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:21:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,

Wyatt Zadoorian
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:15:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Ava Marinelli
[redacted]

From: Tim O"Toole
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 4:01:35 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia.

Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County.

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Tim
Venice Beach

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:41:07 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

I go to CicLAvia almost every time and it would be really sad to have to cancel it because of budget cuts. Please find funding somewhere else.

Thank you,
Nathan Schilling
[redacted]

Sincerely,
Nathan Schilling

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:25:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Nick Cron-DeVico


From: Cameron Cerny
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:21:04 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Cameron Cerny
[redacted]

From: Jeff Baird
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:11:18 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I attended my first CicLAvia event this past weekend, and it was the first time here in LA where I've taken deep pride in the city's investment in quality of life through access to a program like this. I felt a sense of community, care for making the city feel smaller, and more accessible, and I was proud to live here.

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Jeff Baird
[redacted]

From: Erich Uralma
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:06:53 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Erich Uralma
[redacted]

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:02:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Brent Daugherty
[redacted]

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 3:01:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Steven Stanton
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 2:38:48 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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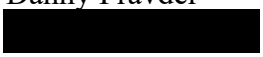
Thank you,
Tyler Koke
[redacted]

From: Danny Pravder
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 2:27:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Danny Pravder


From: Jehan Anketell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 2:24:58 PM

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Thank you,
Jehan Anketell
[redacted]

From: Stephen S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 2:06:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Stephen Son
[redacted]

From: Daniel Moon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 2:05:43 PM

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Thank you,
Daniel Moon
Los Angeles
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:55:29 PM

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Thank you,
Violet Carne
[redacted]

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:48:01 PM

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Dear Metro Board,

Staff **ignored** the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia.

Open streets events expose Angelenos to things like the amazing & expanding Metro Bike Share city-wide system, and Metro's train and bus services, and greatly benefit L.A. County.

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.
Other cities put us to shame on this front.

Thank you,
Auguste Miller
[redacted]

From: Eric Walker
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:47:04 PM

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Dear Metro Board,

I am writing to express my strong opposition to Item 13 regarding the defunding of open street events. These events are essential for connecting Angelenos to public transit options like Metro Bike Share, buses, and trains, and they provide significant benefits to our county. I urge the Board to reject any funding cuts, direct staff to secure alternative funding sources to maintain current support levels, and ensure that open streets funding is made permanent. Staff must prioritize Board directives to protect these vital community programs.

Thank you,
Eric Walker
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:42:11 PM

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Thank you,
Timothy Shen
[redacted]

From: Benjamin Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:34:09 PM

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Thank you,
Benjamin Phillips
[redacted]

From: john doe
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:23:48 PM

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Dear Metro Board,

I am a Echo Park resident as well as an incredibly passionate supporter of open street events like CicLAvia.
Open streets events expose Angelenos to Metro's bike share, train and bus services in a uniquely joyous way.
I personally have witnessed these events directly change the perspective of my friends regarding alternative methods of traversing our city.
They now are active supporters of public transportation and creating safe infrastructure for cyclists.

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent.

Thank you,
Barry O Donnell
[redacted]

From: David Lopez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:19:15 PM

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Dear Metro Board,

I know that there's a lot that needs funding, but CicLAvia and other open-streets events are wonderful opportunities to get kids out on their bikes, parents out with their children, and neighbors to meet each other. As well as giving us a safe space to ride our bikes without worrying about cars.

Please fund more of these events!

Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent.

Thank you,

David Lopez,

[redacted]

Get Outlook for iOS

From: Alex Carolino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:11:20 PM

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Thank you,
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:07:22 PM

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Thank you,
Michael
[redacted]

Sent from my iPhone

From: Edna Cedillos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:06:17 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Edna Lewis

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:03:54 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Jamie Chen


From: Carey J Bennett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:03:22 PM

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Thank you,
Carey Bennett
[redacted]

Sent from Proton Mail for Android.

From: Derrick Riley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 1:01:29 PM

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Thank you,
Derrick Riley
[redacted]

From: JJ Jung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:59:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Kyeong Hoon Jung
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:51:48 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

My name is Julio Rodriguez and I live in the city of LA at [redacted]

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Julio Rodriguez
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:41:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Chasen Daniels
[redacted]

From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:40:07 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Amin El Gamal
[redacted]

From: Tyler Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:39:41 PM

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Thank you,
Tyler Taylor
[redacted]

From: Jem Isreallycool
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:36:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Jem Unger Hicks
[redacted]

Sent from my iPhone

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:36:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Amanda McDaniel


From: Denton Cohen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:35:58 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Denton Cohen
[redacted]

From: John Farren
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:34:42 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,

John Farren
[redacted]

From: Anna-Jane Tabler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:34:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
AJT
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:34:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Caleb Schimke
[redacted]

From: Eli Kaufman
To: Board Clerk
Cc: Cynthia Rose; Alex Ramirez
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:34:04 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

Thank you for your continued leadership in expanding transportation options that help make Los Angeles County more connected, healthy, and equitable.

At BikeLA, we believe mobility justice means ensuring that everyone—regardless of income, age, race, ability, or where they live—has safe, affordable, and joyful ways to move through their community. Open streets programs are one of the most effective ways to bring that vision to life.

Events like CicLAvia do far more than create a day free from cars. They introduce thousands of people to walking, bicycling, Metro Bike Share, and Metro's bus and rail network in a welcoming environment. For many participants, these events provide a first experience with active transportation and public transit, helping build the confidence and connections that lead to lasting shifts in how people travel.

We are concerned that the current funding recommendation does not fully reflect the Board's direction and could significantly reduce opportunities for communities across Los Angeles County to experience these benefits.

We respectfully ask the Board to reaffirm its commitment to open streets by directing staff to identify alternative funding that preserves these programs at current service levels while developing a permanent funding strategy for the future. Doing so will strengthen Metro's investments in ridership, public health, climate action, and equitable access to transportation.

We look forward to continuing to partner with Metro to ensure every Angeleno has the opportunity to experience the freedom and connection that comes from having more ways to get where they need to go.

Thank you for your leadership and consideration.

Sincerely,

Eli

Eli Akira Kaufman
Executive Director

Los Angeles County Bicycle Coalition (BikeLA)

Go, BikeLA!!

[redacted]

[redacted]

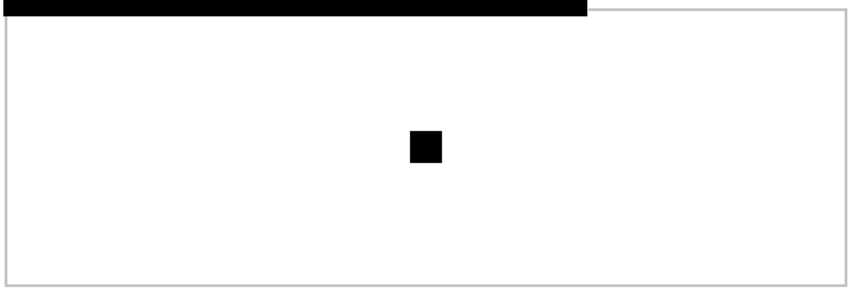
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]



From: Marcos Rodriguez Maciel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:33:42 PM

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Thank you,
Marcos Rodriguez Maciel
[redacted]

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:33:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Collin Surbeck
[redacted]

From: Abigail Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:28:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Avigail Vargas
[redacted]

From: Garrick Jensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:28:00 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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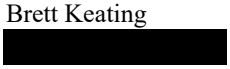
Thank you,
Garrick Jensen
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:27:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Thank you,
Brett Keating


From: Michael Schneider
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Tuesday, July 21, 2026 12:16:54 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia!!

Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and **make sure staff follow Board directions and not the other way around.**

Thank you,
Michael Schneider
[redacted]

From: Connor Webb
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13
Date: Wednesday, July 22, 2026 4:58:47 PM

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Dear Metro Board,

As a UCLA student, open streets events are how I've seen friends and neighbors take their first ride on Metro Bike Share and their first trip on a Metro train. Nothing else Metro does converts people into riders as effectively. LA is at its best during open streets events, with culture and community on full display.. As I like to say, "Every CicLAvia feels like the best day of my life."

That's why it's troubling that staff disregarded the Board's directive on open streets funding, putting events like CicLAvia at risk of elimination or drastic cuts. Please direct staff to find an alternative funding source that preserves funding at current levels, make it permanent, and require staff to report back so Board direction is actually carried out.

Thank you,
Connor Webb
[redacted]

From: cynthia bobadilla
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 13; SAVE CILAVIA
Date: Tuesday, July 21, 2026 1:26:59 PM

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Dear Metro Board,

This Sunday I joined CicLAvia's Hollywood open street event. I utilized transit, support local businesses, and connected with my community.
Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Cynthia
[redacted]

From: Aly Subs
To: Board Clerk
Subject: (EXTERNAL) AGAINST: Agenda Item No. 13, File#2026-0432 – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:03:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Aly Mawji, a resident of Exposition Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Aly Mawji

From: Lucy Haro
To: Board Clerk
Subject: (EXTERNAL) Agenda #13 (file 2026-0432)
Date: Wednesday, July 22, 2026 2:12:14 PM

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To whom it may concern:

Dear Metro Board Members,

My name is lucy resident of LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Thanks for your consideration ,

Lucy haro

Sent from my iPhone

From: catherine eng
To: Board Clerk
Subject: (EXTERNAL) Agenda 13# item
Date: Tuesday, July 21, 2026 3:48:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is catherine eng, a resident of West Hollywood]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sent from my iPhone

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13 (File 2026-0432)
Date: Wednesday, July 22, 2026 7:45:43 AM

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I live in Venice. I want open street events to continue, with adequate funding. They are vastly important in building community.

Please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Thanks,

Martin Gardner
Venice CA

From: Michael Bauch
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13 (File 2026-0432)
Date: Tuesday, July 21, 2026 5:18:57 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Michael Bauch a resident of Long Beach and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Michael Bauch

From: Eric Moore
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13 (File 2026-0432
Date: Tuesday, July 21, 2026 5:24:48 PM
Attachments: Image.png
Image.png

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Dear Metro Board Members,

My name is Eric Moore, a resident of Faircrest Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From: Vanessa
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13
Date: Wednesday, July 22, 2026 11:10:43 AM

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Dear Metro Board Members,

I am Vanessa Velasco, a resident of downtown Los Angeles' Art's District. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

These events are heavily attended by the thousands, illustrating how much the greater Los Angeles region appreciates multi-modal options. These events expose participants to new aspects of neighborhoods that we often drive right through and encourages more transit ridership. It is also an active option that encourages physical activity and time spent outdoors. Delaying funding for these events will negatively impact communities, undercut Metro's own ridership and multi-modal goals. Communities have shown they love these events and for these reasons, I ask the agenda item #13 be pulled from consent.

Thank you,

Vanessa Velasco

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13
Date: Wednesday, July 22, 2026 7:55:31 AM

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Dear Metro Board Members,

My name is Tom Tolhurst, I live in 90019 (mid-city) I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tom Tolhurst

___

All email communications should be considered future perfect or past continuous. Please forgive alternate timelines.



From: Denise DeCunzo
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13
Date: Tuesday, July 21, 2026 6:11:06 PM

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Dear Metro Board Members,

My name is Denise DeCunzo, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Denise DeCunzo

Sent from my iPhone

From: Sabrina Steinglass
To: Board Clerk; Sabrina Steinglass
Subject: (EXTERNAL) Agenda Item #13
Date: Tuesday, July 21, 2026 6:00:37 PM

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Dear Metro Board Members,

My name is Sabrina Steinglass, a resident of Burbank. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sabrina Steinglass

From:	Sumalee Sangsurasak
To:	Board Clerk
Subject:	(EXTERNAL) Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:12:30 PM

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Dear Metro Board Members,

My name is Sumalee,a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to reconsider to keep this program going. There are so many ways to try to raise money for the program. Merchandise sale and donation is a great way to support the program and NPR where the budget was cut. They are solely relying on private donation. Ciclavia is such a nice program. It brings the family and neighbors out. It is a nice way together every so often. It helps the local business.

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the

decision.

- Make open street events a permanent, dedicated program, not a

Thank you for your consideration

With Gratitude

Sumalee

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:58:36 PM

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My name is **David Wick** a resident of **Echo Park.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
David Wick


From: Robert Gonzalez
To: [redacted]
Subject: (EXTERNAL) Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 9:59:50 PM

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Dear Metro Board Members,

My name is Rob G, a resident of the San Francisco Bay Area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and it punts any permanent program decision until after the 2028 Olympics. That is a gap of more than two years before this is even revisited, and it puts the survival of the program at real risk.

I want to be clear about who this affects. It puts organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets and Active Streets in jeopardy. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation. Open street events are for everyone, and cutting funding doesn't just shrink events. It erases opportunities for communities that don't otherwise get this kind of infrastructure.

I'm writing as someone who drives down from the SF Bay Area specifically for these events, especially the Heart of LA route in October, because it connects historic neighborhoods full of culture like Little Tokyo, Chinatown, and Boyle Heights. People come from all over for this. And here is the part that should matter to an agency like Metro: participants use your buses and rail lines to reach the routes. Time and again, a first ride to a CicLAvia turns into someone discovering how easy and enjoyable public transit can be. These events are a gateway to new riders. They help people picture a life less dependent on cars, which is exactly the future Metro says it wants to build.

Metro built this movement over the last decade. Walking it back now undercuts your own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. These events also strengthen the economy, the social fabric, and the civic pride of the entire Los Angeles metropolitan area.

I'm asking the Board to do the following:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics.

- Fund open street events through Fiscal Year 2027 and into 2028. Don't push the decision down the road.
- Make open street events a permanent, dedicated program rather than a grant line that has to fight for survival every cycle.
- Protect the multi-neighborhood, 4-plus-mile format that has made these events so impactful.

One more thing. It's hard to reconcile this funding gap with the fact that Metro is also weighing more than $100 million in freeway widening projects, which research consistently shows worsen emissions by more than Metro's other projects can mitigate. The priorities here are backwards.

Please pull this item from consent and give it the full discussion it deserves.

Thank you for your time and your service.

From: Alex Dryer
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 5:34:05 PM

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Dear Metro Board Members,

I'm David Dryer, a lifelong Angeleno who believes CicLAvia is the BEST city run event, and a truly inspiring, community building asset to our city. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. Nothing makes me feel more connected to the city and my fellow citizens like these open street events.

Cutting these programs would be a tremendous loss for LA.

Thank you,
David Alex Dryer

From: Al Villasenor
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13, File 2026-0432, please do not proceed
Date: Tuesday, July 21, 2026 10:16:57 PM

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My esteemed Metro Board Members

My name is Al Villasenor, a long time resident of Boyle Heights, currently living in Los Angeles County. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I realize Metro has enormous plans for the upcoming Summer Olympics in 2028. I kindly ask that you find a solution to the obstacles ahead and keep the street closure activities throughout the city and county operating while this huge olympic event comes to our great metropolitan area. We as residents need and value the outdoor events.

Best regards,

Al Villasenor

From: Carol Springer
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 1:02:41 PM

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Re: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Carol Springer. I am an 83 year old resident of Rampart Village Neighborhood Council in LA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Since moving here in 2011, my friends and I enjoy the feeling of safety and the freedom to look around us as we bike and /or walk during Cyclavia on a stretch of road where we are not competing with cars and trucks. We discover small eateries and parks along the route, the our huge metropolitan world is humanized as we start conversations with people we don't know who are also traveling on the Metro to and from Cyclavia.

Cyclivia and other open street events deserve dedicated funding to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is

unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Carol Springer

--
Carol Springer
Solar Cook and Garden Guide
[redacted]

From: Ed Leon
To: Board Clerk
Subject: (EXTERNAL) Agenda Item #13
Date: Wednesday, July 22, 2026 12:37:50 PM

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Greetings to All

Please reconsider:

These programs are essential for Los Angeles and All the bike riders in the Area.
- Fund Open Streets events through 2027 and into 2028.
- Find a funding solution now instead of delaying action until after the Olympics.
- Protect the regional, multi-neighborhood format that makes these events successful.
- Make Open Streets a permanent Metro program

Thank You Ed Leon

From: Jonathan Reitman
To: Board Clerk
Subject: (EXTERNAL) Agenda Item 13
Date: Tuesday, July 21, 2026 5:21:57 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jonathan Reitman , a resident of Mar Vista. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonathan Reitman MD

From: Amy Pope
To: Board Clerk
Subject: (EXTERNAL) Biking LA
Date: Wednesday, July 22, 2026 3:58:37 PM

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Dear Metro Board Members,

My name is Amy Pope, a resident of Winnetka. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I am a 55 year women, a public school teacher, and a 29 year resident of Los Angeles. A little over a year ago, I purchased a bike and it has been essential to my health, my general welfare, and my renewed love of this beautiful city. It has renewed my longing to discover the city's many diverse neighborhoods, but it often feels less than safe to get around them on a bike. Events like CicLAvia and their work are essential to making LA more accessible to both riders and walkers.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Amy Pope

Get Outlook for iOS

From: Nancy Fleming
To: Board Clerk
Subject: (EXTERNAL) Ciclavia 2026-0432
Date: Tuesday, July 21, 2026 7:11:40 PM

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Dear Metro Board Members,

My name is Nancy Fleming a resident of Agoura Hills. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

This brings the community together whether old, young no matter ethnicity everyone supports each other ànd enjoys each other! It gets people outside exercising via walking, on wheels large and small. It's wonderful for families

This would be extremely unfortunate to cut this program because of the upcoming Olympics Please don't take this away from the community

Please take this item off the agenda, from consent

Thank you

Nancy Fleming

Sent from my iPhone

From: richard leroy
To: Board Clerk
Subject: (EXTERNAL) Ciclavia and metro
Date: Tuesday, July 21, 2026 5:56:51 PM

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As a tap card person, I ask you to please allow Metro to continue the ciclavia open streets project. Please!!!

Get Outlook for Android

From: Nicole Lachance
To: Board Clerk
Subject: (EXTERNAL) CICLAVia Funding
Date: Tuesday, July 21, 2026 3:59:05 PM

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To whom it may concern,

I'm deeply concerned and upset that CicLAVia's open streets is potentially going to lose its funding. This program is so meaningful for LA residents and small businesses. I've attended four of these events, and they allowed me to make new friends, see parts of LA on foot I've never been to before, and feel like a bigger part of the community. Please reconsider the decision to pull funding.

Thanks,
Nicole LaChance
(Silver Lake-LA resident of 8 years)

From: William Fernandez
To: Board Clerk
Subject: (EXTERNAL) CicLAvia
Date: Tuesday, July 21, 2026 10:34:13 PM

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Please continue to fund this important any endeavor. Biking is essential for liveable Los Angeles .
Humanize Los Angeles.
Will Fernandez

From: GERARDO SOLIS
To: Board Clerk
Subject: (EXTERNAL) CicLAvia
Date: Tuesday, July 21, 2026 5:56:01 PM

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Dear Metro Board Members,

My name is Gerardo Rueda , a resident of Glendora C.A I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Gerardo Rueda

From: Daniel Sierra
To: Board Clerk
Subject: (EXTERNAL) Ciclavia
Date: Tuesday, July 21, 2026 5:40:17 PM

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Dear Metro Board Members,

My name is Daniel Sierra, a resident of Wilmington, Los Angeles, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Daniel Sierra

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) CicLAvia
Date: Tuesday, July 21, 2026 4:36:22 PM

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Sent from my iPhone

From: Javier Partida
To: Board Clerk
Subject: (EXTERNAL) ciclavia
Date: Tuesday, July 21, 2026 6:47:27 PM

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To Whom It May Concern,

I am writing to express my strong support for CicLAvia and the positive impact it continues to have on our communities throughout Los Angeles.

In a city known for traffic and busy schedules, CicLAvia reminds us what our neighborhoods can become when people—not just cars—are placed at the center of our streets. For a few hours, families ride together, children play safely, neighbors meet one another, and communities reconnect in a way that is becoming increasingly rare.

The value of CicLAvia extends far beyond recreation.

It promotes healthier lifestyles by encouraging people of all ages to walk, ride bicycles, skate, and be physically active. It introduces many children to the joy of riding in a safe environment and inspires adults to rediscover forms of transportation and recreation they may have forgotten.

Just as importantly, CicLAvia provides meaningful economic benefits to local businesses. Thousands of participants pass through neighborhoods they might not otherwise visit, stopping at restaurants, coffee shops, bakeries, retail stores, and family-owned businesses. For many small businesses, these events create valuable exposure and bring new customers who often return long after the streets reopen to traffic.

CicLAvia also showcases the incredible diversity of Los Angeles. Every event highlights different neighborhoods, cultures, local artists, musicians, and entrepreneurs, creating opportunities for communities to share what makes them unique. It strengthens neighborhood pride while helping residents and visitors discover places they may never have explored otherwise.

Perhaps most importantly, CicLAvia builds connections. In a time when many interactions happen through screens, these events encourage genuine conversations between neighbors, families, cyclists, pedestrians, volunteers, business owners, and visitors. Those shared experiences help create stronger, safer, and more connected communities.

Programs like CicLAvia are not simply recreational events—they are investments in public health, local economies, environmental awareness, and community well-being. They demonstrate what is possible when we create spaces where everyone is welcome, regardless of age, background, or ability.

I encourage community leaders, residents, and local businesses to continue supporting CicLAvia and similar open-street initiatives. Their benefits extend well beyond a single day. They leave lasting impressions, strengthen local economies, and remind us that vibrant communities are built through shared experiences.

When we invest in events that bring people together, everyone benefits.

Sincerely,

Javier “JP” Partida

Founder of Los Ryderz Bike Club/Gang Intervention Program.

Sent from Yahoo Mail for iPhone

From: Megan Cliburn
To: Board Clerk
Subject: (EXTERNAL) CicLAvia/Stree events
Date: Wednesday, July 22, 2026 1:15:30 PM

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Dear Metro Board Members,

My name is Megan, a resident of Miracle Mile neighborhood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Megan Cliburn

From: Hunter Owens
To: Board Clerk; mayor.helpdesk@lacity.org
Subject: (EXTERNAL) Comment on Board Agenda for Thursday
Date: Wednesday, July 22, 2026 2:41:32 PM

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Dear Metro Board,

I am a resident of Cypress Park writing to urge you to fully fund our open streets program. Please consider the following:

Fund open street events through 2027 and into 2028. Do not push this decision down the road. Find a creative funding solution now. Do not shut down the conversation for 2+ years until after the Olympics.
Protect the 4+ mile, multi-neighborhood format that makes these events so impactful for our communities.
Make the open street events program permanent rather than a grant line fighting for survival every cycle.

Thanks,

Hunter Owens
Cypress Park, CA

From: Sheehan Parker
To: Board Clerk
Subject: (EXTERNAL) Comment on July 23 Agenda Item 13
Date: Wednesday, July 22, 2026 7:26:39 AM

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13. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE

Hello,
Please include my comment that is item will severely cut community programming that envigorates our city towards alternative transportation forms, including metro. In fact, these events are some of the best marketing for our metro system, as they demonstrate what a car-less city can look and feel like.

From: Tanja Reutimann
To: Board Clerk
Subject: (EXTERNAL) Commentary: meeting agenda item 13
Date: Wednesday, July 22, 2026 11:28:15 AM

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Dear Metro Board:

Please remove agenda item 13 (open streets funding).

And I quote, from a biker as he rode past me at the well attended, "San Gabriel Open Streets" event of 2025:

"This is great. You should have this every weekend!"

Later the same year, during the LA City Council meeting; I heard resounding approval from a diverse group of outspoken community members including, our neighboring city's, Mayor of So. Pasadena."

Thank you for your time and attention.

With Appreciation,

Tanja Reutimann

From: David M. Tanenbaum
To: Board Clerk
Subject: (EXTERNAL) Concerns about the potential loss of Open Street Programs
Date: Tuesday, July 21, 2026 11:18:10 PM

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Dear Metro Staff,

As a resident of Los Angeles County, I am writing in support of the many OPEN STREET programs you have funded in the past. I have participated in CicLAvia, Golden Streets, and many other such events such as the ArroyoFest. These programs bring together wide swaths of our community in ways that build harmony and understanding in our region. They open our communities for safe exploration without fear, and they highlight local organizations.

I have always been proud of Metro for being a driver of these programs. Please keep the running. Programs like this are successful globally, and LA has been a great example of this.

Thank you for your support in the past and in the future for these great programs.

Best wishes,

David

David M. Tanenbaum
Osler-Loucks Professor in Science
Department of Physics & Astronomy
Pomona College

From:	Holly
To:	Board Clerk; mayor.helpdesk@lacity.org; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov
Subject:	(EXTERNAL) Consent agenda as item #13 - Support funding for CicLAvia and other open street events
Date:	Wednesday, July 22, 2026 9:24:28 AM

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Re: Consent agenda as item #13

Dear LA BOS, Mayor and Metro Board Clerk,
Please support funding for CicLAvia and other open street events.

Open street events are for everyone.

Cutting funding doesn't just put organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. It erases opportunities for communities that don't otherwise get this kind of social infrastructure investment.
Sincerely,
Holly Mosher
Santa Monica, CA

From: Michele Biagioni
To: Board Clerk
Subject: (EXTERNAL) Consent Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 6:59:57 AM

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Send email to: BoardClerk@metro.net

Subject: Please Pull from Consent Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update

Dear Metro Board Members,

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, moving a permanent program decision until after the 2028 Olympics.

As a participant in events by open street organizations like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets, I am concerned as this agenda item poses a real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. This effort to scale back now undercuts Metro's own ridership and multi-modal goals as the region prepares to host the world for the Olympics.

I respectfully ask the Board to:

- Direct staff to find a creative funding solution to keep open street events

running. We cannot wait and defer consideration until after the Olympics. A gap of more than two years puts the program's survival at risk and lessens community engagement.
- Fund open street events through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
- Michele Biagioni (Santa Monica, CA). TAP Card Holder, Metro patron, and a resident concerned re region's long-term prospects without thriving public transportation and related events to link neighborhoods.

From: Breah Dean
To: Board Clerk
Subject: (EXTERNAL) Disapproval of Reduced Funding for Open Streets
Date: Tuesday, July 21, 2026 7:12:54 PM

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Good afternoon,

I am a citizen of Los Angeles, and I am very disappointed by the Metro Planning and Programming Committee's decision to eliminate funding for open street events. Open street events encourage healthy behaviors by creating spaces to bike, run, and walk, and they help build community by increasing citizens' investment in the city. They also help cut carbon emissions by limiting the number of cars on the road, contributing to a healthier planet. Other major cities like Mexico City and Bogotá are able to shut down their streets once a week for these kinds of open street community events, but we can't have it in Los Angeles? It's ridiculous that citizens have to fight for the right to bike safely, access the outdoors, and breathe clean air.

I urge you to reconsider your decision and pay attention to the wants and needs of the community you claim to serve.

Sincerely,

Breah Dean

--



From: Geoffrey Fudenberg
To: Board Clerk
Subject: (EXTERNAL) feedback on items 5, 55, 56, 57, 27, 13,
Date: Wednesday, July 22, 2026 12:01:19 PM

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Dear Metro board,

I ride metro for roughly two commutes per week. If train frequency was higher and delays were less frequent (e.g. due to lack of signal pre-emption), I would hope to ride it more frequently. If metro board members experienced this every week, I would imagine these issues would have a higher chance of being resolved.

Given this, on Item #5 I believe Metro should: (i) require professional qualifications for all appointed board members, (ii) create minimum participation requirements **(e.g. taking transit every week to work)** for members with consequences for non-compliance, and (iii) adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item #55 does not guarantee a seat for the County CEO; it should.

Item #56 does not clearly benefit the interests of the majority of riders.

For Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

For item #27 I urge you to vote NO for diverting $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts.

Finally for item #13, the Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Geoff Fudenberg
[redacted]

From: Ian Reichenthal
To: Board Clerk
Subject: (EXTERNAL) Fund Ciclavia!!!
Date: Tuesday, July 21, 2026 4:40:19 PM

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Dear Metro Board Members,

My name is Ian Reichenthal a resident of Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
IAN REICHENTHAL

From: Chris Wagganer
To: Board Clerk
Subject: (EXTERNAL) FUND CICLAVIA!
Date: Wednesday, July 22, 2026 10:08:39 AM

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To Whom It May Concern,

My family and I greatly enjoy the CicLAvia open street events and believe they should be fully funded and preserved.

Thank you for your kind consideration!

Sincerely,

Chris Wagganer and family
Glassell Park

From: Na"ama Levy (Frenkel)
To: Board Clerk
Subject: (EXTERNAL) Fund Open Streets Now — Don"t Delay Past 2028 (Item #13, File 2026-0432)
Date: Tuesday, July 21, 2026 6:25:40 PM

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Dear Metro Board Members,
My name is Naama Levy, a resident of Los Angeles, Village Green. I'm writing to ask the Board to fund open street events like CicLAvia and ActiveSGV's 626 Golden Streets — not let them go unfunded through 2027 and 2028.

We've done countless Ciclavias over the years all over the city. My kids have ridden bikes (and once even roller skated) down streets I'd never let them near on a day. It's one of the only times we see our neighborhood, and other neighborhoods, the way it could be, full of people instead of cars. They are a joyous events.
As written, the current staff report leaves these events unfunded through 2027 and into 2028, with any permanent decision pushed past the Olympics. That's the wrong direction. A city hosting the world in 2028 should be expanding events that get people out walking, biking, and using transit, not letting them go dark for two-plus years right before then.
I'm asking the Board to:
Fund open street events now, through 2027 and into 2028, don't delay the decision!
Make this a permanent, dedicated program instead of a grant line competing for survival every cycle.
Protect the multi-neighborhood, 4+ mile format that makes these events work.

Thank you for your consideration,

Na'ama Levy

From: Brian Decker
To: Board Clerk
Subject: (EXTERNAL) FUND STREET EVENTS
Date: Wednesday, July 22, 2026 10:09:31 AM

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Dear Metro Board Members,
My name is Brian B. Decker, a life-long resident of Silverlake, L.A. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

Brian Decker

From: renor l mayshack
To: Board Clerk
Subject: (EXTERNAL) Funding for large scale open street events
Date: Tuesday, July 21, 2026 4:48:02 PM

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Dear Metro Board Members,

My name is **Renor MAYSHACK**, a resident of **LA City**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful.

Thank you for your consideration
Renor Mayshack
Sent from my iPhone

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Funding for open streets activities
Date: Tuesday, July 21, 2026 5:10:35 PM

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To Whom It May Concern,
Please do not limit the funding for open street activities. Building communities is fundamental our success as humans. Please keep our ability to meet our neighbors and experience our neighborhoods. Thanks.

Lawrence Kohn
[redacted]

From: Illece Buckley Weber
To: Board Clerk
Subject: (EXTERNAL) Fwd: AGAINST Agenda Item #13
Date: Wednesday, July 22, 2026 1:25:59 PM

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I am a resident of the City of Agoura Hills, Los Angeles County. I am also a participant of Ciclivia.

Please pull this item from the consent calendar to afford the community to voice its comments and hopefully after a full discussion, the Board will continue funding for open streets events.

Thank you.

[redacted]

From:	Kelly Ocampo
To:	Customer Relations; Board Clerk
Subject:	(EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 1:27:28 PM

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Dear Metro Board Members,

My name is **Kelly Ocampo** and I'm a resident of **San Gabriel**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kelly

From:	Yvett L.
To:	Board Clerk
Subject:	(EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:00:36 PM

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Dear Metro Board Members,

My name is Yvett Landeros, a resident of Northridge. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two

years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your attention to this important matter,

Yvett Landeros

From:	Jeffry Mazon
To:	Customer Relations; Board Clerk
Subject:	(EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:51:35 PM

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Dear Metro Board Members,

My name is Jeff, a resident of Burbank, Ca. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jeff

From:	Yvett L.
To:	Board Clerk
Subject:	(EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:46:34 PM

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Dear Metro Board Members,

My name is Yvett Landeros, a resident of Northridge. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your attention to this important matter,

Yvett Landeros

From: Illece Buckley Weber
To: Board Clerk
Subject: (EXTERNAL) Fwd: AGAINST Agenda Item #13
Date: Wednesday, July 22, 2026 1:27:28 PM

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I am a resident of the City of Agoura Hills, Los Angeles County. I am also a participant of Ciclivia.

Please pull this item from the consent calendar to afford the community to voice its comments and hopefully after a full discussion, the Board will continue funding for open streets events.

Thank you.



From: kara royal
To: Board Clerk
Subject: (EXTERNAL) Fwd: Agenda Item #13 (File 2026-0432)
Date: Wednesday, July 22, 2026 9:07:37 AM

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---------- Forwarded message ---------
From: **kara royal** <[redacted]>
Date: Wed, Jul 22, 2026 at 9:06 AM
Subject: Agenda Item #13 (File 2026-0432)
To: <boardclerk@metro.not>

Dear Metro Board Members,

My name is Kara Royal, a resident of Woodland Hills. I am also an enthusiastic participant of the bimonthly Ciclavia events. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the

region prepares to host the world for the Olympics.

I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kara Royal

From: Melanie Morris
To: Board Clerk
Subject: (EXTERNAL) Fwd: Let ciclavia live
Date: Wednesday, July 22, 2026 7:52:43 AM

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---------- Forwarded message ---------
From: **Juan Rodas** <[redacted]
Date: Tue, Jul 21, 2026 at 10:22 PM
Subject: Let ciclavia live
To: [redacted]>

Please don't take ciclavia funding. we as a community need to have a save place to ride or walk. Me and my wife look forward to this event. Please don't defund a program that is helping people who need to know that we can be safe and active

From:	Samantha Chastang
To:	Board Clerk; FirstDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org
Cc:	councilmember.hernandez@lacity.org; councilmember.jurado@lacity.org; advocacy@ciclavia.org
Subject:	(EXTERNAL) GAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:17:27 AM

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Dear Metro Board Members,

My name is Samantha Chastang. I live in Highland Park, work in Downtown Los Angeles, commute across the city, and regularly use Metro and active transportation. This funding decision directly affects my daily life, and my own and my family's personal connection to our city. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

For me, events like CicLAvia are much more than recreational outings. They allow my family to experience Los Angeles in a way that is safe, welcoming, and connected. They encourage us to ride Metro, explore neighborhoods we might not otherwise visit, and support local businesses along the route. They remind us what a more connected, people-centered Los Angeles can look like.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

As both a resident and a daily commuter, I know firsthand that these events strengthen our transit system, support local businesses, and create lasting connections between communities. I hope you'll ensure they remain part of Los Angeles' future.

My family has discovered neighborhoods we'd never visited before because of CicLAvia, and CicLAvia gave us the confidence to try biking to destinations we now reach by Metro and bike.

Please pull this item from consent.

Thank you for your consideration,

Samantha Chastang
Highland Park Resident
Downtown Los Angeles Commuter

From:	Craig Dudek
To:	Board Clerk
Subject:	(EXTERNAL) GAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:22:08 AM

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Dear Metro Board Members,

I respectfully ask you to preserve funding for Open Streets events.

As a community, we have spent years working toward a cleaner, healthier, and more sustainable future. Open Streets has been one of the most visible and successful examples of those efforts in action. These events encourage people to leave their cars at home, choose active transportation, and experience our city in a way that promotes cleaner air, healthier lifestyles, and stronger neighborhoods.

More importantly, Open Streets has produced measurable results. It has increased participation in walking and cycling, reduced vehicle trips during events, and provided meaningful data that demonstrates progress toward our environmental and sustainability goals. These events aren't just celebrations—they are evidence that thoughtful public investment can change behavior and improve our community.

I recognize that balancing a budget requires difficult choices. Every dollar matters, and I appreciate the responsibility you have to prioritize limited resources. But eliminating funding for Open Streets would not simply be a budget reduction—it would represent a significant step backward. It would undo years of momentum, investment, and public engagement that our communities have worked hard to build.

I also urge you to remember who these programs are meant to serve. While international events like the World Cup and the Olympics are exciting opportunities, our public investments should first and foremost benefit the people who live here every day. Community programs should not be reduced or postponed simply to accommodate visitors or showcase our region to tourists. If we sacrifice successful neighborhood programs in favor of one-time international events, we risk undermining the very communities that make our region worth visiting in the first place.

When we have already demonstrated success, the answer shouldn't be to walk away from that progress. It should be to protect and build upon it. The cost of losing that momentum may ultimately be greater than the savings achieved today.

Please continue investing in Open Streets so we don't lose the progress we've worked so hard to achieve. Let's continue investing in the people who call this community home—not just in the visitors who pass through it.

Thank you for your time and consideration. Please pull this from the agenda.

Craig Dudek

From:	George Hewitt
To:	Board Clerk
Subject:	(EXTERNAL) GAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:29:00 PM

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Dear Metro Board Members,

My name is George Hewitt, a resident of Echo Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

As a side note, I'm furious that Metro is continuing to widen highways and undermine their own transit projects by diverting resources and attention from the solutions that we've seen work all over the world.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Ciclavia is one of the best things about LA and it needs to be protected at all costs. We cannot afford to kill the movement and the joy that they nurture.

Thank you for your consideration,
George Hewitt

From:	Karina Rico
To:	Board Clerk
Subject:	(EXTERNAL) GAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:51:47 PM

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Dear Metro Board Members,

My name is Karina Rico. I am a single mother raising a teenager and have proudly called Alhambra and the San Gabriel Valley home for more than 12 years. I am writing to respectfully ask that you pull Agenda Item #13, File 2026-0432, from the consent agenda for full discussion.

As written, the staff report leaves large-scale open streets events unfunded through 2027 and the first half of 2028, while postponing any decision about a permanent program until after the 2028 Olympic and Paralympic Games. A funding gap of more than two years puts organizations such as CicLAvia and programs such as ActiveSGV's 626 Golden Streets and Active Streets at serious risk.

These events are far more than recreational activities. They build community, encourage residents to appreciate their cities and neighborhoods, and give people a much-needed opportunity to pause, step away from the constant demands of work and technology, enjoy the outdoors, and connect with one another.

Every CicLAvia, ArroyoFest, and ActiveSGV event I have attended has been among the best days of the year. There is something incredibly meaningful about seeing families, children, seniors, cyclists, pedestrians, and neighbors of all backgrounds peacefully sharing public space. These events create joy, support physical and mental well-being, and give our communities something positive and inclusive to look forward to.

They are especially important for smaller cities throughout the San Gabriel Valley, where they bring safe walking, biking, and transit access to neighborhoods that may otherwise receive limited investment in active transportation infrastructure.

Cities around the world regularly create space for people to experience their communities in this way. We are not asking Metro to begin something new. We are asking the agency to protect and build upon a successful movement it has helped create over the past decade.

Walking this effort back now would undermine Metro's own ridership, mobility, sustainability, and multimodal transportation goals, especially as our region prepares to welcome the world in 2028.

I respectfully ask the Board to:

- Direct staff to identify a creative funding solution that keeps open streets events operating now, rather than postponing the conversation until after the Olympics.
- Fund open streets events throughout 2027 and into 2028 without creating a damaging interruption in programming.
- Establish open streets events as a permanent, dedicated Metro program rather than a grant category that must compete for survival during every funding cycle.
- Protect the multi-neighborhood, four-mile-or-longer format that has made these events so successful and impactful throughout the region.

Please pull Agenda Item #13 from the consent agenda and allow this important issue to receive the public discussion it deserves. We must maintain what has already been built so that residents can continue embracing the beauty of our neighborhoods and the camaraderie of our communities.

Thank you for your consideration.

Sincerely,

Karina Rico
Alhambra, California



From: masi tiferino
To: Board Clerk
Subject: (EXTERNAL) Hello
Date: Wednesday, July 22, 2026 11:35:29 AM

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To whom it may concern,

I believe open street events are very important to the community and should stay active. It brings people together and educate the youth. Thank you for your understanding.
Masi Tiferino

Sent from my iPad

From: G -
To: Board Clerk
Subject: (EXTERNAL) I am AGAINST Agenda Item #13 — Please Pull from Consent Agenda, Open and Slow Streets Grant Program
Date: Wednesday, July 22, 2026 1:20:41 AM

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Dear Metro Board Members,

My name is **Libertie Kiing**, a resident of **Hollywood, Los Angeles**. I'm asking you today to please pull Agenda Item #13 (which is File 2026-0432) from the consent agenda for full discussion.

The staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Open street organizations like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events create a real sense of community and are part of creating a liveable city in terms of both mental and physical health. Events like CicLAvia allow the city to feel smaller, friendlier, communal. Especially for those of us that must use cars to travel, having the opportunity to run, walk, cycle, board creates vibrancy in our city. It creates safety and joy for families and residents alike.

Metro built this movement over the last decade. Taking it back now turns on Metro's own ridership and goals, as we prepare to host the world for the Olympics.

Today, I am asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Again, we urge you to immediately pull this item from consent.

Thank you very much for your consideration,

Libertie Kiing

[redacted]

[redacted]

From:	Andrea
To:	Board Clerk
Subject:	(EXTERNAL) I am AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:24:37 PM

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My name is Andrea, a resident of the city of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I absolutely LOVE CicLAvia and know how beneficial it is to the LA community. I just participated in the Hollywood CiCLAvia this weekend and it brought me so much joy. It would be such a loss for CICLAvia to not be able to operate as normal.

Currently as written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Andrea CF

From: jb Brown III
To: Board Clerk
Subject: (EXTERNAL) I am AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 4:31:03 AM

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Dear Metro Board Members,

My name is John Brown, a resident of West Adams in the Mid-City area. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
jb

[redacted]

From: Thomas Beyer
To: Board Clerk
Subject: (EXTERNAL) I AM AGAINST AGENDA ITEM NO. 13 (File #2026-0432: Open and Slow Streets Grant Program)
Date: Tuesday, July 21, 2026 4:47:32 PM

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(Please Pull from Consent Agenda)

Dear Metro Board Members,

My name is Tom Beyer. I am a resident of Los Feliz. I urge you to PULL AGENDA ITEM NO. 13 (File #2026-0432) from the consent agenda for full discussion, please!

I've enjoyed half a dozen CicLAvia events in Hollywood, W. Hollywood, Compton, and elsewhere, and I find them to be one of the most wonderful and well-attended community events of the year!

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This risks us losing CicLAvia and other programs like it. That would be tragic. The benevolence and warmth and joy of these events are so vital to our society in Los Angeles.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tom Beyer

Sent from my iPhone

From: Stu Selonick
To: Board Clerk
Subject: (EXTERNAL) I am AGAINST Item 13
Date: Tuesday, July 21, 2026 3:51:52 PM

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To the Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Stu Selonick
[redacted]

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) IBEW 11 member AGAINST Item 13
Date: Wednesday, July 22, 2026 4:18:26 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

These events are important to me as cities for centuries were made for people to walk around. Open street events allow us to experience how humans have historically lived in areas that are not always practical to pedestrianize. They foster community in a city and region that can at times feel separated and lonely.

Thank you,
Christian Wollenberg


From: JAMIE ALARCON
To: Board Clerk
Subject: (EXTERNAL) Increase Ciclavia not defund!
Date: Tuesday, July 21, 2026 5:55:46 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jamie Alarcon a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jamie Alarcon

From: kyle dorow
To: Board Clerk
Subject: (EXTERNAL) Item #13 (File 2026-0432)
Date: Tuesday, July 21, 2026 4:48:09 PM

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Dear Metro Board Members,

My name is Kyle Dorow, a resident of **North Hollywood** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kyle Dorow

From:	Nik
To:	Board Clerk
Subject:	(EXTERNAL) Item #13 (July 23 Board Meeting): Please Pull from Consent Agenda / Oppose Cuts to Open Street Events Funding
Date:	Wednesday, July 22, 2026 11:23:27 AM

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Honorable Metro Board of Directors,

My name is Nik Roybal, and I am a West Hollywood resident writing to urge you to remove Item #13 from the Consent Calendar at tomorrow's Regular Board Meeting and to reject the Planning and Programming Committee's recommendation to eliminate future funding for open street events.

West Hollywood is one of the most walkable, transit-connected small cities in the County, and I've spent much of this year at our own City Council pushing for policy that matches that identity: supporting transit-oriented development near the future K Line Fairfax/Santa Monica station, opposing surveillance infrastructure that chills public space, and advocating for the street life (vendors, pedestrians, cyclists) that makes a city like ours function without a car. Open street events are a direct extension of that same vision, at regional scale. CicLAvia has activated WeHo's own streets before, and ActiveSGV's 626 Golden Streets does the same for the San Gabriel Valley. Both give residents car-free access to public space and a low-barrier, joyful introduction to transit and active mobility that no amount of signage or planning documents can replicate.

Cutting this funding doesn't just end a handful of events. It erases one of the only forms of social infrastructure investment that reaches communities Metro's larger capital projects often bypass, and it runs counter to the exact behavior change (fewer car trips, more comfort with transit and active streets) that Metro's own mobility goals depend on.

A decision this consequential, on which Supervisor Horvath cast the lone dissenting vote at Committee, deserves full public discussion at the Board level, not a quiet approval buried on a consent agenda. I ask that you:

1. Pull Item #13 from the Consent Calendar for individual consideration and public comment, and
2. Vote to preserve, not eliminate, dedicated funding for open street events in future funding cycles.

Thank you for your time and for representing the interests of Los Angeles County residents who rely on and love these programs.

Respectfully,

Nik Roybal

West Hollywood, Los Angeles County

From: Rosa Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Item =13 File 2026-0432 Agenda open streets
Date: Wednesday, July 22, 2026 3:49:56 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar

Dear Metro Board Members,

My name is Rosa Rodriguez **and I'm** a resident of **El Monte** Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Rosa Rodriguez

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) ITEM 13 - AGAINST
Date: Tuesday, July 21, 2026 9:09:14 PM

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From: Adam Rich
To: Board Clerk
Subject: (EXTERNAL) Item 13 - Open Streets Funding
Date: Tuesday, July 21, 2026 8:28:54 PM

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Dear Metro Staff,

Clawing back funding for open streets events such as CicLaVia would be a massive & short-sighted mistake.

Events like these are great for all ages. They build community, encourage physical activity, and support local businesses on the routes.

Cities around the world, like Mexico City & Rio De Janeiro, run these events every weekend. The least LA can do is continue to run them several times a year. Please reconsider gutting such an impactful program.

Adam Rich [redacted]

From: Sandy Zalagens
To: Board Clerk
Subject: (EXTERNAL) Keep ciclavia!!!
Date: Wednesday, July 22, 2026 1:22:29 PM

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Please keep this wonderful community event!!!!
It is a wonderful way for Angelenos to experience All of LA!!!
If it needs to adapt for Olympics then maybe modify it for period necessary but LA needs this uplifting community building, morale boosting, health supportive event!!!!!
Sincerely
Sandy Zalagens
[redacted]

From: Michele C
To: Board Clerk
Subject: (EXTERNAL) Keep funding Ciclavia!
Date: Wednesday, July 22, 2026 12:28:05 AM

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Please do everything possible to keep Ciclavia events happening! These events are so important for helping people feel connected to their community, explore new neighborhoods, have positive interactions in the outdoors.

From: Caren Weiner
To: Board Clerk
Subject: (EXTERNAL) Keep open street events
Date: Wednesday, July 22, 2026 8:56:43 AM

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I am writing to ask Metro to NOT stop funding for open street events such as Ciclavia.

These events bring the LA community together and allow us to visit neighborhoods on the street level that we may not do otherwise. We have participated in almost every Ciclavia event and will be devastated if you defund these events.

Please make any funding cuts or changes elsewhere in your budget!

Caren Weiner

From: George Smith
To: Board Clerk
Subject: (EXTERNAL) Keep Open Streets Going
Date: Tuesday, July 21, 2026 4:53:55 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is George O. Smith, a resident of Santa Clarita, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of

more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

George O. Smith

Sent from my T-Mobile 5G Device
Get Outlook for Android

From: Matt Babb
To: Board Clerk
Subject: (EXTERNAL) Keep open streets
Date: Wednesday, July 22, 2026 7:44:58 AM

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Matt, a resident of Atwater Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Matthew Babb

From: Felix Sander
To: Board Clerk
Subject: (EXTERNAL) Keep the funding!!!!
Date: Tuesday, July 21, 2026 7:21:59 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar

Dear Metro Board Members,

My name is Dario Sander **and I'm** a resident of **Azusa in the SGV**. Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dario Sander

From: Sua Hernandez
To: Board Clerk
Cc: Jessica Melendez; Vanesa Iniguez
Subject: (EXTERNAL) Keep the Streets & Connections Thriving
Date: Wednesday, July 22, 2026 3:46:09 PM
Attachments: png-img-b89e5507-15ed-4239-a52e-c38288969ebc.png

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At a time when we are still working to restore the community connections that were lost, ending accessible open streets events would be a step backward and a missed opportunity to strengthen our neighborhoods.

Rather than being the body that severs these connections, we urge you to help preserve and strengthen them by:

-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Suairis (She | Ella | Her)
T.R.U.S.T. South LA
Tenemos que Reclamar y Unidos Salvar la Tierra-South LA

From: K. Ande Astreed Kims
To: Board Clerk
Subject: (EXTERNAL) Keeping the Culture of Cyclavia Alive
Date: Wednesday, July 22, 2026 11:32:17 AM

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Dear Metro Board Members,

My name is Ande Kims, a resident of downtown Los Angeles m. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull Agenda Item #13 (File 2026-0432) from the consent agenda. Thank you for your consideration,

Ande Kims

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) LA County Resident AGAINST Item 13
Date: Tuesday, July 21, 2026 2:06:22 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Neil Yazma
To: Board Clerk
Subject: (EXTERNAL) LA Resident AGAINST Item 13
Date: Tuesday, July 21, 2026 4:49:35 PM

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Dear Metro Board,

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. It also brings cyclists and pedestrians a much needed safe space and respite from traffic infrastructure that does not support them. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Neil Yazma


From: Maria Lewis
To: Board Clerk
Subject: (EXTERNAL) LAC open street events
Date: Wednesday, July 22, 2026 4:02:00 PM

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Good afternoon,

I am emailing in order to communicate my support for LAC open street events. I have attended Ciclavia in Wilmington with my family and have greatly enjoyed it.
Bicycing on a safe street is a rare opportunity that we should encourage and budget for.
Increasing neighborhood participation and wellness can majorly impact the community's health.
I pray LAC will budget for open street events.

Maria Lewis

Be the change that you want to see in the world. Gandhi

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Sub ect: AGAINST Agenda Item #10 F r 2026 0402 — Open and Fi ure It ems O nl P ag am Update / Pause Pe f ion Consent Agenda

Dea Mat r ess d Member s

You have a lead ers fo support. he Mat r ogram and to de he Mat r ons e s ion.
I am asking YOU to send me s upport LC oLAr at
La t time It r ode the D r e the E le he E ic ba s the C oLAr e pa k f om La ne t Pa k e Hope Pa k

I was d mem NEVER done that. I ed fo my ove of pa t pating n Co.Ar at
I then bought a membe sh p to The Na u e. It is o y hilarious and now know how to a tend v a Mat r

Thanks to C oLAr at

The g eat joy of wa ing 3 m ow th my dog and m on y meeting and she ing w h LA ne ghbo s STARTING w th hosting w th pa t s pants on the Mat r dodging the s h ngs me mo ments joy!

PLEASE suppo t he oppo tunity to get out of ou an xiou moment on ou LA t wn wh e one ged a ou Sup d v so popu a on and ban ng the oppo tun y you need w th ev yone!

Thank you
Ma y Ruth Kreg e

first time.

The first riders stepped on and off the trains shortly after noon at Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega, often to applause from excited crowds of people waiting to board.

Mary, a West Hollywood resident, her dog Sophie and her sister Judy – who was visiting from Florida – were the first passengers to step aboard the trains heading eastbound at Wilshire/Fairfax. The trio beamed with excitement in anticipation of riding the train to Wilshire/Western, then taking it back to Wilshire/Fairfax.

"My sister's the best tour guide," said Judy, whose hair was fittingly dyed purple, the designated color of the D Line.

From:	Liz Harris
To:	Board Clerk
Subject:	(EXTERNAL) NO CONSENT on Agenda Item #13, File 2026-0432 | Open and Slow Streets Grant Program Update
Date:	Wednesday, July 22, 2026 10:18:18 AM

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Hello Metro Board Members,

I am a resident of Exposition Park Neighborhood, and I believe in the power of Open and Slow Streets. I'm asking you to **pull Agenda Item #13 (File 2026-0432) from the consent agenda**.

Preparations for the 2028 Olympics once again appear to be overshadowing the needs of Los Angeles area residents, this time with long-term negative results. If you withhold funding now for Open and Slow Streets, it will be that much harder to renew the program once the tourists leave. **You know it, and I know it: two years of neglect is likely to kill the program outright**.

Open and Slow Streets is such a popular program. Once a month, walkers, bicyclists, scooterers, skaters, and transit riders prove that Los Angeles doesn't have to suffocate in traffic and smog -- we can choose a better way!

Here is what I ask:

- Fund Open and Slow Streets events through the next two years
- Make Open and Slow Streets events a permanent program with consistent funding instead of forcing events to compete for survival each grant cycle
- Retain the popular, successful format connecting multiple neighborhoods over a four-mile stretch

Metro has been building enthusiasm for active and public transportation with Open and Slow Streets for 10 years. Please don't undercut your own progress! Don't hang us full-time Angelenos out to dry for the sake of a month of tourists!

Please pull Agenda Item #13 (File 2026-0432) from consent.

Thank you,

Liz Harris
Transit rider, walker, and bike rider

From: Edward McCloskey
To: Board Clerk
Subject: (EXTERNAL) No on Agenda Item #13 file 2026-0432
Date: Wednesday, July 22, 2026 9:40:29 AM

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Dear Metro Board Members,

My name is Ed McCloskey , a happy contributing resident in Westwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

CicLAvia has been wonderful. i've participated in more than half of them; often with friends who don't live in LA proper. We generally have lunch at an unknown restaurant to us and we find many other things to do later from biking by them. For example, at this past Sunday's CicLAVia we introduced two Angelenos to the Barnsdale Art Park who never heard of it. All four of us will be going there in August.

CicLAVia is a terrific way to learn about neighborhoods and to bring people together. It can't be put on hold for two years. Please pull consent from the agenda..

Many thanks,

Ed McCloskey

From: Erika Baltazar
To: Board Clerk
Subject: (EXTERNAL) Olympics - Metro Board
Date: Tuesday, July 21, 2026 6:50:21 PM

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Dear Metro Board Members,
My name is Erika Baltazar, a resident of Los Angeles/Echo Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Erika Baltazar

From: Spatz, Andrea
To: Board Clerk
Subject: (EXTERNAL) Open and Slow Street Grant Program KEEP!!!
Date: Wednesday, July 22, 2026 1:07:59 PM

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Dear Metro Board Members,

.

I love CicLAvia and have used it to discover neighborhoods all over the region at ground level .When they are close we cycle there. When they are a bit further we take Metro to make it a car free day.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and stops any permanent program decisions until after the 2028 Olympics.
This puts open street organizations like CicLAvia at risk.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

Direct staff to find a creative funding solution to keep open street events running.

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- **Please pull this item from consent.**
  Thank you,

Andrea Spatz
Beverly Hills



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From: Garrett Pence
To: Board Clerk
Subject: (EXTERNAL) Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 8:26:38 PM

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Dear Metro Board Members,

My name is Garrett Pence, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Garrett Pence

From: Nancy Lomen
To: Board Clerk
Subject: (EXTERNAL) Open and Slow Streets Grant
Date: Wednesday, July 22, 2026 7:59:12 AM

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I am a 65-year resident of the San Gabriel Valley. I have participated in several Open Streets events and thoroughly enjoyed them. This is money well spent as it brings people together and showcases different sections of the Los Angeles area. Please consider extending the funding and even making it permanent.
Sincerely,
Nancy Lomen
943 Stuhr Drive
[redacted]

From:	A Osterweil
To:	Board Clerk
Subject:	(EXTERNAL) Open street events AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:46:25 PM

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Dear Metro Board Members. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As an avid cyclist in the Los Angeles area I am saddened to hear that you are considering cutting funding for open street events. These events are very important to bring awareness to cyclists and pedestrians. We all know that production and cyclist fatalities are an issue in their city. A few months ago I attended a memorial event for a soon to be mother and her unborn baby who were both killed while the mother was riding a bike in Playa Del Rey neighborhood. On a fun note open street events bring people together and help showcase little gems in each neighborhood around Los Angeles. They are win for participants and businesses.
.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Sincerely,

[redacted]

[redacted]

From: Shari Moore
To: Board Clerk
Subject: (EXTERNAL) Open Street Events are For Everyone
Date: Wednesday, July 22, 2026 10:18:25 AM

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Dear Metro Board Members,

My name is Shari Moore , a resident o**f** Leimert Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Shari Moore

From: Jade M.
To: Board Clerk
Subject: (EXTERNAL) Open Street Events in LA
Date: Wednesday, July 22, 2026 8:51:44 AM

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Dear Metro Board Members,

My name is Jade Reese, a resident of Long Beach, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jade Reese

From: Hazel Campos
To: Board Clerk
Subject: (EXTERNAL) Open street events
Date: Tuesday, July 21, 2026 7:59:34 PM

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Please do not cut funding for open street events such as Ciclavia. These events are very important to many families including my own.

Sent from Yahoo Mail for iPhone

From: Sylvia Guillen
To: Board Clerk
Subject: (EXTERNAL) Open street events
Date: Tuesday, July 21, 2026 4:28:51 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Sylvia a resident of **Chatsworth, Los Angeles** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Sylvia Guillen
Digital & Social Media Curator | Strategist | Consultant
http://sylviaguillen.com

Follow Me On:
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From: Kasey Esparza
To: Board Clerk
Subject: (EXTERNAL) Open street events
Date: Tuesday, July 21, 2026 11:47:03 PM

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Make events like Ciclavia permanent. It's one of the best community events in Los Angeles. It makes the city livable and it's a great addition to the ride metro movement.

Sent from Yahoo Mail for iPhone

From: Jonathan Caplan
To: Board Clerk
Subject: (EXTERNAL) Open streets
Date: Wednesday, July 22, 2026 8:31:57 AM

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Dear Metro Board Members,

My name is Jonathan Caplan. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streetsat real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jonathan Caplan

From: Rick Burke
To: Board Clerk
Subject: (EXTERNAL) Open Streets funding in Los Angeles
Date: Tuesday, July 21, 2026 5:43:00 PM

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Dear Metro Board Members,

My name is Rick Burke, a resident of Jefferson Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia, and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets, at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

To its credit, Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Rick Burke

From:	Andy Giefer
To:	Board Clerk
Subject:	(EXTERNAL) Open Streets is 0.2% of your budget (AGAINST Agenda Item #13, File 2026-0432)
Date:	Wednesday, July 22, 2026 2:27:51 PM

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Dear Metro Board Members,

I'm a resident of Los Feliz and am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Surely you can find room in your $9 billion for something that brings joy to millions of Angelenos.

Let's prove wrong the people who say "we can't have nice things" in LA.

Please pull this item from consent.

Thank you for your consideration,

Andy Giefer

From: Woodsin Joseph
To: Board Clerk
Subject: (EXTERNAL) Open Streets
Date: Wednesday, July 22, 2026 9:44:41 AM

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Hi,

I have two comments.

Have Metro Board composed of people who are not Metro users is not serving the community. Metro Board that only sometimes rides the bus and doesn't use the bus as their main form of transportation is disservice to the bus riders who have no choice but to take the bus. Having one person on the board is a good step but I would like to see a majority of the board members comprised of people who don't own a car.

Please fund open streets events like CicLAvia. I am a director of Bici Libre, one of the bike repair partners of CicLAvia and we see huge numbers of people coming out to open streets events!

Metro should be investing in infrastructure related to public transport, accessibility and infrastructure that is not prioritizing private vehicles.

Thank you, Woodsin

From: Robert
To: Board Clerk
Subject: (EXTERNAL) Open Streets
Date: Wednesday, July 22, 2026 8:20:47 AM

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Please don't reduce the size or number of Open Streets events. The Olympics are just a money grab... don't penalize Open Streets.

Robert Smith

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Open streets
Date: Wednesday, July 22, 2026 8:15:18 AM

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Dear Metro Board Members,

My name is Meg, a resident of Pasadena. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Meg Bontrager

Sent from my iPhone

From: Citizen Oah
To: Board Clerk
Subject: (EXTERNAL) OPPOSE 7/13 Consent item #13 -- Save open streets events!
Date: Wednesday, July 22, 2026 11:12:01 AM

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Metro Board --

I'm writing to urgently ask you to pull agenda item 13 (2026-0432) from the consent calendar, for full discussion. The staff report leaves large-scale open streets events unfunded through 2028, putting popular programs like CicLAvia and 626 Golden Streets at serious risk.

These programs are a tremendous success: Metro built a legitimate, vibrant piece of civic life over the last decade, and it goes far beyond the big cities — smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment.

A failure to capitalize on the momentum of these events heading into the Olympics would be a massive strategic miss, not to mention a tragedy for our communities.

I'm calling on the board to:
- Direct staff to explore and develop a funding plan now to keep these events running, instead of delaying until after the Olympics
- Fund open streets events through 2027 and into 2028, without delay
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle
- Commit to the multi-neighborhood, 4+ mile format that has made open street events successful in the region

Again, **please pull this item from consent.**

Thank you for your hard work and time,
Noah, 90032

From: Ben Seligman
To: Board Clerk
Subject: (EXTERNAL) OPPOSED: Item 13
Date: Wednesday, July 22, 2026 4:16:49 PM

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To the LA Metro Board,

CicLAvia and other open streets activities are vital not only to the cultural and civic life of the people of Los Angeles, but also to improving mobility and transport throughout the county. These events help Angelinos connect with resources and services from Metro that they did not know about, generating ridership and revenue while getting cars off streets. They also help all Angelinos see how walking, cycling, and public transport can make our lives less focused on sitting in or working around car congestion.

As we near the Olympics, maintaining these events helps prepare our county to host the millions of people expected to visit from around the world. Failing to do so will repeat the worst travesties of the World Cup, including inaccessible venues and price gouging.

CicLAvia and open streets events deserve continued funding through other sources at their current levels and to be made a permanent part of Metro's budget.

Thank you,
Benjamin Seligman
[redacted]

From: Justin Massey
To: Board Clerk
Subject: (EXTERNAL) OPPOSITION to Agenda Item #13, File 2026-0432 — Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 3:02:35 PM

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Dear Board Members:

I write to ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda.

This item leaves large-scale open street events unfunded through 2027 and the first half of 2028 and delays any permanent program decision until after the 2028 Olympics.

I have attended CicLavia events and they have enriched my knowledge of our collective backyard immensely. This item would leave organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets unfunded, eliminating events that encourage and celebrate exploration through safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

With the above in mind, please do the following:

- Fund open street events through 2027 and into 2028;
- Make open street events a permanent, dedicated program;
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful and enriching to all of your constituents.

Thank you.

Yours truly,

Justin Massey
Hermosa Beach City Councilmember (ret.)

From: Melanie Weinreich
To: Board Clerk
Subject: (EXTERNAL) Please consider TODAY! Ciclavia is important to us!
Date: Wednesday, July 22, 2026 12:26:13 PM

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Dear Metro Board Members,

My name is Melanie Weinreich. I'm a mom from Eagle Rock and have proudly called Los Angeles home for the past 12 years. I'm writing to ask that you pull Agenda Item #13 (File 2026-0432) from the consent agenda for a full discussion.

As written, the staff report leaves large-scale open streets events unfunded through 2027 and the first half of 2028, while delaying any decision on a permanent program until after the 2028 Olympics.

As a mom, CicLAvia has become one of the few times I truly feel empowered by the city's infrastructure to explore neighborhoods I might not otherwise visit safely by bike or on foot. I even participated while seven months pregnant, and I'm looking forward to sharing these events with my family for years to come. Through these events, we've met neighbors, connected with local representatives, and discovered parts of Los Angeles we likely never would have experienced otherwise. They create a sense of community that is increasingly rare.

I understand Metro and the region are facing difficult budget decisions. But CicLAvia and other open streets events are more than recreational outings. They are cultural institutions and investments in public health, active transportation, and community connection. After every event, my family finds ourselves saying the same thing. We wish there were more CicLAvias each year, not fewer.

This proposal also puts organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets and Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller communities

rely on them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro helped build this movement over the last decade. Walking it back now undercuts Metro's own ridership and multimodal goals just as Los Angeles prepares to welcome the world for the 2028 Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution that keeps open streets events running now, rather than postponing the conversation until after the Olympics. A gap of more than two years before this is revisited puts the program's future at risk.
- Fund open streets events through 2027 and into 2028 instead of delaying the decision.
- Make open streets events a permanent, dedicated program instead of a grant line competing for survival each funding cycle.
- Protect the multi-neighborhood, four-plus-mile format that has made these events so successful across the region.

Please pull this item from the consent agenda.

Thank you for your consideration,

Melanie Weinreich

From: Aaron W.
To: Board Clerk
Subject: (EXTERNAL) Please Continue Funding Open Streets Events (CicLAvia, 626 Golden Streets, Active SGV)
Date: Tuesday, July 21, 2026 5:38:06 PM

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Dear LA Metro Board Members,

I'm writing to urge you to preserve funding for open streets programs like CicLAvia, Active SGV, and 626 Golden Streets/Active Streets. These events are more than a fun outing — they're social infrastructure that many communities don't otherwise have access to.

I've attended these events for years, and the atmosphere is unlike anything else: families walking down car-free streets, kids biking without fear, neighbors connecting in ways they never would from behind a windshield. The energy is contagious and genuinely gets people moving and active. For communities that have historically lacked investment in safe, walkable public space, losing this funding means losing one of the few chances to experience their own streets this way.

I understand budget constraints are real, so I'd encourage the Board to look at ways to preserve the program at a lower cost rather than cutting it entirely:

- Shortening event routes to reduce road closure and staffing costs
- Expanding corporate sponsorships and local business partnerships
- Building out a donation/membership program for repeat attendees
- Partnering with community organizations to share logistics and outreach costs
- Reducing event frequency rather than eliminating the program altogether

Thank you for considering these ideas and for the voices of those of us who've seen firsthand what these events mean to our communities. I hope Metro will continue to champion open streets programming in whatever form the budget allows.

Sincerely,
Aaron (From Alhambra, CA)

From: Pranav Bhakta
To: Board Clerk
Subject: (EXTERNAL) Please fund Open Streets
Date: Wednesday, July 22, 2026 1:30:46 PM

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Dear Metro Board Members,
My name is Pranav Bhakta, a resident of LA county. I am asking you to pull Agenda item #13 (File 2026-0432) for full discussion.

Events like CicLAvia are an opportunity for LA residents from all over the city to come see a neighborhood on foot and celebrate the diversity of our city and community. Please find another way to fund open street events so that we can keep the momentum of all the work Metro has done to make LA easier to travel and safer. Thank you for your time and consideration.

--
Sincerely,
Pranav Bhakta

From: conny lederer
To: Board Clerk
Subject: (EXTERNAL) Please keep funding CICLAVIA events!
Date: Tuesday, July 21, 2026 6:31:02 PM

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Hello,

I hope you all realize that the wonderful Open street events are for everyone. Cutting funding doesn't just put organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. It erases opportunities for communities that don't otherwise get to get outside and enjoy LA.

Please:

- Fund open street events through 2027 and into 2028, don't push the decision down the road.
- Find a creative solution now, don't shut down the conversation for 2+ years until after the Olympics.
- Protect the 4+ mile, multi-neighborhood format that makes these events impactful.
- Make the open street events program permanent, not a grant line fighting for survival every moment.

Dear Metro Board Members,

My name is Constance Lederer, a longtime resident of **Los Angeles/Venice.**

I'm asking you to pull Agenda Item #13 (File 2026-

0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Constance Lederer

You can also read

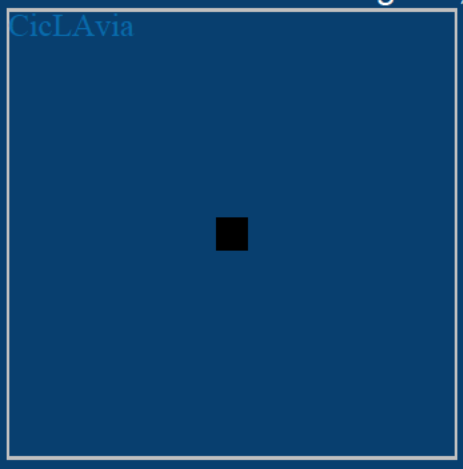
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From: Lilly Lee
To: Board Clerk
Subject: (EXTERNAL) Please keep Open street events
Date: Tuesday, July 21, 2026 8:31:28 PM

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Sent from my iPhone Dear Metro Board Members,

My name is **Lilly li** , a resident of **Duarte.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

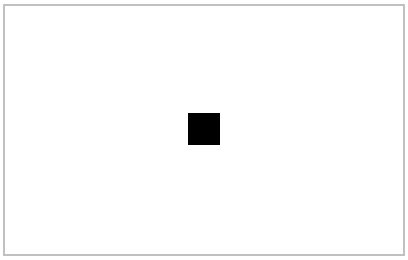
- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Best
Lilly

From: Karen Slobod
To: Board Clerk
Subject: (EXTERNAL) Please protect cyclavia
Date: Tuesday, July 21, 2026 9:48:56 PM

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Please protect cyclavia - So much benefit comes from the community coming together, encouraging bicycle riding, and getting to know our city better.
It's part of the multi-modal future of LA - that Metro is all about.



From: Mark Bilfield
To: Board Clerk
Subject: (EXTERNAL) Please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
Date: Tuesday, July 21, 2026 4:32:57 PM

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Dear Metro Board Members,

My name is Mark Bilfield, a resident of Los Angeles, 90067. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from the consent agenda.

Thank you for your consideration,
Mark Bilfield

From: Joe Saunders
To: Board Clerk
Subject: (EXTERNAL) Please pull Agenda Item #13 (File 2026-0432) from the consent calendar
Date: Tuesday, July 21, 2026 3:28:24 PM

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Dear Metro Board Members,

My name is Joe Saunders and I'm currently a resident of Burbank and have lived in parts of the City of Los Angeles for over 20 years. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Best regards,

Joe Saunders

From: Ray Busmann
To: Board Clerk
Subject: (EXTERNAL) Please Pull Agenda Item #13 (File 2026-0432) from the Consent Agenda
Date: Tuesday, July 21, 2026 4:50:31 PM

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Dear Metro Board Members,

My name is Ray Busmann, and I live in Silver Lake. I'm writing to ask you to pull Agenda Item #13 (File 2026-0432) from the consent agenda so it can receive a full discussion.

As written, the proposal leaves open street events without funding through 2027 and into 2028, while delaying any permanent solution until after the Olympics. That puts organizations like CicLAvia and ActiveSGV's 626 Golden Streets at real risk.

These events bring people together, encourage walking, biking, and transit, and benefit communities across Los Angeles County—not just the largest cities. It would be a real shame to lose the momentum Metro has built over the past decade.

Please find a way to keep these events funded through 2027 and into 2028, make them a permanent Metro program, and protect the multi-neighborhood format that has made them so successful.

Most importantly, please pull this item from the consent agenda so it can receive the thoughtful discussion it deserves.

Thank you for your time and consideration.

Best,

Ray Busmann

From: Maureen Chin
To: Board Clerk
Subject: (EXTERNAL) Please pull agenda item #13 from consent agenda 7/22
Date: Wednesday, July 22, 2026 11:11:32 AM

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Dear Metro Board Members,

My name is Marie Chin, a resident of San Gabriel. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Marie Chin

From: Jonah Henry
To: Board Clerk
Subject: (EXTERNAL) Please pull agenda item #13 from consent
Date: Wednesday, July 22, 2026 4:50:04 PM

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Good afternoon Metro Board Members,

My name is Jonah Henry and I am a resident of Jefferson Park in County Supervisorial District #2. I am writing to request that you remove agenda item #13 from the consent agenda for tomorrow's board meeting and instead hold a full discussion on the item before voting.

CicLAvia's open street events are always among the most fun social events that I go to each year, and as a young person, they offer an inspiring glimpse of what Los Angeles could look like in the coming decades if Metro and its municipal partners continue to invest in better public transit, protected bike lanes, and pedestrian infrastructure.

I urge the Board to scrutinize the recommendations from the staff report and, rather than voting to defund open streets events like CicLAvia, to instead discuss creative options for how to secure a consistent, long-term source of funding for this vital program.

Thank you for considering my perspective.

Sincerely,
Jonah Henry (he/him)

From:	Amalia Mathewson
To:	Board Clerk
Subject:	(EXTERNAL) Please Pull Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update -- from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:56 PM

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To whom it may concern --

I'm a resident of Los Angeles and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda.

Open Street organizations like CicLAvia are a huge part of what makes Los Angeles a city worth living in. It shows that alternative transportation is possible in a major urban center known for car density. It would be devastating to see these events dwindle and die -- they are bringing the city back to life after the desolation of the pandemic, and we need them now more than ever. Please.

I'm asking the Board to:

- Find a funding solution to keep open street events running now —don't delay the decision.

-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Amalia Mathewson
Cyclist, transit user, proud Angeleno

From: Nastassja Lafontant
To: Board Clerk
Subject: (EXTERNAL) PLEASE PULL AGENDA ITEM #13
Date: Wednesday, July 22, 2026 9:07:04 AM
Attachments: ATT00001.png

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Hello,

Im reaching out to urge you to pull Agenda Item #13 from the consent calendar and protect Open Streets funding. This is integral to the LA community and strongly impacts many lives. Please fund Open Streets events through 2027 and into 2028 and find a funding solution now instead of delaying action until after the Olympics. Now is not the time to take this community driven program away from us instead you should be protecting the regional, multi-neighborhood format that makes these events successful.

Make Open Streets a permanent Metro program.

Thank you



From: Karen Sosa
To: Board Clerk
Subject: (EXTERNAL) Please pull Agenda item 13
Date: Wednesday, July 22, 2026 9:00:08 AM

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Dear Metro Board,

Since moving to LA in 2018, open streets events like CicLaVia and OpenStreets626 have been our hands-down favorite moments in this city. They are incredible celebrations of the city and its people - everyone comes out to just have a nice day together. Folks smile, wave, chat to each other, everyone's happy, moving their bodies, enjoying fresh air. They are also a proof of concept for street diets, pedestrianization, and all the benefits of non-car travel. Simply, these events are some of the best community celebrations I've ever been to.

Please don't postpone funding until after the Olympics. These are events for the people who live here to enjoy our city; it would seem really unfair to tell Angelenos their fun has to wait until after this visitors' event. And sorry, I have to say it - it sure would be nice if LA could spend a fraction of the money they've hemorrhaged on failed APM contracts and fraudulent sexual harassment settlements on small, successful, joyful community events like open streets.

Open streets events should be permanently funded, starting now. The idea of passing this with no discussion is offensive. Please pull Agenda Item #13 (file 2026-0432) from the consent agenda for full discussion.

Karen Sosa, Los Angeles

From:	Michael Szeto
To:	Board Clerk
Subject:	(EXTERNAL) Please Pull from Consent Agenda -- AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date:	Tuesday, July 21, 2026 4:42:47 PM

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Dear Metro Board Members,

My name is Michael Szeto, a resident of Los Angeles County and a regular Metro rider. I write to urge the Board to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.\

Please pull this item from consent.

Thank you for your consideration,
Michael Szeto

From: Meggan Ellingboe
To: Board Clerk
Subject: (EXTERNAL) Please Pull from Consent Agenda Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update
Date: Wednesday, July 22, 2026 2:27:23 PM

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Dear Metro Board Members,

My name is Meggan Ellingboe, and I live in Los Feliz. As a long-time participant and enthusiast of CicLAvia and open streets events, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. Not only do smaller cities use these events and programs to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure, they build community and opportunities for neighbors to meet each other, allow local businesses and non-profits to engage with their community, and bring City and Regional government visible to the people.

For Metro to not commit funding for these programs would be a shame after seeing these events grow over the past decade. These events allow Angelenos to practice and envision the promise of multi-modal transportation and give space to newcomers to try biking safely. Los Angeles is park-poor compared to its contemporaries. Open Streets programming allows recreational opportunities in areas already underserved or that lack infrastructure for green space and active recreation space. The park-poor status of the City and County is a conversation for another day, but the high participation in Open Streets programming demonstrates that people are hungry for spaces and opportunities to recreate.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. Surely open streets programming can be incorporated into lead-up events to the Olympics and find some funding support. What better way to show how the City can be connected through transit goals set by LA28 marketing than by using open streets programs to demonstrate options.
- Protect the multi-neighborhood, 4+ mile format that has made open street

events successful in the region.

Please pull this item from consent. This really ought to be a permanent program and ongoing demonstration of good government or of government doing something positive.

Thank you for your consideration,

Meggan Ellingboe
Los Feliz

--
Meggan Ellingboe

From: Stefany Mena
To: Board Clerk
Subject: (EXTERNAL) Please Pull from Consent Calendar Agenda Item #13
Date: Tuesday, July 21, 2026 3:35:09 PM

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Dear Metro Board Members,

My name is Stefany Mena, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Los Angeles is already behind on their open streets programming. Other cities have weekly and much larger open streets events.

Do not let LA fall even further behind. Open streets events have countless benefits to the community and to businesses alike.

I am asking the board to

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle, as they are in other major cities.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Stefany Mena, PhD

From: Josh Rafofsky
To: Board Clerk
Subject: (EXTERNAL) Please Pull Item #13 (File 2026-0432) from Consent — Open Streets Funding
Date: Tuesday, July 21, 2026 8:39:52 PM

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Hi Metro Board,

My name's Joshua Rafofsky. I live near Miracle Mile in LA, and I've liived here for 30 years now. I'm writing to ask you to pull Agenda Item #13 (File 2026-0432) off the consent agenda so it actually gets discussed.

As written, the staff report leaves open street events unfunded through 2027 and into early 2028, and pushes any real decision until after the 2028 Olympics. That's a huge gap, and it puts programs like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets at real risk.

These events matter way beyond the big cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise don't get much investment in active transportation. Metro spent the last decade building this movement! Walking it back now works against Metro's own ridership and multi-modal goals, especially right as the region gets ready to host the world for the Olympics.

Here's what I'm asking the Board to do:

Please find a real, creative funding solution to keep open street events running now. Don't just table the conversation until after the Olympics. Waiting two-plus years to even revisit this could kill the program. Fund these events through 2027 and into 2028. Please don't delay the decision.

Make open street events a permanent, dedicated program, not something that has to compete for grant funding every cycle. Protect the multi-neighborhood, 4+ mile format that's made these events work so well here. These events are beloved and bring our community so much joy and togetherness. Quite literally, they're my favorite part about living in Los Angeles!

Please pull this item from consent. Thanks for considering it.

Joshua Rafofsky





From: Ben Rice
To: Board Clerk
Subject: (EXTERNAL) Please pull Item #13 from tomorrow's consent agenda
Date: Tuesday, July 21, 2026 9:28:17 PM

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Dear Metro Board,
Open street programs like CicLaVia are what make LA better than other major metropolitan cities. When my friends and family ask what is great about living in LA I always mention the joy of biking and running during open street events. It is disheartening to hear funding may be cancelled, it is something which makes me proud to live here.

Ben Rice
[redacted]

From: Livia Mandoul
To: Board Clerk
Subject: (EXTERNAL) Please remove Agenda Item #13 from Consent Calendar
Date: Wednesday, July 22, 2026 12:02:18 PM

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Dear Metro Board Members,

My name is Livia, and I live in Los Angeles.
Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.
Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.
Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Livia

From: Bethany Zoe
To: Board Clerk
Subject: (EXTERNAL) Please remove Agenda Item #13 from Consent Calendar
Date: Wednesday, July 22, 2026 12:01:01 PM

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Dear Metro Board Members,

My name is Bethany Zoe, and I live in Mar Vista.

Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant Southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Bethany Zoe

From: Rob Lee
To: Board Clerk
Subject: (EXTERNAL) Please remove Agenda Item #13 from Consent Calendar for this week!!
Date: Wednesday, July 22, 2026 11:33:05 AM

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Dear Metro Board,

My name is Robert Lee, and I reside in Glendora. Before I retired a few years ago, I rode the (former) Gold Line every day to and from work. I have also enjoyed many ActiveSGV and Ciclavia activities over the years and have test-ridden the ActiveSGV e-bikes several times. These activities are invariably fun and informative, and I was thrilled to discover and experience the joys of riding through the "Emerald Necklace" area that ActiveSGV highlights.

ActiveSGV is a "drop in the bucket" in terms of the Metro budget but it has an outsized impact on my life and many families in our area. I believe it has had an outsized impact on multi-modal transportation and their programs encourage participants to employ alternative means of transportation (that create little or no pollution), get outdoors more and increase healthy, family-oriented activities.

Agenda Item #13 (File 2026-0432) to eliminate ActiveSGV funding for the foreseeable future is something that should be discussed in depth: the Metro Board should consider the excellent returns on its investment that ActiveSGV provides—especially because all of their activities and "presence" at so many local events throughout the Southern California creates a tidal wave of good will for Metro.

Please find a creative way to continue funding the "Open Street" events until 2028. In fact, Carefully consider making "open street" a permanent, dedicated program, and not a line item struggling for funding every few years. I beg you, **Please pull this item from consent.**

Thank you for your consideration,

Robert Lee

[redacted]

PS **Please tell Habib Balian that an old John Muir High School friend says hello!!!**

From: Isaac Shamam
To: Board Clerk
Subject: (EXTERNAL) Please remove Agenda Item #13 from Consent Calendar
Date: Wednesday, July 22, 2026 3:23:38 PM

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My name is Isaac, and I live in Los Angeles.

Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like.

Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isaac





From: Allen carter
To: Board Clerk
Subject: (EXTERNAL) Please save Ciclavia -Allen from North Hollywood
Date: Wednesday, July 22, 2026 8:28:11 AM

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Dear Metro Board Members,

My name is Allen, a resident of North Hollywood. I am also both a frequent LA Metro rider and Ciclavia attendee since 2015. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. . Having an open streets event for all kinds of non-vehicle transit is one of the few things these days that bring people together. Whether they took the bus, train, bike, walked, or drove to reach the latest Ciclavia route, just about everyone enjoys the freedom of having a wide surface street to walk, pedal, skate, etc for several hours, without having to worry about collisions with cars or trucks.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk. This is an exciting public gathering that a lot of us can't wait for every few months of every year.
Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Allen

From: Judith Tanenbaum
To: Board Clerk
Subject: (EXTERNAL) Please save open streets
Date: Wednesday, July 22, 2026 2:55:31 AM

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Dear Metro people,

I am writing because I love CicLAvia. I have lived in Denmark, a bicycle+friendly country, and it is sometimes hard to go back to LA. I remember good things, like free lemons and good weather for hanging laundry outside. I am excited to go back the the Metro line that opened recently in Pomona. CicLAvia is one of the places I take Metro and I love the feeling of getting out of my eastern LA Co bubble to be with all the people of LA. It warms my heart to be on a bike and to see so many other happy people doing the same. Please, please, consider pulling the item from the consent calendar to be considered separately. Please fund open street events and consider making them permanent. Please save one of the best parts of LA.

Sincerely,

Judith Tanenbaum

[redacted]

[redacted]

From: Daniella Andrade
To: Board Clerk
Subject: (EXTERNAL) Public comment - Item 13
Date: Wednesday, July 22, 2026 7:23:17 AM

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Metro Board,

My name is Daniella Chadwick and I am a resident of Alhambra. I'm requesting that item 13 be pulled for discussion.

I've seen first hand how the Open streets program not only brings communities together but highlights and build a platform for people to consider biking, skating, walking, and taking transit to their destinations. Please consider keeping the program and finding creative ways to continue funding the program.

These events are one of the many different avenues, including programs, education, and infrastructural changes, needed to encourage mode shift more broadly. These programs represent a meaningful investment in influencing travel choices by making active transportation and transit more appealing, accessible, and comfortable for families and children.

Metro has done an incredible job keeping transit and active transportation relevant in LA county. These open streets event help normalize active transportation, give residents a new way to enjoy their communities, and provides active transportation, transit, and LA Metro the dignity and visibility it deserves.

Thank you.

From: MITO AVILES
To: Board Clerk
Subject: (EXTERNAL) PUBLIC COMMENT | Removal of Agenda Item from Consent Agenda to Full Public Discussion
Date: Wednesday, July 22, 2026 10:55:50 AM

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Good morning Metro Board Members:

I respectfully ask that this item be removed from the consent agenda and brought forward for full public discussion.

The proposed elimination of future funding for open streets programs is far too significant to be approved without meaningful deliberation. Programs like CicLAvia and ActiveSGV's 626 Golden Streets are more than community events, they are investments in public health, clean transportation, local businesses, and neighborhood connection. They create safe, accessible spaces where people of all ages and abilities can walk, bike, and experience their communities without barriers.

For many neighborhoods, especially those that have experienced decades of underinvestment, these events provide rare opportunities for recreation, community building, and access to public space. Eliminating funding doesn't just affect event organizers, it impacts the thousands of Angelenos who rely on these programs as a source of health, joy, mobility, and belonging.

A decision with consequences this far-reaching deserves transparency and public input. I urge the Board to remove this item from the consent agenda, allow for a full discussion, and give communities the opportunity to be heard before making a decision that could jeopardize the future of open streets in Los Angeles County.

Thank you for your time and consideration.

Respectfully,

Mito Aviles

From:	Lionel
To:	Board Clerk
Cc:	[redacted] Lionel Mares
Subject:	(EXTERNAL) Public Comment: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date:	Wednesday, July 22, 2026 10:35:17 AM

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Dear Metro Board Members,

My name is **Lionel Mares**, and I'm a resident of Sun Valley (City of Los Angeles). Please pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

Over the last decade, Metro built a tremendous open streets program in partnership with cities across LA County and organizers such as cicLAvia. These joyous events celebrate public and active transit, allowing millions of County residents to experience what a safer, healthier, more vibrant southern California feels like. Reversing this small but mighty program now would undercut Metro's goals for ridership and multimodal transit, as well as our region's air quality and climate goals.

Please

- Direct staff to find a creative funding solution to keep open street events running through 2027 and into 2028.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Lionel Mares, MPA

Community & Transit Advocate

Sent from my iPhone

From: Tricia Hunter
To: Board Clerk
Subject: (EXTERNAL) Pull #13
Date: Tuesday, July 21, 2026 7:35:11 PM

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Email: BoardClerk@metro.net

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is PATRICIA HUNTER a resident of CHEVIOTT HILLS. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

If you wait until the Olympics we will have missed so much Community Building. The wonderful FIFA experience should be nurtured and grown into LA28

So I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

PATRICIA HUNTER

Sent from my iPhone

From: J and A
To: Board Clerk
Subject: (EXTERNAL) PULL Agenda item # 13 Please!!
Date: Wednesday, July 22, 2026 8:26:21 AM

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Hello!

I am asking you to please find a way to fund all Open Street events up to and beyond 2028. These events are truly a wonderful way to meet our neighbors, use Metro transportation and enjoy a fun and healthy day with friends and family.

Riding bikes is such an integral part of the Los Angels experience, events like these allow our children and grandchildren to safely explore their own and other neighborhoods throughout LA and her neighboring cities.

I would suggest, rather than pull funding as the Olympics approach utilize these events as a way to showcase our city. Maybe get some past and present Olympians to participate and promote these events?

I sincerely hope you can figure out a way to keep these events. Once we lose them it will be next to impossible to bring them back,and I believe they are more important to our community than you can imagine.

Thank you for your time and consideration.

As Always,

Jeff Pickford

From: Kasey Esparza
To: Board Clerk
Subject: (EXTERNAL) pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion
Date: Tuesday, July 21, 2026 11:49:07 PM

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Dear Metro Board Members,

My name is Kasey Esparza, a resident of Baldwin Vista [redacted] I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kasey Esparza

Sent from Yahoo Mail for iPhone

From: Tony M
To: Board Clerk
Cc: ThirdDistrict@bos.lacounty.gov
Subject: (EXTERNAL) PULL Agenda Item #13, File 2026-0432 — Open Streets – from Consent Agenda
Date: Tuesday, July 21, 2026 7:07:16 PM

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Dear Metro Board Members,

I respectfully ask that you remove Agenda Item #13 (File 2026-0432) from the consent agenda, as it deserves a full public discussion.

I recently attended my first CicLAvia event, and it reinforced my belief that programs like this play an important role in helping our communities move away from car dependency and toward public transportation—including buses, trains, and Metro Bike Share.

In fact, I believe Metro should expand the Bike Share program by adding docking stations in West Hollywood and other parts of Hollywood. This would allow riders to exit the new D Line Extension and easily bike to West Hollywood's shopping, dining, and entertainment destinations.

As someone who is near the La Cienega/Wilshire Station, and having lived in and around West Hollywood for decades, I've experienced firsthand how transformative the new Metro D Line Extension has been. I only wish it had existed 20 years ago. It has completely changed the way I experience Los Angeles. I now travel to Downtown Los Angeles regularly for festivals, cultural events, museums, and restaurants—places I rarely visited before because driving and parking were such obstacles. I even made my first trip to the legendary Langer's Delicatessen thanks to the D Line.

Expanding Metro Bike Share would be an affordable way to extend Metro's reach during the years we wait for the K Line Extension. It would also provide a more accessible and affordable alternative to the proprietary and often expensive Lime and Uber options that many riders are currently forced to rely on. It would allow more people to experience the same freedom and convenience that the D Line has given me while making the most of the transit investments taxpayers have already made.

Please remove this item from the consent agenda and give it the full discussion it deserves so we can build a stronger, more connected, and more robust public transportation system in time for the Olympic Games.

Thank you for your consideration.

Tony Mataras

From: Gloria Hwang
To: Board Clerk
Subject: (EXTERNAL) pull Agenda Item #13
Date: Tuesday, July 21, 2026 4:39:11 PM

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Dear Metro Board Members,

My name is Gloria Hwang, and I'm the founder of Thousand, a Los Angeles-based bike helmet and accessories company. I'm writing to ask that you pull Agenda Item #13, File 2026-0432, from the consent agenda for a full discussion.

As a local business, we've seen firsthand how open streets events like CicLAvia and ActiveSGV's 626 Golden Streets help people experience their neighborhoods differently, and boost local economies. They give families and everyday riders a safe, welcoming way to walk, bike, use transit, and connect with local businesses and communities.

As written, the staff report would leave large-scale open streets events unfunded through 2027 and the first half of 2028, while delaying any decision about a permanent program until after the 2028 Olympics. That is too long to leave these organizations and programs in limbo.

A funding gap of more than two years could put the survival of these events at risk. It would also affect communities beyond Los Angeles' largest cities. Smaller cities often rely on open streets events to bring safe walking, biking, and transit access to neighborhoods that have received far less investment in active transportation infrastructure.

Metro has helped build this movement over the past decade. Pulling back now would undermine Metro's own ridership, safety, and multimodal transportation goals at the exact moment Los Angeles is preparing to welcome the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution that keeps open streets events operating now, rather than postponing the conversation until after the Olympics.
- Fund open streets events through 2027 and into 2028.
- Establish open streets as a permanent, dedicated Metro program, rather than a grant line that must compete for survival every funding cycle.
- Protect the multi-neighborhood, four-plus-mile format that has made these events so successful across the region.

Open streets events are not simply recreational. They support safer streets, public transit, healthier communities, and local economic activity. They also give Angelenos a tangible vision of what a more connected and accessible region can look like.

Please pull this item from the consent agenda and give it the full public discussion it deserves.

Thank you for your consideration,

--

Gloria Hwang
Founder/CEO
she/her/hers

[redacted]

From: Robert Scherer
To: Board Clerk
Subject: (EXTERNAL) Pull Agenda item 13
Date: Tuesday, July 21, 2026 4:52:06 PM

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Dear Metro Board Members,

My name is Robert Scherer a resident of **Glendale.** I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Robert Scherer

From: Holly Harper
To: Board Clerk
Subject: (EXTERNAL) PULL from Consent Agenda: item #13, File 2026-0432
Date: Wednesday, July 22, 2026 9:58:12 AM

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Dear Metro Board Members-

The large-scale open streets events, like *CicLAvia* and *626 Golden Streets* are some of Metro's **most important and impactful programs**. It's so important that any pause in funding merits a full and substantive discussion--so I'm asking that you pull Agenda item #13 (File 2026-0432) from the Consent Agenda.

It would be a **huge mistake** to lose the momentum that Metro has built since 2010, just as Los Angeles gears up for the 2028 Olympics. Open streets events should be funded through 2027 and into 2028. I cannot understand why funding this program is considered year-by-year; instead it should be made a permanent program.

Events like *CicLAvia* are some of the best ways in which Metro can change peoples' perceptions around their need to drive. I always hear people express surprise at how easy and fun it is to get around the city, like 'Who knew you can ride your bike to the beach?'

My name is Holly Harper, I live in Cypress Park and have been car-free for over 20 years. I take Metro buses and trains whenever I'm not commuting or doing errands on my bicycle.

From: Jordan Anderson
To: Board Clerk
Subject: (EXTERNAL) Pull Item #13 from Consent Agenda
Date: Tuesday, July 21, 2026 7:45:20 PM

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Dear Metro Board Members,

My name is Jordan Anderson, a resident of Highland Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jordan Anderson

From:	CicLAvia Info
To:	onedaleyplanet
Cc:	Board Clerk
Subject:	(EXTERNAL) Re: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:16:29 AM

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Hi Tad

Thank you for sending this thoughtful letter to the Metro Board. We greatly appreciate your support!

On Tue, Jul 21, 2026 at 5:20 PM onedaleyplanet <[redacted]> wrote:

> Dear Metro Board Members,
>
> My name is Tad Daley, a longtime resident of the Baldwin Hills neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
>
> Why does virtually EVERY street need to be open to automobiles ALL the time? The Ciclavia open street festivals -- for cyclists, pedestrians, skateboarders, roller skaters, and all other humans -- are my single favorite thing to do in Los Angeles. Each time I BOTH make many new friends AND see many new neighborhoods that, usually, I just zip by in an automobile.
>
> I'd like to see such events expanded, not contracted. I'd like to somehow find funding to close off a tiny 4 or 5 miles of LA city streets every single weekend.
>
> As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028

Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-
- Fund open street events through 2027 and into 2028—don't delay the decision.
-
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Most Sincerely,

Tad Daley, JD, PhD
President, Southern California Americans for Democratic Action

From: Lucas Marton
To: Board Clerk
Subject: (EXTERNAL) Re: Ciclavia
Date: Tuesday, July 21, 2026 8:20:46 PM

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Magic*

On Tue, Jul 21, 2026 at 8:20 PM Lucas Marton [redacted]> wrote:

> Good evening,
> I'm writing as a long time Los Angeles resident who has experienced year in and year out the major that ciclavia provides. I urge you to please remove the Ciclavia item from the consent agenda for full discussion. It would be a tragic loss for a high net positive for dozens if not hundreds of communities across LA.
>
> Thank you,
> Luca Marton

From: CicLAvia Info
To: good friend
Cc: Board Clerk
Subject: (EXTERNAL) Re: Pull Consent Item #13, File 2026-0432, 7-23-26.
Date: Wednesday, July 22, 2026 10:17:02 AM

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Thank you David!

On Tue, Jul 21, 2026 at 11:58 PM good friend [redacted] > wrote:

> Dear Metro Board Members,
>
> My name is David Levin, I'm an L.A. resident. Please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion at your Thursday, July 23, 2026 meeting.
>
> The staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. That puts community participation organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk, and undercuts Metro's own ridership and multi-modal goals as we prepare for the Olympics.
>
> Every CicLAvia me and my friends have attended draws tens of thousands of people from around the region. How do we get there? The Metro train, of course. We interact with communities of people we don't usually see, are paying customers at the restaurants and other business we patronize, get information from Metro and other organizations' representatives at your booths, and more. Open street events, such as CicLAvia, help pull us together while many things are pushing Americans apart from each other. Please don't add to the forces disintegrating our communities and neighborhoods.
>
> Please:
> - Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
> - Fund open street events through 2027 and into 2028—don't delay the decision.
> - Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
> - Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
>
> **Please pull this item from consent.**
>
> Thank you for your consideration,

David Levin

From: Walt Morton
To: Board Clerk
Subject: (EXTERNAL) Regarding the funding cut for open street events
Date: Wednesday, July 22, 2026 2:12:38 PM

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Hello Metro Board Members,

My name is Walter Morton, and I am a resident of Pacific Palisades.

I am kindly asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The staff report leaves large-scale open street events unfunded through 2027 and early-mid 2028 and punts any permanent program decision until after the upcoming Olympics in 2028.

This greatly puts open street events like "Ciclavia" and "626 Golden Streets" at risk. These events matter beyond the region's biggest cities. Smaller cities use them to bring walking, biking, and transit access to neighborhoods that normally see little investment in active transportation infrastructure.

Metro built this movement over the last ten years or so. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the Olympics.

I kindly ask that the Board:

- Direct staff to find a creative funding solution to keep open street events running now, instead of shutting down the conversation until after the Olympics. A gap of more than two years before this is revisited is inappropriate and puts the program's survival at great risk.
- Fund open street events through 2027 and into 2028. Please do not delay this decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 3+ mile format that has made open street events successful in the region.

I ask that you please pull this item from consent.

Thank you,

Walter Morton

From: Connor Auld
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting 7/23/26
Date: Wednesday, July 22, 2026 2:40:16 PM

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In regards to agenda items about changing Board membership (5, 55, 56) they're all horrible. Part of the reason Metro runs such an unreliable service is that the Board is made up 100% of people who do not rely on transit (riding Metro to board meetings doesn't count). Too often the Board throws riders under the bus for the sake of political expediency. There need to be actual riders on the Board, not just 1, and not just riders hand picked by LA county's anti-transit political class.

On item 13, the Planning and Programming Committee recommendations; I would like to express how outrageous it is that Metro is preparing to zero out open street funding essentially at the bidding of corrupt unaccountable international organizations. FIFA, and the IOC/LA28 should not be in a position to unilaterally dictate an end to open street events that Angelenos love (orr attach ridiculous terms, why does CicLAvia have to be on the day of the FIFA final and then nothing for the rest of the year?) Who in the world does this Board see as its main constituency??? This isn't an issue in any other host cities but ours, why is this even being considered? Why is the Metro Board filled with so many people who are so anti everything but cars?

-Connor Auld
Daily Metro User

Sent from my iPhone

From: Ben Loescher
To: Board Clerk
Subject: (EXTERNAL) Remove Agenda Item #13, File 2026-0432 from Consent Agenda
Date: Tuesday, July 21, 2026 11:27:30 PM

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Dear Members of the Metro Board,

My name is Ben Loescher, a resident of downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Ciclavia and the city's open street events are among the few success stories to emerge from Los Angeles government. As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics. This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. In an environment when so many Los Angeles government programs are visibily failing. I am frequently ashamed about what our city has become - these programs have been success stories that make Los Angeles residents actually proud of where they live.

These gains took more than a decade of sustained investment to achieve. Turning your back on this program will sabotage Metro's own goals for ridership, multimodal transportation, and the region's preparation for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,



From: Sally-Anne King
To: Board Clerk
Subject: (EXTERNAL) Remove item #13 on page 14
Date: Tuesday, July 21, 2026 7:54:30 PM

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Please keep our streets open for street events. I know a lot of small businesses that greatly benefit from these events and they keeps our community connected.

Thank you,

Sally King

From: g contemprato
To: Board Clerk
Subject: (EXTERNAL) Requesting the Board to pull Agenda Item #13 (File 2026-0432)
Date: Tuesday, July 21, 2026 6:30:10 PM

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Dear Metro Board Members,

My name is Gina Contemprato, a resident of MidCity, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running

now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Gina Contemprato

From: Michael Eberts
To: Board Clerk
Subject: (EXTERNAL) Save CicLAvia Funding
Date: Wednesday, July 22, 2026 5:10:31 AM

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My name is **Mike Eberts**, a resident of **Los Feliz/Los Angeles.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

The automobile is killing the planet and harming the quality of life in Los Angeles. Alternative forms of transportation—including the humble bicycle—are essential for our mobility and health. CicLAvia is an important introduction to re-establishing bicycles as part of the transportation infrastructure.

Sent from my iPhone

From: Adam Hicks
To: Board Clerk
Subject: (EXTERNAL) Save ciclavia please
Date: Wednesday, July 22, 2026 8:59:12 AM

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Dear Metro Board Members,

My name is Adam Hicks, a resident of Westchester. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the.

Thank you!

From: Adam Kopald
To: Board Clerk
Subject: (EXTERNAL) Save Ciclavia! AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 9:44:00 AM

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Dear Metro Board Members,

My name is Adam Kopald, a resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

My family has been to many of these open streets events over the years. It gets us outside and safely on our bikes, in a city that doesn't always make room for bike riders. Cilclavia truly builds community and exposes us to neighborhoods we may never have visited without these great events.

Our broad, flat city of Los Angeles could be a first class biking city with only limited infrastructure investments and the open streets events allow every Angeleno to get a taste of the freedom of movement bike riding offers throughout L.A.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

One person on a bike is one less car on the road. This frees up the streets for Metro's riders to get to their destinations safely and on time!

Please pull this item from consent.

Thank you for your consideration,

Adam Kopald

From: Emilio Uranga
To: Board Clerk
Subject: (EXTERNAL) SAVE CICLAVIA!!!
Date: Tuesday, July 21, 2026 9:45:14 PM

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Dear Metro Board Members,

My name is Emilio, a resident of Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Emilio Uranga III

From: Martin Santillan
To: Board Clerk
Subject: (EXTERNAL) Save CicLAvia
Date: Tuesday, July 21, 2026 9:50:35 PM

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Sent from my iPhone

Dear Metro Board Members,

My name isMartin Santillan, a resident of Los Angeles/Lincoln Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Martin Santillan

From: Ryan Carroll
To: Board Clerk
Subject: (EXTERNAL) Save CivLAvia and Related Projects
Date: Tuesday, July 21, 2026 10:30:46 PM

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Metro Board Clerk,
I am a resident of Long Beach and an avid user of Metro facilities (usually the A line train). I'm also a cyclist, both as a last mile usage in conjunction with Metro as well as on its own for recreation and transportation.
CicLAvia and Beach Streets are both amazing programs that provide a great day for cyclists less avid than me to try out biking in our communities and a way for all our citizens to imagine certain areas as they would exist without cars. Businesses and pedestrians also have much to appreciate from these events.
I urge you to reconsider the recent plan to stop any closed street events from now until the Olympics and instead urge you to find ways to find Olympic test events in the meantime that can incorporate CicLAvia and other related closed street projects.

Thank you for your time,
Ryan Carroll
Professor of Physics, Long Beach City College
President, Moonlight Mash Long Beach Bicycle Ride

From:	Jonathan Balk
To:	Board Clerk
Subject:	(EXTERNAL) Save open streets in LA
Date:	Tuesday, July 21, 2026 6:16:07 PM

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Dear Metro Board Members,

My name is **Jonathan**, a resident of Venice. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Jonathan

From: Adele Burke
To: Board Clerk
Subject: (EXTERNAL) Save Open Streets!
Date: Tuesday, July 21, 2026 6:51:18 PM

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Dear Metro Board Members,

My name is Adele L. Burke. I am a resident of Jefferson Park in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia, and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets, at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

To its credit, Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

I have participated in numerous open streets events over the past 12 years and would be so sad to see the program reduced because of the Olympics. There is capacity for both.

Thank you for your consideration,

Adele L. Burke

From: Edward Belden
To: Board Clerk
Subject: (EXTERNAL) Save Open Streets
Date: Wednesday, July 22, 2026 7:49:47 AM

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Dear Metro Board,

As a Metro rider, as a community member, and as a Councilmember, I ask you all to support more not less open street events.

Ciclavia and open street events bring folks together from multiple neighborhood to share cultures, language and a chance to build community. At times like these we need more events that build community, not less! I hope you all have had a chance to experience an open street event to see the joy, the smiles, the music, the eating and the shopping. These events help small businesses and bring happiness to our residents. Let's make sure we prioritize that!

I ask that you reconsider your Item #13 and protect open streets.

I ask you to:

- Fund Open Streets events through 2027 and into 2028.
- Find a funding solution now instead of delaying action until after the Olympics.
- Protect the regional, multi-neighborhood format that makes these events successful.
- Make Open Streets a permanent Metro program

Thank you for your past support and continued support for these programs! They help ensure metro has a great name and increase riders as well!

Thanks,
Edward Belden
Monrovia City Councilmember

From: Olivia Anderson
To: Board Clerk
Subject: (EXTERNAL) Saving Open Street Programs
Date: Tuesday, July 21, 2026 9:46:36 PM

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Dear Metro Board Members,

My name is Olivia Anderson, a resident of Westchester, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Olivia Anderson

From:	Danielle Dauenhauer
To:	Board Clerk
Subject:	(EXTERNAL) Sentiment AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:34:58 PM

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Dear Metro Board Members,

My name is Danielle Dauenhauer and I'm a resident in Century City/Rancho Park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item.

Thank you for your consideration,

Danielle Dauenhauer

From:	Jennifer Yonda
To:	Board Clerk
Subject:	(EXTERNAL) Skate Hunnies are AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:58:32 PM

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Dear Metro Board Members,

My name is Jen, a resident of Del Rey. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jen

From: Eric Blackman`
To: Board Clerk
Subject: (EXTERNAL) Staunchly AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:01:33 PM

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Dear Board Members,

Please keep these amazing open street events funded and out of survival mode for every event. Walking or riding the streets without the danger of cars allows for one to emerse and experience each unique neighborhood and route in LA in an intimate way that simply is not available without the open streets.

I can say from personal experience that some of the best memories I have with my son have come from the Ciclavia events.

This is becoming a quintessential LA experience that needs to be embraced and protected for years to come.

Make the right decision for the neighborhoods and city and continue this amazing experience.

Eric Blackman
[redacted]

From:	Jaeson Wilkins
To:	Board Clerk
Subject:	(EXTERNAL) Strongly AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:58:12 PM

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Dear Metro Board Members,

My name is Jaeson Wilkins, and I'm a resident of Valley Village.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, delaying any permanent program decision until after the 2028 Olympics.

This puts organizations like CicLAvia and programs such as ActiveSGV's 626 Golden Streets and Active Streets at real risk. As someone who regularly bikes, walks, and uses these events to explore communities across Los Angeles County, I know firsthand how valuable they are. Open streets connect people to local businesses, encourage healthier transportation choices, and give residents a chance to experience our neighborhoods in ways that simply aren't possible when streets are filled with cars. Children and teens will also be inspired to pick up the healthy habits they need to live long life.

These events matter far beyond the region's biggest cities. Smaller communities rely on them to bring safe walking, biking, and transit opportunities to neighborhoods that otherwise receive little investment in active transportation infrastructure.

Metro helped build this movement over the last decade. Walking it back now undercuts Metro's own goals of increasing transit use, improving mobility, and creating a more connected region, especially as Los Angeles prepares to welcome the world for the 2028 Olympics.

I respectfully ask the Board to:

- Direct staff to find a creative funding solution that keeps open street events operating now instead of delaying the conversation until after the Olympics. A funding gap of more than two years puts these programs at serious risk.
- Fund open street events through 2027 and into 2028 rather than postponing a decision.
- Establish open street events as a permanent, dedicated Metro program instead of forcing them to compete for limited grant funding each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made these events so successful throughout the region.

Please pull this item from the consent agenda and give it the public discussion it deserves.

Thank you for your time and consideration.

Sincerely,

Jaeson Wilkins
Valley Village, CA

Sent from my iPad

From: Jonah
To: Board Clerk
Subject: (EXTERNAL) Strongly AGAINST Item 13
Date: Tuesday, July 21, 2026 12:48:11 PM

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Dear Metro Board,

Staff ignored the directive and the results will be horrible, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Jonah Linder
[redacted]

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) Strongly opposed to Item 13
Date: Tuesday, July 21, 2026 1:54:48 PM

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Dear Metro Board,

I am strongly opposed to item 13.
Funding open street events only around mega events is extremely disrespectful of LA residents. While I understand that funds are limited and that mega events require massive investments, open street events are not what is draining Metro's funds. They are a tiny portion of the budget, but have had a tremendous impact. They have changed my and others' perspective on the city, they have introduced many people to your agency, to new businesses, to their neighbors, to new neighborhoods, and to what is possible when we choose to prioritize people.

Staff ignored the directive and the results will be dire, likely leading to the elimination or massive scaling back of events like CicLAvia. Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County. The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

If we want to preserve, and even improve the frequency of, open street events, we can. And I hope you have the political will to do so.

Thank you,

Caro Vilain
[redacted]

From: laura houston
To: Board Clerk
Subject: (EXTERNAL) SUBJECT: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 5:07:30 PM

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Dear Metro Board Members,

My name is Laura Houston, a resident of Santa Monica. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Laura Houston

From:	Erika Campany
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 4:02:03 PM

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Dear Metro Board Members,
My name is **Erika Campany,** a resident of **Reseda and former resident of Hollywood.** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.
These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Erika Campany

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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From:	Michael Manalo
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 3:35:38 PM

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Dear Metro Board Members,

My name is Michael M, a resident of **Downtown Los Angeles** I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michael M

From: Lizette Torres
To: Board Clerk
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 2:45:38 PM

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Please NOTE when the events like Ciclavia are able to take place it helps locals business to make more sales. It allows for people to venture out and get exercise and try to food places, etc. It creates more business. Please continue doing as you have done. No changes!!

From:	Darcy G. Laparra
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:55:47 PM

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Dear Metro Board Members,

My name is Darcy Laparra, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Also, I've had a great time at past CicLAvia events. I've met new people, and I've learned about groups and business I wouldn't have known about otherwise.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. Public transportation needs to be supported and expanded, not vice versa.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don't delay the decision.

Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Darcy G. Laparra

From:	RB
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 1:20:18 PM

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Dear Metro Board Members,

My name is Arbi, a resident of Sunland. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

I appreciate your consideration,

Arbi Avadis

From:	Anne-Marie Williams
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 12:50:22 PM

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Dear Metro Board Members,

My name is **Anne-Marie Williams**, a resident of **West Hollywood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the

conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anne-Marie Williams

From:	Monica Carlos
To:	Board Clerk
Cc:	councilmember.yaroslavsky@lacity.org
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:37:11 AM

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Dear Metro Board Members,

My name is Monica Carlos, a resident of Carthay Circle. I am writing with great concern and asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

I am really disappointed that Metro doesn't see the critical value in open streets events in Los Angeles. My husband attended the first inaugural Ciclavia event in 2010, I stayed home with our first child who was a baby at the time. Once she was a little bigger, we started taking her to Ciclavia events. And then when our second child was born, we did the same thing. They have wheeled and walked through Boyle Heights, Hollywood, Koreatown, Wilshire Corridor, Mid City, Culver City and more! They are ecstatic to participate each time. And now that baby is now 17 and goes with her friends to Ciclavia events and hopes to volunteer at a future event.

Ciclavia and other open streets events are merely activities, but they have become a vibrant, beautiful, diverse and unique part of LA culture. To gut a thriving program after 16 years of success would be a tragic error to our city. Not to mention the great loss of the events that community members count on to build unity, enjoy open space, get exercise, support local businesses and remind Los Angeles that the streets belong to the people.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the

world for the Olympics. It is unfair to Los Angeles citizens to cut such a vital program in anticipation of the Olympics. Sacrificing this vibrant, catalytic, and impactful program would be detrimental to Los Angeles communities.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. The destruction of Ciclavia, an organization and iconic LA event that has been thriving since its inception in 2010 deserves better. The people of Los Angeles deserve better.

Thank you for your consideration,

Monica Carlos

From:	Jimmy Ramirez
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:24:23 AM

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Dear Metro Board Members,

My name is Jimmy Ramirez a resident of Northridge, CA for over 20 years. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jimmy Ramirez

From:	Noah Spiece
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 11:15:06 AM

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Dear Metro Board Members,

My name is Noah Spiece, a resident of Victor Heights. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Noah Spiece



[redacted]

From:	Tina
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 10:35:14 AM

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Dear Metro Board Members,

My name is Tina Wubben, a resident of Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Tina Wubben

Sent from my iPhone

From:	Charlene Gawa
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 9:56:29 AM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Charlene Gawa resident of Los Feliz. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

Fund open street events through 2027 and into 2028—don’t delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Charlene Gawa

From: [redacted]
[redacted]
Board Clerk
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:20:56 AM

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Dear Metro Board Members,

I am a resident of Harbor City and I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, putting any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. I regularly attend both of these programs and have since almost their beginnings fifteen years ago.

Metro has been very supportive and visible at the events in the past. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics. While I use my car for nearby trips, I routinely use Metro for further LA area outings because of my experience in taking Metro to Ciclavia back in the 2010's. These community events really do promote and engender goodwill toward Metro.

I am asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable, puts the program's survival at risk, and eliminates a healthy activity for people that may have limited opportunities.
- Fund open street events through 2027 and into 2028 - please do not delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region. Many people like myself travel throughout the area to attend the longer events, making a day of it.

Please pull this item from consent.

Thank you for your time and consideration,

Mark Clemente

From:	Nicole Scott
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:56:07 AM

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Dear Metro Board Members,

My name is N D, a resident of Temple City by way of East Hollywood for the last 10 years. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

N D

From:	Lincoln Castellanos
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:50:08 AM

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Dear Metro Board Members,

My name is Lincoln Castellanos, a resident of Hollywood, CA, and I am emailing you today, asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration - also please know:

Events like CicLAvia have given me some of the best highlights of my last 13 months, after going through a bad breakup - events like this that encourage community to come out, come together, and bond through a fun and spirited way (something as simple as riding and walking) are so few and far between here in LA. Please, consider how these events help every single person that come out and participate in them, consider how much fun and joy and therapy it may be for people…I know it's certainly helped me.

Thank you again

Sincerely,

Lincoln Castellanos



From:	Nancy L. Cohen
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:50:50 AM

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Dear Metro Board Members,

My name is Nancy Cohen, a resident of South Park, DTLA, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nancy Cohen

From:	Michelle Lee
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:41:19 AM

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Dear Metro Board Members,

My name is Michelle Lee , a resident of Mid City, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Michelle Lee

Sent from my iPhone

From:	Jake Coe
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 7:17:54 AM

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My name is Jake Coe, a resident of Palms, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
-

Please pull this item from consent.

Thank you for your consideration,

Jake Coe

Sent from my iPhone

From:	Chyla
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 5:48:11 AM

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Dear Metro Board Members,

My name is Chyla Anderson, a resident of Valley Village. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
ChylaAnderson

From:	Geovanny Rodriguez
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 2:42:13 AM

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Dear Metro Board Members,

My name is Geovanny Rodriguez, a resident of West Covina. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Geovanny Rodriguez

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 11:40:14 PM

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Dear Metro Board Members,

My name is Peter Tran, a resident of Winnetka, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Peter Tran

From: Tam Wheat
To: Board Clerk
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 10:29:41 PM

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Dear Metro Board Members,

My name is **Tam C. Wheat**, a resident of **Beverly Grove**. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Tam C. Wheat

From:	Arik Kadosh
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 10:11:02 PM

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Dear Metro Board Members,

My name is Arik Kadosh a resident of Palms in the City of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Arik Kadosh

From:	Dona Baba
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:28:51 PM

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Dear Metro Board Members,

My name is Dona Baba], a resident of Burbank, CA. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Dona Baba

From:	Susie Cooley
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 9:01:21 PM

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Dear Metro Board Members,

My name is Susie Cooley resident of echo park. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Ciclavia is one of the best civic programs LA has to offer and makes this city worth living in

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Susie cooley

From:	Karl Eggers
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:58:08 PM

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Dear Metro Board Members,

My name is Karl Eggers, a resident of Long Beach. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

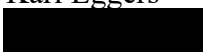
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Karl Eggers


In the US we ask everyone outside of the car to be safe so that drivers can be dangerous. That is the entirety of our approach to road safety.

From:	Vanessa Cazares
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:32:54 PM

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Dear Metro Board Members,

My name is **Vanessa Cazares**, a resident of **Glendale, CA**.

I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Vanessa Cazares

From:	Anne Marie
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:31:22 PM

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Dear Metro Board Members,

My name is Anne M. Richardson-Gibbs, a resident of South Pasadena, San Gabriel Valley. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration, I really love the open street events and have attended several.

Anne M. Richardson-Gibbs

From:	Lupita Narkevicius
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 7:10:59 PM

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Dear Metro Board Members,

My name is **Lupita Narkevicius**, a resident of **Silverlake Neighborhood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the

program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

We are avid participants of the CicLAvia events. We have been attending and participating in these events for years and enjoy them immensely. Now that my son and daughter have children of their own, they also participate and my grandsons love the freedom of being in the street and skateboarding or bicycling. This is a family event that is safe and mostly free. Treats not withstanidng.

Please pull this item from consent.

Thank you for your consideration,

Lupita Narkevicius

--
Lupita Narkevicius
MBA - Pepperdine University
Reap the rewards of your hard work and play.

From:	Taylor Womack
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:54:34 PM

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Dear Metro Board Members,

My name is Taylor Womack, a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Taylor Womack

From:	Angel Zobel-Rodriguez
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:36:55 PM

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Dear Metro Board Members,
I implore you to pull Item 13 and fully discuss it.

As an older constituent, I am opposed to the defunding of Open Streets events. I've gone from riding bikes in CicLAvia to walking most events. These events offer community, provide physical exercise, and generate business income.

I've seen apartment dwellers watch their toddlers in baby walkers in the middle of Melrose and other kids no more than 7-8 riding in circles along Central and MLK Blvd. Open Street events teach entire generations that they do not need a car in LA--a fact that I believed for too long growing up in a nearby county.

My daughter rode her bike in the first few CicLAvias and has grown up to be a transportation engineer--a graduate path she didn't even know existed before experiencing active streets.

Open Street events have allowed us to see parts of the Southland that we never would have visited and walked on a FREEWAY. We buy coffee from independent shops along the way, stop for snacks at restaurants along the way, and we take public transportation to get to the events. We've become active transit advocates and we want to continue to share the experience with more families.

We've been saddened this year that the events were so limited. We don't want to tell people about the olden days when people could walk in the middle of the streets, cheer for the Dodgers in the World Series, or check out the museums near Expo Park. I want to be the old lady dragging trash cans into my street like they do in Bogota every Sunday to make my community more walkable.

Please let's not go backwards,

Angel Zobel-Rodriguez
San Fernando, CA
--
Angel Zobel-Rodriguez

From:	ISABEL LUNA
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:59:36 PM

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Dear Metro Board Members,

My name is Isa Vargas, a resident of **West LA/Helms Bakery Area**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Isa Vargas

From:	Eric Wojtanik
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:46:00 PM

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Dear Metro Board Members,

My name is Eric Wojtanik, an LA resident for 14 years who has lived in the vibrant communities of Mid City, West Adams, and currently Winnetka. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

These events are one of the supremely unique to LA wrinkles of living here. Their benefits to public health, the growth of transit infrastructure and the fabric of this city are immense and it hurts my heart to think about this city without them.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eric Wojtanik

From:	Forrest Hong
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:29:57 PM

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Dear Metro Board Members,

My name is ForrestHong, a resident of The Miracle Mile/Los Angeles, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration.

Forrest Hong

[redacted]

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From:	Anayansi Prado
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:59:42 PM

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Dear Metro Board Members,

My name is Anayansi Prado, a resident of Silver Lake, LA, CA [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Anayansi

Anayansi Prado (she I her I ella)
Award-Winning Documentary Filmmaker / Educator / Consultant
[redacted]

** **Hear how to pronounce my name**

From:	Sarah Stevens
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:51:11 PM

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Dear Metro Board Members,

My name is Sarah Stevens, a resident of Highland Park, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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I'm asking the Board to:

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program’s survival at risk.
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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Ciclavia means so much to me as an Angelino. We have the best weather for cycling, plenty of pavement, and such beautiful scenery that is hard to appreciate at motor vehicle speeds, yet our city lacks cycling infrastructure. Ciclavia gives the community safety to enjoy the city on bikes, roller blades, and by foot. It gives me hope that more people will take an interest in cycling in LA, and in building those numbers, we can advocate for expanding cycling infrastructure to make it a safe, convenient, feasible transportation option, easing congestion and reducing carbon emissions.

Please pull this item from consent.

Thank you for your consideration,

Sarah Stevens

From:	NINA GOLDIN
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:50:53 PM

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Email: BoardClerk@metro.net

Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Nina Goldin, a resident of West Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I’m asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Nina Goldin

From: [redacted]
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 - Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 4:40:44 PM

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Dear Metro Board Members,

My name is **Bruce Herron** a resident of Los Angeles [redacted]. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the

decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Bruce Herron

BRUCE V. HERRON
[redacted]

This message is intended only for the person(s) to whom it is addressed. It may contain information that is confidential. Any use, distribution, or disclosure by any other person is strictly prohibited. If you are not the intended recipient, please advise the sender immediately by return e-mail, delete this e-mail, and destroy any copies. Thank you.

From:	J. J.
To:	Board Clerk
Subject:	(EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 4:39:43 PM

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Dear Metro Board Members,

My name is Juan Jose Alvarez , a resident of **West Hollywood, CA** . I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open

street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,



Cuando camines en territorio abierto, no molestes a nadie. Si alguien te molesta, pide que se detenga. Si no se detiene, destrúyelo.

From: Jim Shanman
To: Board Clerk
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 4:24:33 PM

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Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is Jim Shanman, founder and executive director of Walk 'n Rollers, based in Los Angeles and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's

survival at risk

- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jim Shanman

From: Devin Will
To: Board Clerk
Subject: (EXTERNAL) Support for CicLAvia
Date: Wednesday, July 22, 2026 3:03:08 PM

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Hello,
I'm writing as a citizen of Los Angeles to show my support for CicLAvia. I think it's an incredible program that fosters community and makes neighborhoods accessible, if just for a day. I'd like to see it funded through 2028 and become a permanent fixture in city programming.
Thank you!
Devin Will

From: Karla Usagi
To: Board Clerk
Subject: (EXTERNAL) TOTALLY AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Tuesday, July 21, 2026 6:15:12 PM

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Dear Metro Board Members,

My name is Karla Rosado, a resident of West Hollywood. I'm **BEGGING** you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure. These events help us all get to know each other and our neighbors and contribute to the local community and the economies.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:
Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.
Please pull this item from consent.

Thank you for your consideration,

Karla Rosado

From:	Christie DuVall
To:	Board Clerk
Subject:	(EXTERNAL) URGENT- AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 8:32:15 PM

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Dear Metro Board Members,

My name is Christie DuVall, and I am a resident of Orange County. My son and his family live in North Hollywood, and we have friends in West Hollywood, Tujunga, and Pasadena. We all enjoy coming together outdoors at CicLAvia events. My husband and I take Metrolink up to Grand Central Station, then transfer on the Metro to the nearest station to the event, and meet up with our friends and family. Some of our best memories each year are the days spent exploring new parts of Los Angeles together. At the end of each year, we reflect on the experiences that brought us joy and donate to the organizations that made them possible. CicLAvia is one of those organizations we support annually. Please help us protect these important events that celebrate the best of Los Angeles. I am asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028, and delays any decision on a permanent program until after the 2028 Olympics.

This puts open street organizations like CicLAvia and programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's largest cities. Smaller cities rely on them to bring safe walking, biking, and transit access to neighborhoods that otherwise receive little investment in active transportation infrastructure.

Metro helped build this movement over the last decade. Scaling it back now would undermine Metro's ridership and multimodal goals just as the region prepares to host the world for the Olympics.

I am asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line

competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Christie DuVall (a 70-year-old grandma that still gets joy out of riding her bicycle with the grandkids)

From:	Micki
To:	Board Clerk
Subject:	(EXTERNAL) URGENT: AGAINST Agenda Item #13, File 2026-0432: Open and Slow Streets Grant Program Update: Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 6:53:45 PM

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Dear Metro Board Members,

My name is Micki Boden, and I'm a resident of Studio City as well as a lifelong Los Angeles resident. **I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.**

The staff report as written leaves large-scale open street events unfunded through 2027 and the first half of 2028 and delays any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm urging the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028. Don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Micki

From:	Topher Hendricks
To:	Board Clerk
Subject:	(EXTERNAL) VERY AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date:	Tuesday, July 21, 2026 5:07:31 PM

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Dear Metro Board,

My name is Topher Hendricks, longtime car-free Angeleno and current Chinatown resident. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

These events are the closest glimpse that Los Angeles gets into its true potential as a world-class city. To cut the funding right as the region prepares to host the world for the Olympics will leave our nation even more of a laughing stock than it already is. I just returned from Copenhagen and the Ciclavia this past weekend was such a (literal) breath of fresh air compared to the usual daily status quo of this city. We should be seeing this type of community and infrastructure every day, so the fact that you want to pull funding to do it barely a few times a year is unfathomable.

I'm asking the Board to:

-Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
-Fund open street events through 2027 and into 2028—don't delay the decision.
-Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
-Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

[redacted]

From: r 8
To: Board Clerk
Subject: (EXTERNAL) VERY AGAINST Agenda Item #13, File 2026-0432
Date: Tuesday, July 21, 2026 8:23:33 PM

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Dear Metro Board Members,

My name is Hared Ochoa, an LA city resident in the neighborhood of Silver Lake. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

I am outraged that we are attempting to defund these open street programs. These are investments for Metro, as these programs expose people to car-alternate transit and generally improve the spirit and moral of the city.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
- Fund open street events through 2027 and into 2028—don’t delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Work with City officials mayor and council district members to EXPAND the extent and frequency of these events.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Hared Ochoa

From: Matt Ruscigno
To: Board Clerk
Subject: (EXTERNAL) Writing in AGAINST Item 13
Date: Tuesday, July 21, 2026 12:36:00 PM

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Dear Metro Board,

Open streets events expose Angelenos to things like Metro Bike Share, and Metro's train and bus services, and greatly benefit L.A. County.

The Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Matthew Ruscigno, MPH, RD
LA, CA [redacted]

From: Siobhan Dolan
To: Board Clerk
Subject: (EXTERNAL) Written Comments - Agenda Item #13
Date: Wednesday, July 22, 2026 7:03:17 AM

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Please do not move forward with this item on the agenda. Open streets have become a mainstay in our culture and it's truly one of the most joyful things we do in this city, and as a city. I enjoy 626 Streets as well, and love the joy it brings families. It's for FAMILIES, and PEOPLE, and JOY, and it's healthy, safe, and fun for local businesses too. I understand funding is limited and asks are great, but this is a crucial event for Angelenos and County residents and should NEVER be taken away.

--
Siobhan Dolan
[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 9:09:52 AM

FYI -

[redacted]

From: Jade Reese [redacted]edu>
Sent: Wednesday, July 22, 2026 8:54 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is Jade Reese, a resident of Long Beach, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap

of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Jade Reese

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar
Date: Wednesday, July 22, 2026 8:48:52 AM

FYI -

[redacted]

From: Jazmine S. <j[redacted]com>
Sent: Tuesday, July 21, 2026 3:32 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Calendar

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Dear Metro Board Members,

My name is JazmineSilva, a resident of South Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
Fund open street events through 2027 and into 2028—don't delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jazmine silva.

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:37:41 AM

FYI -

Metro Customer Relations

[redacted]

Metro's mission is to provide world-class transportation for all.

From: David Zamani <[redacted]
Sent: Tuesday, July 21, 2026 8:33 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is David Zamani, a resident of Brentwood, I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk.
These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
David Zamani

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:37:28 AM

FYI -

Metro Customer Relations
[redacted]
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Kevin Held [redacted]
Sent: Tuesday, July 21, 2026 8:40 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is Kevin Held, a resident of Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent. (https://us.list-manage.com/rqfAEw5u_SR?e=48a9fc44b0&c2id=2aa2a93e7ea032ec41bbcc8a3ddab182)

Thank you for your consideration,

Kevin Held

[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:37:07 AM

FYI -

Metro Customer Relations
[redacted]
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Fifa King Julian [redacted]
Sent: Tuesday, July 21, 2026 10:14 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is Julian Espinosa, a resident of Lynwood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for

survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Julian Espinosa

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:36:46 AM

FYI -

[redacted]

From: Kim Bui <[redacted]
Sent: Tuesday, July 21, 2026 10:20 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is Kim Bui, a current resident of Riverside and former resident of Mar Vista neighborhood in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I’m asking the Board to:

Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program’s survival at risk
Fund open street events through 2027 and into 2028—don’t delay the decision.
Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kim Bui

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:35:34 AM

FYI -

Metro Customer Relations

[redacted]

Metro's mission is to provide world-class transportation for all.

From: justime74 [redacted]
Sent: Tuesday, July 21, 2026 11:09 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is **Terry Jackson**, a resident of **Downtown Los Angeles**.
I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Terry Jackson

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:35:21 AM

FYI -

[redacted]

From: Marsha Thomason-Sykes [redacted]
Sent: Tuesday, July 21, 2026 11:25 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is Marsha Thomason-Sykes a resident of Beachwood Canyon, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the

world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Marsha Thomason-Sykes
Sent from my iPhone

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:34:49 AM

FYI -

[redacted]

From: Elen Vi[redacted]
Sent: Wednesday, July 22, 2026 12:17 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is Alena Vizgalava. I am a resident of Downtown Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent calendar for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
Puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap

of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Best Regards,
Alena Vizgalava

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:34:03 AM

FYI -

[redacted]

From: Ernie Soto <[redacted]
Sent: Wednesday, July 22, 2026 6:49 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is Ernie Soto, a resident of Los Angeles/ Westchester. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap

of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Ernie Soto
[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:33:30 AM

FYI -

[redacted]

From: sierra d. <[redacted]>
Sent: Wednesday, July 22, 2026 7:31 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is Sierra Dwyer, a resident Koreatown, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap

of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

I am a frequent and avid user of Metro transit. I rely on Metro services for my work commute and everyday needs. I enjoy and greatly look forward to CicLAvia events for community, enjoying the neighborhood, and staying healthy.
Please pull this item from consent.
Thank you for your consideration,
Sierra
Sierra Dwyer
(she/her, they/them)
[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:33:07 AM

FYI -

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Metro's mission is to provide world-class transportation for all.

From: Jose Rios <[redacted]
Sent: Wednesday, July 22, 2026 8:30 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is Jose Rios, a resident of North Hollywood. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap

of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Jose Rios

From:	Customer Relations
To:	Board Clerk
Subject:	Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date:	Wednesday, July 22, 2026 8:00:06 AM

FYI -

Monica F.
Metro Customer Relations
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800.464.2111 Toll Free
CustomerRelations@Metro.net
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From: Peng Chi [redacted]
Sent: Wednesday, July 22, 2026 6:58 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,
My name is Peng Chi , a resident of Ontario. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.
As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.
This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.
Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.
I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,
Peng Chi

Sent from Gmail Mobile

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:48:34 AM

FYI -

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From: Leon Hollis <[redacted]
Sent: Wednesday, July 22, 2026 11:41 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is Leon Hollis, a resident of Los Angeles/Mt Washington and I am asking you to please pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

Open street events have meant so much to my family. They have become one of the highlights of our year. My parents, brother and I love riding our bicycles through the open streets of Los Angeles together. These events allow us to experience our city in a way we never could from inside a car. We discover new neighborhoods, local businesses, parks, and cultural landmarks while safely riding alongside thousands of people who share a love of cycling, walking, and being outdoors.

Open streets bring people together. They encourage fitness, strengthen communities, support local businesses, and create a sense of pride in Los Angeles. They also introduce many families to public transit, biking, and other forms of active transportation in a fun, welcoming environment.

Metro has spent more than a decade building this successful regional program. Walking away from it now would undermine one of Metro's best tools for promoting transit, reducing car dependence, and creating healthier, more connected communities, especially as Los Angeles prepares to welcome the world for the 2028 Olympics.

Please do not allow large-scale open street events to go unfunded through 2027 and into 2028. Instead, I respectfully ask that you:

- Pull Agenda Item #13 from the consent agenda for full discussion.
- Find a creative funding solution that keeps open street events operating without interruption.
- Fund open street events through 2027 and into 2028 rather than delaying action.
- Make open street events a permanent Metro program instead of a grant program that must fight for survival each funding cycle.
- Protect the multi-neighborhood, 4+ mile format that has made these events such a success across Los Angeles County.

These events are an investment in healthier families, stronger communities, and a more connected Los Angeles. Please keep them alive for my family and for the hundreds of thousands of Angelenos who cherish them.

Thank you for your time and consideration.

Sincerely,

Leon Hollis

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) FW: AGAINST Agenda Item #13, File 2026-0432- Open and Slow Streets Grant Program Update - Please pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:39:27 AM

FYI -

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Metro's mission is to provide world-class transportation for all.

Dear Metro Board Members,

I am a resident of Venice, CA in Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion. The CicLAvia events in particular are dear to my heart, and a boon to Los Angeles as it brings community together in a healthy and positive way.

The staff report, as written, leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk

- Fund open street events through 2027 and into 2028—don't delay the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Eileen Pollack Erickson

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) FW: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:17:56 AM
Attachments: image001.png
image002.png
image003.png

FYI -

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Metro's mission is to provide world-class transportation for all.

Dear Metro Board Members,

My name is Ginger Campbell a resident of Mid-City West, Los Angeles. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for

the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Ginger Campbell
1244 S. Orange Drive
Los Angeles, CA 90019

Ginger Campbell, MBA
Founder & CEO

SNAP productions inc

[redacted]

BUSINESS CONNECT
PROUD SUPPLIER OF THE NFL

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From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:46:22 AM

FYI -

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From: Amy Wan [redacted]
Date: July 21, 2026 at 4:42:32 PM PDT
To: boardclerk@metro.net, boardclerk@metro.net
Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **Amy Wan,** a resident of Los Angeles and I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Amy Wan

Sent from my iPhone

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:43:02 AM

FYI -

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CustomerRelations@Metro.net
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Metro's mission is to provide world-class transportation for all.

Dear Metro Board Members,

My name is Cynthia Barraza, a resident of Sherman oaks. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay

the decision.

- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Cynthia Barraza
[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Fwd: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 11:15:56 AM

FYI-

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Subject:

Dear Metro Board Members,

My name is **Neil Newman**, a resident of **Sherman Oaks**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Fwd: Agenda Item #13 (File 2026-0432)
Date: Wednesday, July 22, 2026 9:15:43 AM

FYI -

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Dear Metro Board Members,

My name is Kara Royal, a resident of Woodland Hills. I am also an enthusiastic participant of the bimonthly Ciclavia events. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Kara Royal

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Fwd: Open Street Events in LA
Date: Wednesday, July 22, 2026 9:09:46 AM

FYI -

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Dear Metro Board Members,

My name is Jade Reese, a resident of Long Beach, California. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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I'm asking the Board to:

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.

- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

Jade Reese

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Fwd:
Date: Wednesday, July 22, 2026 9:16:04 AM

FYI -

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Metro's mission is to provide world-class transportation for all.

Dear Metro Board Members,

My name is David Royal, a resident of Woodland Hills. I am also an enthusiastic participant of the bimonthly Ciclavia events. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

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- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,

David Royal

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) I am AGAINST Agenda Item #13 — Please Pull from Consent Agenda, Open and Slow Streets Grant Program
Date: Wednesday, July 22, 2026 8:34:27 AM

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From: G - <[redacted]>
Sent: Wednesday, July 22, 2026 1:21 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) I am AGAINST Agenda Item #13 — Please Pull from Consent Agenda, Open and Slow Streets Grant Program

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Dear Metro Board Members,

My name is **Libertie Kiing**, a resident of **Hollywood, Los Angeles**. I'm asking you today to please pull Agenda Item #13 (which is File 2026-0432) from the consent agenda for full discussion.

The staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

Open street organizations like CicLAvia and ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events create a real sense of community and are part of creating a liveable city in terms of both mental and physical health. Events like CicLAvia allow the city to feel smaller, friendlier, communal. Especially for those of us that must use cars to travel, having the opportunity to run, walk, cycle, board creates vibrancy in our city. It creates safety and joy for families and residents alike.

Metro built this movement over the last decade. Taking it back now turns on Metro's own ridership and goals, as we prepare to host the world for the Olympics.

Today, I am asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Again, we urge you to immediately pull this item from consent.

Thank you very much for your consideration,

[redacted]

[redacted]

[redacted]

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) RE: AGAINST Agenda Item #13, File 2026-0432
Date: Wednesday, July 22, 2026 11:14:11 AM
Attachments: image001.png

FYI -

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AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update – Please Pull from Consent Agenda

Dear Metro Board Members,

My name is **A.M. Banks**, a resident of **Inglewood**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.
Thank you for your consideration,

[redacted]

Peace and mercy be multiplied to you!

County of Los Angeles Public Health

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Remove item #13 on page 14
Date: Wednesday, July 22, 2026 8:38:13 AM

FYI -

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From: Sally-Anne King <[redacted]
Sent: Tuesday, July 21, 2026 7:56 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Remove item #13 on page 14

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We need to keep our streets open events. Many many local businesses thrive from them and it keeps our communities connected.

Thank you,
Sally King

From: Customer Relations
To: Board Clerk
Subject: Fw: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda
Date: Wednesday, July 22, 2026 8:35:07 AM

FYI -

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From: Tam Wheat <[redacted]
Sent: Wednesday, July 22, 2026 12:05 AM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Subject: AGAINST Agenda Item #13, File 2026-0432 — Open and Slow Streets Grant Program Update - Please Pull from Consent Agenda

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Dear Metro Board Members,

My name is **Tam C. Wheat**, a resident of **Beverly Grove**. I'm asking you to pull Agenda Item #13 (File **2026-0432**) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Tam C. Wheat

20 July 2026

LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Item 27 - Keep Transit Funds for Transit

Dear Metro Board of Directors,

The undersigned coalition of transit, rail, active transportation advocates and organizations are interested in preserving and improving existing transit access in LA County, including the Antelope and Santa Clarita Valleys.

Metro's proposed reallocation of funds from transit to roads comes at a time when regional transit service for the Santa Clarita and Antelope Valleys is being cut. As discussed below, this is bad public policy, undermines the mobility of LA County residents and Olympics visitors, and is unlawful.

Background

Agenda Item 27 proposes reallocating $35.5 million in Transportation Development Act (TDA) funds from transit purposes to street and road projects in Santa Clarita, Lancaster, and Palmdale based on the finding that there are "no unmet transit needs that are reasonable to meet."

Under state law, before TDA funds may be redirected to street and road purposes, the Metro Board must make findings regarding unmet transit needs. In 1997, the Metro Board adopted the following definitions, consistent with the California Public Utilities Code:

Unmet Transit Need: Any transportation need identified through the public hearing process that could be met through the implementation or improvement of transit or paratransit services.

Reasonable to Meet Transit Need: Any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner without negatively impacting existing public or private transit services.

Accordingly, the Board must determine one of the following:

1. There are no unmet transit needs;
2. There are no unmet transit needs that are reasonable to meet; or
3. There are unmet transit needs, including unmet transit needs that are reasonable to meet.

For the reasons outlined below, the record supports only the third finding.

Metro Has Actual and Constructive Notice of Unmet Transit Needs

Metro and its staff are well aware of unmet transit needs for Antelope Valley Line service. That notice extends beyond the formal notice and comment process held by Metro for TDA law purposes. Over the spring and summer of 2026 Metro Board and staff have been made aware of operating deficits for Metrolink and proposed and actualized service cuts for Antelope Valley Line service.

Metro has received the following notification of the issue:

- An automated letter tool sponsored by the undersigned organizations has delivered 2,889 letters to the Metro board clerk since April with the subject “Don't Cut Funding to Metrolink.”
- Metro Budget Public Hearing Item 27 - Fiscal Year 2027 Budget. May 21st, 2026, Californians for Electric Rail
- Public Comments Item 6 (oppose); General Public Comment 4/23 Metro Board Meeting April 23rd, 2026, Californians for Electric Rail
- Dozens of live public comments at both the May 21st, 2026 Budget Public Hearing and the May 28th full Board Meeting discussed Metrolink service cuts and the need to fund Metrolink.

There Are Unmet Transit Needs

Metrolink is currently facing a significant budget shortfall driven by lower-than-anticipated funding contributions from LA Metro and the Orange County Transportation Authority, as well as lower-than-projected ridership and inflation-driven operating cost increases. The resulting approximately $30 million deficit has led Metrolink to consider substantial service reductions.

The Antelope Valley Line directly serves Santa Clarita, Palmdale, and Lancaster. In 2025, Santa Clarita received 30 weekday train trips, while Palmdale and Lancaster each received 22. In March 2026, Metrolink instituted 20% service reductions that reduced service to 24 train trips in Santa Clarita and 16 in the High Desert. These reductions were instituted on a temporary basis due to equipment availability issues that have since been resolved. With other solutions to its

operating deficit exhausted, Metrolink is currently proceeding with budgeting to make those 20% reductions permanent.[1]

Preventing these service cuts and maintaining 2025 rail service is plainly an unmet transportation need. Additional TDA funding could help preserve current service levels and avoid significant reductions for riders throughout the Antelope Valley corridor.

Furthermore, Attachment F to the staff report documents numerous unmet transportation needs identified during the public outreach process, including:

- Increased funding for Metrolink's Antelope Valley Line, including double tracking, additional sidings, and other capital improvements necessary to support half-hourly service to Santa Clarita and hourly service to Palmdale and Lancaster.
- Multiple requests for increased local bus service.
- Requests for improved active transportation infrastructure, including exclusive bicycle and pedestrian facilities in Santa Clarita.

These are precisely the types of needs contemplated by the Board's adopted definition of unmet transit needs.

In addition, California Public Utilities Code section 99401.5 requires that, before allocating TDA funds to purposes not directly related to public transportation or facilities for the exclusive use of pedestrians and bicycles, the agency must first make the required findings regarding unmet transit needs.

The Cities of Santa Clarita, Lancaster, and Palmdale have all submitted applications to the State Active Transportation Program. To the extent exclusive bicycle and pedestrian facilities are planned within these jurisdictions, those eligible projects have statutory priority over allocations for general street and road purposes.

Finally there is a misconception by staff as it relates to TDA Law that because Santa Clarita and AVTA are not members of the Metrolink JPA they are thus unable to contribute TDA funds to those Metrolink Antelope Valley Line unmet transit needs. While it is true that these entities are not members of Metrolink that fact does not preclude the agencies from providing funds for transit services to Metrolink for Antelope Valley Line. Doing so simply requires a service or interagency agreement that are routinely procured by local governments. Moreover, there is nothing in TDA Law itself or case law that creates this distinction and the Metro Board is not bound by this constraint.

[1] Metrolink July 24th Board Meeting Agenda, Item 7A: Budget Development Update https://d2kbkoa27fdvtw.cloudfront.net/metrolink/c4426a254fe9e7f1e9ef97d5a3e3b3fa0.pdf

There Are Reasonable-to-Meet Transit Needs

The transit needs identified above, including preserving Metrolink service, funding Metrolink capital improvements, expanding bus service, and constructing exclusive bicycle and pedestrian facilities, can all be addressed in full from the $35.5 million in TDA funds proposed for reallocation.

Because these needs can be funded with the revenues at issue, they are not merely theoretical - they are reasonable to meet within the meaning of the Board's adopted policy.

Moreover, these investments are both cost-efficient and service-effective. Metrolink's Reimagined service has increased service levels with only modest increases in operating costs, demonstrating that strategic transit investments can produce substantial mobility benefits. Likewise, investments in active transportation infrastructure consistently provide high benefit-to-cost ratios while improving safety, expanding mobility, and reducing congestion.

Given the existence of these unmet and reasonable-to-meet transit needs, the Board cannot lawfully conclude that no such needs exist before redirecting these funds to street and road projects.

The Proposed Re-Allocation Is Missing Analysis and Includes Incomplete Analysis Required under the TDA

The materials supporting the re-allocation do not include the required and complete analysis mandated by the TDA Law.

Under the TDA Law, any re-allocation must be accompanied by an adequacy analysis of existing public transit services in meeting the transit demand of transit dependent or transit disadvantaged groups (PUC 99401.5(b)(2)). In addition, an analysis is required of the “potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand” for transit dependent or transit disadvantaged groups (PUC sec. 99401.5(b)(3)). Finally, the re-allocation must “[i]dentify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet.” (PUC sec. 99401.5(c)).

In analyzing unmet needs:

> The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.

PUC sec. 99401.5(c).

The analyses have not been included in the materials before you. The analyses have not been made public in prior hearings on this matter. Therefore it is unclear whether the proposed re-allocation 1) complies with the requirement for such analyses under the TDA Law; 2) whether the analyses (if they exist) adequately analyze existing transit services as to transit dependent and transit disadvantaged groups; 3) whether potential transit services or improvements would meet part or all of transit demand for transit dependent and transit disadvantaged groups.

The transparency and adequacy of these analyses is important because, as discussed below, the proposed findings for re-allocation are unlawfully narrowly tailored to local transit needs.

There are indicators that if such analyses exist they have not properly incorporated noticed unmet transit needs for the affected areas. As an example, the Summary Comment Log provided to you improperly codes comments made regarding Antelope Valley unmet transit needs to omit them from mention under the graph. Furthermore, the Californians Electric Rail comment on the proposed TDA unmet needs included discussion of unmet operational needs for Antelope Valley Line but these comments are omitted from the Summary Comment Log.

ATTACHMENT F

FY27 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon	Unincorporated Areas of North County
1	**General increase in service, including longer hours, higher frequency, and/or more days of operation**				
1.1	Bus service currently runs infrequently outside typical commuter hours and should extend its service schedule further into the night.	2	1		
1.2	Allocate bus service for residents living on Jakes Way in Canyon Country.	1			
1.3	I would like Santa Clarita Transit to offer three time slots-morning, afternoon, and early evening-from Canyon County to the medical building on Tourney Road in Valencia.	1			
1.4	I would like Santa Clarita Transit Routes 4/14 and 1/2 to run as early and as late as they did before the 2020 pandemic service changes.	1			
1.5	Provide bus service along W Avenue H in Lancaster for employees working at the Michaels Distribution Center.		1		
2	**Scheduling, reliability, transfer coordination**				
2.1	Santa Clarita Transit Route 632 only runs once in the morning, limiting its usefulness for students.	1			
3	**Bus stops and stations**				
3.1	Station amenities are frequently out of service, and departure boards are often non-functional.	1			
3.2	For safety reasons in Canyon Country, a Route 12 stop should be added at Sierra Highway and Soledad Canyon Road to allow a safer connection to Routes 5/6 toward Sand Canyon.	1			
4	**Metrolink and active transportation**				
4.1	Allocate funding to the Metrolink Antelope Valley Line to construct needed double-track extensions, sidings, and related improvements to support half-hourly service to Santa Clarita and hourly service to Palmdale/Lancaster.	2			1
4.2	Why is the Vista Canyon Metrolink Station bus hub in Canyon Country not being used?	1			
4.3	There is a lack of active transportation trails in eastern Canyon Country (Santa Clarita).	1			
4.4	The Via Princessa Metrolink Station is located in a pedestrian-hostile area, with only minimal sidewalk infrastructure.	1			
5	**General commnents**				

Prior to adopting any findings for re-allocation, the analyses must be produced by staff so that the Metro Board and public can determine whether they meet the statutory requirements under the TDA Law. Should these analyses be produced they must 1) acknowledge the current Metrolink Antelope Valley Line service cuts as unmet transit needs actually and constructively noticed by Metro and 2) analyze how these unmet transit needs for restored Antelope Valley Line service cannot be reasonably met by allocating TDA funds to it.

The Proposed Findings Do Not Consider or Distinguish the Noticed Unmet Transit Needs

The proposed findings for reallocation of funds do not mention Metrolink's service cuts despite Metro having actual and constructive notice of these unmet transit needs through its own formal notice and comment TDA process. The proposed findings do not even attempt to address the comments articulated by Californians for Electric Rail and others regarding Metrolink improvements and service needs in the Summary Comment Log. Nor do they address Metrolink service cuts that are well-known to the Metro Board, Metro staff through various public hearings, written and verbal public comments and news articles in the spring and summer of 2026.

The proposed findings are limited to the transit needs of local transit in Palmdale, Santa Clarita and unincorporated Antelope Valley. The TDA law does not distinguish between local and regional transit. Nor is there any published case law that holds that the TDA Law only applies to local transit. Therefore, there is no legal basis for ignoring articulated and received public comments in the Summary Comment Log or received elsewhere by Metro due to the fact that the comments raise the issue of unmet transit needs for regional transit rather than that of local transit. In fact the premier TDA case *Folsom v. Butte County Association of Governments* (1982) 32 Cal.3d 668 involves plaintiffs prevailing at trial court to obtain an injunction against reallocation of TDA funds to road projects in order to fund unmet transit needs for intracity transit service in Chico and intercity transit service to Oroville.

The proposed findings therefore are 1) not supported by the administrative record including actual and constructive notice of unmet Antelope Valley Line transit needs for transit dependent or transit disadvantaged groups 2) are not supported by sufficient analyses required under TDA Law; 3) attempt to distinguish between local and regional transit needs without a lawful basis for doing so.

Conclusion

The record demonstrates that there are unmet transit needs within Santa Clarita, Lancaster, and Palmdale, and that many of those needs are reasonable to meet using the TDA funds proposed for reallocation. Accordingly, the Board should make the finding that there are unmet transit needs, including unmet transit needs that are reasonable to meet.

For these reasons, the undersigned organizations respectfully urges the Metro Board to reject the staff recommendation in Agenda Item 27 and instead prioritize TDA funding for transit and active transportation purposes, including preserving Metrolink service, advancing Metrolink capital improvements, expanding bus service, and constructing exclusive bicycle and pedestrian facilities in Santa Clarita, Palmdale, and Lancaster, consistent with the priorities established by state law.

Sincerely,

David Martinez
State Policy Manager
Streets For All

Adriana Rizzo
Founding Member
Californians for Electric Rail

Bart Reed
Executive Director
The Transit Coalition

Carter Rubin
Director, State Transportation Advocacy
National Resources Defense Council

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 4:37:46 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Max Schank


From: Jessica Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 4:32:49 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jessica Rodriguez

From: Anakaren Andrade
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 4:26:04 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Anakaren
[redacted]

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 4:25:20 PM

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Dear Metro Board,

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

I personally would love to use Metrolink service more to explore other parts of SoCal. I even think there are underserved portions of Metrolink's network. The Riverside, Perris Valley, and OC lines have such poor times to use outside of commuting. If Metro goes forward with these funding cuts, this same service could hit the AV, Ventura and San Bernardino lines, and then lose even more riders. A Metrolink train was in the news the other day for breaking down and leaving riders stranded. Why is the Metro board seeking to not only remove this funding at a dire time for Metrolink, but to also divert that funding to roads? Metro is not the DOT. Metro is not Caltrans. If roads need funding, then local cities or relevant agencies such as Caltrans can do that. Metro is a transit agency for transit.

Thank you,
Christian Wollenberg
[redacted]

From: Michael Scharf
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 3:36:33 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Michael Scharf
[redacted]

From: Jonathan Chue
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 3:35:22 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jonathan Chue
[redacted]

From: Mark Li
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 3:25:42 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Mark Li
[redacted]

From: John Lin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 3:10:55 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
John Lin
[redacted]

From: MJ Wu
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 2:58:48 PM

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Dear Metro Board,

Vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to **Vote NO** on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit! Public transit is the future.

Thank you,
MJ Wu
[redacted]

From: Paula Cizek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 2:58:48 PM

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Dear Metro Board,

I strongly urge you to:

- Vote NO on Item 27.
- Keep TDA funding dedicated to transit and active transportation.
- Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Why are we diverting $35.5 million in TDA funding to road projects when Metrolink is facing major service cuts? State law *requires* Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist.

Spend transit funds on transit.

Thank you,
Paula Cizek
[redacted]

From: Nate Grossman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 2:38:33 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Nathaniel Grossman


From: Gregory Dillon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 2:35:33 PM

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Dear Metro Board,

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Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Greg Dillon
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 2:11:39 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Olivia Salaben
[redacted]

From: Jenna DeWitt
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 1:58:25 PM

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Dear Metro Board,

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State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need **reliable Metrolink service**, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders deserve investments that improve mobility, not funding shifts that make it harder to get around. Every way to make our lives better supports trains over cars. We hate the traffic, the climate harm, the pollution, the gas prices, the road construction, the hazards and anger and frustrations and illogical actions of other drivers, the dangers of drowsy and drunk drivers, the dangers of weather and external objects on the road, the dangers to the lives of workers/officers/EMTs on the roads, the increase in urban heat from pavement and asphalt and concrete, the distractions of navigation and communication more prevalent and obvious than ever, the noise and disturbance to our communities, the racist history of California highways and interstate location choices, the unreliability of vehicles themselves and potential unforeseen harms from their malfunctions... the cost is very clearly not worth what we are ALREADY spending. If anything more funding should be diverted **from roads to transit**! Much, much more. The flip side of this with complaints about transit can almost all be resolved by *more* funding, more stations, more lines, and more trains on those lines at reliable scheduled times and with clean, safe, well-managed trains.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize **preserving Metrolink service**, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit. But I'll go further to say, the only logical conclusion in the transit research of what is true, good, kind, and beneficial to all concerned leads

to *increased* transit dollars. Our health, future, resources, survival needs, and safety depend on it.

Thank you,
Jenna DeWitt
Redlands, CA

From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 1:40:15 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Serafin Avalos, Jr.
[redacted]

Sent from my iPhone

From: Aviv Schifrin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 1:39:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Aviv Schifrin
[redacted]

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 1:16:11 PM

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Subject: Public Comment — Item 27 — Vote NO on TDA Reallocation

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro is proposing to redirect $35.5 million in TDA funds from transit to road projects in Santa Clarita, Lancaster, and Palmdale — at the exact moment Metrolink is cutting service on the Antelope Valley Line. That's backwards.

State law requires Metro to find no unmet transit needs before redirecting these funds to roads. That finding isn't supportable. The record shows the opposite: nearly 3,000 letters delivered to the Board clerk opposing Metrolink cuts, public comments at multiple hearings raising Antelope Valley Line needs, and staff's own Attachment F documenting requests for more Metrolink funding, expanded bus service, and better bike and pedestrian infrastructure in these same communities. These are textbook unmet transit needs under the Board's own definitions.

Staff's findings ignore all of it. They draw an artificial local-vs-regional transit distinction with no basis in TDA law or case law — the premier TDA case, Folsom v. Butte County (1982), involved exactly this kind of reallocation and riders won. The required analyses of transit-dependent populations haven't been made public, and the comment log excludes or miscodes Antelope Valley Line comments. The process isn't transparent and the findings aren't supported by the record.

Transit funds should go to transit. Please vote NO and keep this money dedicated to Metrolink, bus service, and active transportation.

Thank you,
Matt Zebro


From: Ana Cobarrubias
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:35:30 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Ana Cobarrubias
[redacted]

From: Anycca Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:19:13 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

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State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Anycca Cortez
[redacted]

Sent from my iPhone<3

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:19:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: branko burcksen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:17:07 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Branko Burcksen
[redacted]

From: Lydia Costantian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:07:20 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Lydia Costantian
[redacted]

From: Yuhki Fukusumi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:01:08 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Yuhki Fukusumi


From: August Brown
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 11:43:43 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around for residents who rely on greener, healthier and more affordable forms of transportation.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
August Brown
[redacted]

From: Christian Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 11:42:47 AM

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Dear Metro Board, I urge you to vote NO on Item 27. Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line. State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options. Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around. I respectfully ask you to: Vote NO on Item 27. Keep TDA funding dedicated to transit and active transportation. Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure. Transit funds should go to transit. Thank you, Christian Campos, Sylmar CA, [redacted]

From: Brianna Lopez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 11:22:43 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Brianna Lopez
[redacted]

From: Kathryn Melendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 11:11:55 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Kathryn Melendez
[redacted]

From: Natalie Vital
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 10:43:20 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Natalie Vital
Resident [redacted]

From: Gabi Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 10:39:39 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
[redacted]

Sent from my iPhone

From: Esmeralda I. Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 10:35:39 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone,
Esmeralda I. Silva

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 10:31:19 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Bryan Matsumoto
[redacted]

From: Celia A Andrino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 10:07:58 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Celia Avalos
[redacted]

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 9:22:15 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Ayla Stern
[redacted]

Ayla

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 9:06:20 AM

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Dear Metro Board,

Please vote no on Item 27. Metro should not be diverting any funding that should go to transit to roads. Metrolink is facing major service cuts, including on the Antelope Valley Line, and that $35.5 million in Transportation Development Act (TDA) funding would help immensely.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options. Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to: Vote NO on Item 27. Keep TDA funding dedicated to transit and active transportation. Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure. Transit funds should go to transit.

Thank you,
M.C. Guerry
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 8:50:41 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Yesenia Nava
[redacted]

From: Nick Gallo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 8:37:38 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Nick Gallo
Los Angeles, CA 90046

Best,
Nick Gallo
E: [redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 8:32:17 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding projects that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit. We need more sustainably powered trains and buses, not more lanes for more cars.

Thank you.

From: Rob Nickell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 7:52:12 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Robert Nickell
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 7:50:20 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

Having been a Metro/bus rider in LA for the last five years, and Metrolink for the last two years, I love being able to use the system, but recognize its service isn't nearly abundant and frequent enough.

I only started taking Metro after losing two cars in two separate hit and runs in LA (both while my cars were parked on the street overnight), and have since become passionate about more transit service, learning about its benefits and the abysmal rate of deaths in LA each year from car crashes, 300+ annually. We cannot drive our way out of bad traffic or deaths and injuries from crashes. We can't drive our way out of long commutes, which are due to how much space is dedicated for roadways and parking and how little for housing and dense neighborhoods. We can't drive our way out of the high cost of car ownership and the health effects of their poisonous emissions. We can't drive our way out of the climate impacts of car dependency.

That's why I'm asking you to vote no on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

[redacted]

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 7:45:15 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Sam Shapiro-Kline
[redacted]

From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 1:34:01 AM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Rachel Moeckel
[redacted]

From: Raquel Agmon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 12:07:19 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Raquel Agmon
[redacted]

From: Andrew H
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 10:42:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Transit funds should go to transit.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

[redacted]

From: Andrew H
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 10:42:40 PM

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Transit funds should go to transit.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Andrew Hernandez
[redacted]

From: Byron Edmonson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 10:30:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Byron E
[redacted]

From: Israel J. Villarreal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 9:36:29 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Israel Jimenez Villarreal
[redacted]

From: John Farren
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 9:32:01 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

John Farren
[redacted]

From: Jason Fryer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 9:15:52 PM

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Vote NO on Item 27.
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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jason Fryer
[redacted]

Sent from my iPhone

From: Michael Gifford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 8:20:42 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Mike Gifford
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 8:16:27 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Yonatan Ahituv
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 7:58:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Transit funds should go to transit.

Thank you,
Allen Natian
[redacted]

Sent from Proton Mail for iOS.

From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 7:42:04 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Cesar Vasquez
[redacted]
Future DTLA!

From: Tommy Truong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 7:15:31 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Tommy Truong
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 6:55:12 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Darius Dastur

From: Suzanne S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 6:11:43 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
SUZANNE SURTEES
[redacted]

From: Grant Cogswell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 5:55:14 PM

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I respectfully ask you to vote NO on Item 27.
Keep TDA funding dedicated to transit.
Prioritize preserving Metrolink service, bus service, and safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Grant Cogswell
City of Los Angeles
[redacted]

Sent from my iPhone

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 5:40:58 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Dustin Shahan
[redacted]

From: Andy .
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 5:13:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Transit funds should go to transit.

Thank you,
Ross Rivas
[redacted]

From: Zozo Chen-Wernik
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 5:11:50 PM

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Thank you,
Zofia Chen-Wernik


From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:50:09 PM

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Thank you,
Kenneth Johnson
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:44:48 PM

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Transit funds should go to transit.

Thank you,

AJ cho

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:44:05 PM

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Transit funds should go to transit.

Thank you,
Jan Yonan


From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:44:03 PM

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I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Kandy V
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:42:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Yonah Gereboff
[redacted]

From: Jake Rosen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:38:36 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jake Rosen
[redacted]

[redacted]

From: Grant Blakeman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:34:24 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

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State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit. If there is room for improvement in transit service, there is an unmet need and funds should not be redirected to roads.

Thank you,

Grant Blakeman
[redacted]

From: Gahl Peled
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:23:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Gahl Peled
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:22:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Wyatt Zadoorian
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 4:15:28 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Ava Marinelli
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:43:33 PM

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

As someone who uses Metro every day I urge you to vote NO; service cuts mean it would take me a lot longer to get around, and it would mean I couldn't do things I currently do (because it would take too long). Please use money that's supposed to be for transit for transit rather than road projects than only help people who can afford a car

Thank you,
Nathan Schilling


From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:37:15 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:25:49 PM

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Dear Metro Board,

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State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Nick Cron-DeVico
9[redacted]

From: Cameron Cerny
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:21:16 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Cameron Cerny
[redacted]

From: Jeff Baird
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:13:16 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Our city desperately needs the resources to reduce road congestion and the environmental impact of a car-dependent city. Please invest further in connecting people via public transit to make this city more appealing and better suited for the future.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jeff Baird
[redacted]

From: Erich Uralma
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:05:37 PM

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I respectfully ask you to:

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Erich Uralma
[redacted]

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:02:23 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Brent Daugherty
[redacted]

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 3:01:14 PM

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Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Steven Stanton
Culver City, 90232

From: Allon Percus
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 2:38:19 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Allon Percus
[redacted]

From: Danny Pravder
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 2:27:16 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Danny Pravder
[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 2:14:17 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Colin Warn


From: Tyler Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 2:12:19 PM

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Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Tyler Taylor
Los Angeles ([redacted]

From: Stephen S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 2:06:59 PM

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I respectfully ask you to:

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Stephen Son
[redacted]

From: Daniel Moon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 2:05:52 PM

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I respectfully ask you to:

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Daniel Moon


From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:56:05 PM

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Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Violet Carne
[redacted]

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:55:04 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Caro Vilain
[redacted]

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:46:24 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should **not divert** $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Auguste Miller
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:42:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Timothy Shen
[redacted]

From: Benjamin Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:34:15 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Benjamin Phillips


From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:07:38 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Michael
[redacted]

Sent from my iPhone

From: Edna Cedillos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:07:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Edna Lewis

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:04:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jamie Chen
[redacted]

From: Carey J Bennett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:04:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Carey Bennett
[redacted]

Sent from Proton Mail for Android.

From: JJ Jung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 1:00:00 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Kyeong Hoon Jung
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:50:54 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

My name is Julio Rodriguez and I live in the city of LA at 13870 Weidner St. Pacoima CA 91331.

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Julio Rodriguez
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:50:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Dominic Bendinelli
LA Metro Commuter
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:41:23 PM

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Dear Metro Board,

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Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Chasen Daniels
[redacted]

From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:40:18 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

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Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Amin El Gamal
[redacted]

From: Denton Cohen
To: Board Clerk; Customer Relations
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:38:34 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Denton Cohen


From: Jem Isreallycool
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:37:26 PM

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Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jem Unger Hicks
[redacted]

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:36:54 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I urge you to vote NO on Item 27.

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Amanda McDaniel
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:34:37 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Caleb Schimke
[redacted]

From: Marcos Rodriguez Maciel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:34:32 PM

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Marcos Rodriguez Maciel
[redacted]

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:34:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Collin Surbeck
[redacted]

From: Abigail Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:28:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Avigail Vargas
[redacted]

From: Garrick Jensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:28:29 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Garrick Jensen
[redacted]

From: Brett Hollenbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:27:50 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Brett Hollenbeck
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:27:39 PM

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Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Brett Keating
[redacted]

From: Michael Schneider
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Tuesday, July 21, 2026 12:17:34 PM

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Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,

Michael Schneider
[redacted]

From: L Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Item 27
Date: Wednesday, July 22, 2026 4:49:24 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit. This is very important to me.

Thank you,
Laurel Reidel
[redacted]

From: Matt Ruscigno
To: Board Clerk
Subject: (EXTERNAL) I am AGAINST Item 27
Date: Tuesday, July 21, 2026 12:34:13 PM

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Dear Metro Board,

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Matthew Ruscigno, MPH, RD
[redacted]

From: Stu Selonick
To: Board Clerk
Subject: (EXTERNAL) I am AGAINST Item 27
Date: Tuesday, July 21, 2026 3:52:37 PM

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To the Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Stu Selonick
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) LA County Resident AGAINST Item 27
Date: Tuesday, July 21, 2026 2:06:16 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Neil Yazma
To: Board Clerk
Subject: (EXTERNAL) LA Resident AGAINST Item 27
Date: Tuesday, July 21, 2026 4:50:43 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

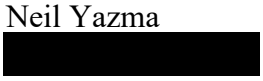
State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Neil Yazma


From: Abbey Campbell
To: Board Clerk
Subject: (EXTERNAL) NO on Item 27
Date: Wednesday, July 22, 2026 3:05:31 PM

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Dear Metro Board,

I urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Abbey Campbell
[redacted]

From: Ben Seligman
To: Board Clerk
Subject: (EXTERNAL) OPPOSED: Item 27
Date: Wednesday, July 22, 2026 4:24:50 PM

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Dear Metro Board,

To improve the mobility of Angelinos, the Board must vote NO on Item 27.

The consistent barrier to access in Los Angeles county is car dependence. This has not changed, and transit is critical to breaking this barrier. Under state law, Metro cannot redirect transit funding to roads until unmet transit needs have been assessed. These needs are plain: reliable Metrolink service, faster and more frequent bus service, and safer walking and bicycling infrastructure.

I encounter these barriers routinely as a physician. My patients and their loved ones traveling from the High Desert must struggle in traffic to reach me in the Valley and the Westside, even when their finances and chronic health conditions make driving a suboptimal choice. They deserve better options from Metro than an endless series of congestion-inducing roadworks.

I ask you to:
Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit. My patients deserve as much.

Thank you,
Benjamin Seligman
[redacted]

From: Jonah
To: Board Clerk
Subject: (EXTERNAL) Strongly AGAINST Item 27
Date: Tuesday, July 21, 2026 12:48:56 PM

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Dear Metro Board,

I strongly urge you to vote NO on Item 27.

Metro should not divert $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts, including on the Antelope Valley Line.

State law requires Metro to determine whether there are unmet transit needs before redirecting transit funding to roads. Those unmet needs clearly exist. Riders need reliable Metrolink service, better local bus service, and safer walking and bicycling infrastructure. They don't need fewer transit options.

Transit riders in Santa Clarita, Lancaster, and Palmdale deserve investments that improve mobility, not funding shifts that make it harder to get around.

I respectfully ask you to:

Vote NO on Item 27.
Keep TDA funding dedicated to transit and active transportation.
Prioritize preserving Metrolink service, improving bus service, and investing in safe walking and biking infrastructure.

Transit funds should go to transit.

Thank you,
Jonah Linder
[redacted]

MEMORANDUM

TO: Los Angeles County Metropolitan Transportation Authority (Metro)

Board of Directors: Karen Bass, Chair; Kathryn Barger, 1st Vice Chair; Tim Sandoval, 2nd Vice Chair; James Butts; Jacquelyn Dupont-Walker; Janice Hahn; Lindsey Horvath; Holly J. Mitchell; Ara J. Najarian; Imelda Padilla; Rex Richardson; Hilda Solis; Katy Yaroslavsky; Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

DATE: July 21, 2026

RE: **Unsolicited Proposal — Metro Workforce Housing: The Clark on 54th**
Item #36 on Consent Calendar – Metro Board Meeting July 23, 2026 – Case File: 2026-0470

cc: EmployeeHousing@Metro.Net

Purpose

Praxis Development Group, on behalf of itself and the Clark Family, respectfully submits this unsolicited proposal to provide **Metro employee workforce housing** at ***The Clark on 54th***, located at 3409 W. 54th Street, Los Angeles, CA 90043 — a 48-unit, newly constructed, mixed-income residential community steps from the Metro K Line/Hyde Park Station.

We request a loan of **$2,500,000** on the following terms: *3% simple interest, residual receipts loan; subordinated to the construction loan and permanent loan; Metro employee housing preference covenant.*

In exchange, Metro employees will have first right of occupancy on **50% of all units in the building (24 of 48 units)**: 10 income-restricted units at 50% AMI and 14 unrestricted units at market rent. This proposal delivers immediate, transit-adjacent workforce housing at a per-unit subsidy of approximately $250,000 — consistent with Metro's proposed investment in The Nathaniel.

We applaud Metro's willingness to support housing development along the K-Line, and we ask for equal consideration. Our project is under construction with an expected completion date of December 2026.



The Clark on 54th: Project Overview

The Clark on 54th is a newly constructed, 48-unit mixed-income residential community in the heart of the Crenshaw Corridor — one of Los Angeles's most transit-rich and culturally significant neighborhoods. The project is a collaboration between **the Clark Family**, a legacy African American family and longtime community landowners, and **Praxis Development Group**, a woman-owned, and locally rooted development firm. Together, this team represents the kind of community-centered, mission-aligned partnership that Metro's workforce housing initiative was designed to support.

Project Detail	Information
Address	3409 W. 54th Street, Los Angeles, CA 90043
Developer	Clark Family & Praxis Development Group (Black-owned, woman-owned, locally rooted)
Total Units	48 units (Studios, 1BR, 2BR, 3BR)
Family-Sized Units	These are apartment homes for families. Units range from 537-1,450 sq.ft. Significantly larger than the mostly micro-units that are being built.
Metro Employee Preference	First right of occupancy on 50% of all units (24 units): 10 affordable units at 50% AMI + 14 unrestricted units at market rent
Affordability	21% of the units are income-restricted at 50% AMI; 55-year affordability covenant on restricted units

Metro Transit Access	Within 1/4 mile of K-Line/Hyde Park Station; Metro Bus Lines 210 & 40; Expo/Crenshaw Station for regional rail connections
Availability	**January 2027 move-in — well in advance of the 2028 Olympic and Paralympic Games**
Amenities	Two rooftop decks, club/library room, covered parking, bike storage, high-speed fiber, ground-floor neighborhood-serving retail.

Proposed Loan Terms & Side-by-Side Comparison

The following table compares the terms proposed for The Nathaniel (Item 2026-0470) with those requested by Praxis for The Clark on 54th:

Term	The Nathaniel (Proposed)	The Clark on 54th (Requested)
Loan Amount	$25,000,000	**$2,500,000**
Total Units	97 units (100% employee preference)	48 units; 24 units (50% employee preference)
Subsidy Per Unit (Employee Preference)	~$257,732/ affordable unit (employee preference)	~$250,000/affordable unit (employee preference)
AMI Levels	100% of units at 80% AMI	**21% of units at 50% AMI**
Interest Rate	3% simple interest, accruing during construction	3% simple interest
Lien Position	Subordinate to senior construction & permanent loan	Subordinate to senior construction & permanent loan
Repayment	Residual Receipts	Residual Receipts
Delivery / Move-In	Groundbreaking Summer/Fall 2027; delivery ~2029–2030	**January 2027 — units available NOW**
Developer Profile	Treehouse + The Apex Collaborative	**Clark Family (legacy community landowner) + Praxis Development Group (woman-owned, LA-based)**

Why The Clark on 54th Serves Metro's Goals

1. Lower Cost/Lower Risk to Metro

At $2,500,000 total, Praxis's proposal is **1/10th the hit to Metro's General Fund** as compared to The Nathaniel, while delivering a comparable per-unit subsidy (~$250,000/unit on the affordable units) and meaningful employee access to 24 units.

2. Immediate Delivery — Before the 2028 Olympics

The Clark on 54th is **already built**. Units will be available for Metro employee occupancy in January 2027 — more than 18 months before the 2028 Olympic and Paralympic Games, and approximately two to three years before The Nathaniel is projected to deliver. Metro employees can benefit from workforce housing immediately. Metro has no risk on non-delivery. The building is there, with $25M of investment and pending completion.

3. Affordability

Twenty-one percent (21%) of the units are income-restricted at **50% AMI**. This means Metro's lower-wage frontline workers — bus operators, rail operators, mechanics, and maintenance staff — are more likely to qualify. The 14 additional employee preferenced units at market rate provide access for those Metro employees who do not qualify for income-restricted units.

4. Prime Transit Adjacency

The project is located within one-quarter mile of the Metro K Line/Hyde Park Station, with direct access to Metro Bus Lines 210 and 40, and connectivity to the Expo/Crenshaw Station for regional rail access. Metro employees working at nearby divisions — including Division 16 (K Line), Divisions 14 & 21 (E Line), and Bus Division 5 — can commute car-free, reducing both commute stress and household transportation costs.

5. No Regulatory Barriers

There are therefore no regulatory barriers to establishing a Metro employee occupancy preference. A recorded regulatory agreement can be executed on the same terms as proposed for The Nathaniel.

Developer Qualifications: Praxis Development Group

Praxis Development Group is a woman-owned, WBE-certified real estate development firm headquartered in Los Angeles. Founded and led by Kacy Keys, Praxis specializes in ground-up multifamily construction, value-add acquisitions, and affordable housing across the Western United States with particular depth in Los Angeles. The firm combines deep knowledge of California entitlement law with institutional underwriting discipline and hands-on project management.

Building this project in partnership with a local, African American family, the project is rooted in community. It is everything Metro says it wants: local ownership, transit adjacent, family-sized housing, fully funded with pending delivery.

Select Transit-Adjacent Project Experience

Project	Description
The Vermont	464 apartments over 40,000 sq. ft. of retail, adjacent to Wilshire/Vermont Metro Station. Funding included Section 108 loan, CRA residual receipts loan, mezzanine and construction debt, and equity capital.
NoHo Commons	450+ mixed-income apartments, 120,000 sq. ft. of office, and Laemmle Theater within 1/4 mile of NoHo Transit Station. Multiple funding sources; public-private partnership with CRA.
One Museum Square	285-unit apartment building within 1/4 mile of Wilshire/Fairfax Station. Privately funded.
Family Life Center	50,000 sq. ft. community center adjacent to Crenshaw/Expo Station. Privately funded.
1601 Vine	110,000 sq. ft. office building adjacent to Sunset/Vine Metro Station. Multiple funding sources; public-private partnership with CRA.
Sears Santa Monica	100,000+ sq. ft. creative office conversion adjacent to 4th & Colorado Metro Station, Santa Monica. Currently home to Palisades High School. Privately funded.
The Clark on 54th	48-unit ground-up multifamily development adjacent to the K-Line/Hyde Park Station, delivering workforce and affordable housing in a high-opportunity, transit-adjacent corridor. Under construction; January 2027 delivery.

Praxis is led by two partners involved in every deal with no institutional bureaucracy between decision-makers and the project. The team brings 40+ years of Los Angeles development market experience, with deep expertise in entitlements, density bonus law, adaptive reuse, and community-centered execution. Praxis has an existing relationship with Los Angeles Metro, having previously worked with the agency on transit-adjacent development.

Above all, Praxis is known for operating with integrity. We deliver on time and on budget. We are straightforward to work with, we play by the rules, and we do what we say we will do. Our partners — lenders, equity investors, city agencies, and community stakeholders — know that when Praxis makes a commitment, it is kept. We bring that same standard of accountability and transparency to this proposal.

Request for Equal Consideration

Our core request is simple. We are asking that this unsolicited proposal be accepted, considered, and processed in a timely manner on the same terms and with the same consideration afforded to Treehouse Leimert. **Support both The Nathaniel and The Clark on 54th**. We are asking Metro to give a Black-owned, woman-owned, community-rooted team —

with a lower-cost to the General Fund, lower risk, and an immediately deliverable project — a fair opportunity.[1]

Our Request

Praxis Development Group respectfully requests that Metro:

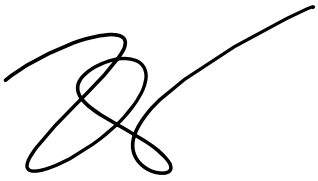
- Accept and formally consider this unsolicited proposal under the same terms and process afforded to Treehouse Leimert;
- Authorize staff to enter into negotiations with the Clark on 54th for a workforce housing loan agreement for on the following terms: **$2,500,000 loan; 3% simple interest; subordinated to the construction loan and the permanent loan; repaid by residual receipts; Metro employee housing preference covenant on 50% of all units (10 affordable units at 50% AMI + 14 unrestricted units at market rent).**
- Authorize the execution of a recorded regulatory agreement establishing a Metro employee first-right-of-occupancy for 24 units (50% of the building) for the 20-year term of the loan, with an option to extend by mutual agreement; and
- If the Board wishes to expand the program, authorize staff to negotiate additional units or an extended covenant term at the same per-unit subsidy rate.

Conclusion

The Clark on 54th offers Metro a rare opportunity: **workforce housing that is ready now**, **transit-adjacent, deeply affordable, community-rooted**, and available at a total cost to Metro's general fund that is 1/10th of the request for Treehouse Leimert. The development team — the Clark Family and Praxis Development Group — is Black-owned, woman-owned, and locally based in the very community this project serves.

We responded to Metro's RFI and proposed the same loan structure that is now being approved for the Nathaniel – a 3% simple interest loan; we ask only for the same fair consideration. We welcome the opportunity to present to the Board, meet with staff, or provide any additional information needed to advance this proposal. Thank you for supporting housing along the Crenshaw Corridor.

Respectfully submitted,



Kacy Keys
Founder & CEO
Praxis Development Group
[redacted]

[1] The staff report for Item 2026-0470 indicates that RFI submittals were non-responsive due to train adjacency and 95+ unit preference. However, no such preference is outlined within the RFI materials.

From: Wakita Ken
To: Wakita Ken; Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board Agenda #46 - SUPPORT
Date: Wednesday, July 22, 2026 1:47:01 AM

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Agenda items #46 (CNG contract)

SUPPORT

This item was pushed back from the May meeting partly due to concerns about Shell Oil being one of the providers. Frankly I do not care who is the provider of CNG as it's still a clean way to operate buses than gasoline or diesel.
In the grand scheme of things, so long as it's not run by gasoline or diesel, running on Clean Natural Gas (CNG) is much better and we shouldn't be swayed by small group of activists who are against any type of fossil fuels or big name corporations.
Read the atmosphere; people are getting tired of these activists. We still need to run our existing CNG buses and they need CNG to operate. Let's not waste further time in delaying what's needed only to see costs keep going up for inaction.

If anything, I'd even support Metro creating it's own natural gas subsidiary where it works alongside these companies to drill natural gas in California where it can use it's own refined LNG and CNG for itself and sell it to the market to help fund it's own operations.
We need to start looking at things like this, where Metro is it's own natural gas extractor/refiner/gas powered plant as well as Metro is it's own solar electric power plant.
Do you know that one of the largest transit rail companies in Japan, Tokyu Railways, actually owns it's own power plant? Why do you think they do that?

Regards,

Ken Wakita
Metro rider

[please redact my name and email address when publicly published]

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058

DISTRICT OFFICE
391 NORTH MAIN STREET, SUITE 210
CORONA, CA 92878
(951) 371-6860

EMAIL
Assemblymember.Castillo@assembly.ca.gov

Assembly
California Legislature

LETICIA CASTILLO, MA, LMFT, LPCC
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
VICE-CHAIR, HUMAN SERVICES
VICE-CHAIR, ECONOMIC DEVELOPMENT, GROWTH, AND HOUSEHOLD IMPACT
EDUCATION
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS

July 22, 2026

LA Metro
One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012
Metro Board Room

Dear Chair and Directors,

I am proud to represent California's 58th Assembly District, which includes Jurupa Valley, home to ENC's bus manufacturing facility. I also serve as Vice Chair of the Assembly Committee on Economic Development.

Earlier this year, I had the opportunity to tour ENC's facility and witness firsthand the skilled California workers building these buses from end to end. It is precisely the kind of American manufacturing we should be championing.

ENC has been manufacturing transit buses in California since 1975—for more than 50 years—and builds every bus entirely in the United States at its 227,000-square-foot, ISO 9001-certified facility on 17 acres in Jurupa Valley. Under its new ownership by Rivaz since 2024, the company has invested more than $50 million in facility upgrades, workforce development, and planned expansion. Employment has grown from roughly 230 workers at the time of my visit to more than 300 today, and it is still hiring and growing.

Awarding this contract will sustain and grow that significant investment right here in Southern California. It will create and support high-quality jobs while putting safe, reliable, American-made buses on Metro's streets. Every ENC bus is Buy America compliant, Altoona-tested, and FTA-approved, ensuring that transit investments strengthen California manufacturing and California workers.

ENC also operates its own manufacturing training center and partners with UC Riverside, Cal Poly Pomona, and local community colleges to develop skilled local talent, further strengthening our regional economy.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058

DISTRICT OFFICE
391 NORTH MAIN STREET, SUITE 210
CORONA, CA 92878
(951) 371-6860

EMAIL
Assemblymember.Castillo@assembly.ca.gov

Assembly
California Legislature

LETICIA CASTILLO, MA, LMFT, LPCC
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
VICE-CHAIR, HUMAN SERVICES
VICE-CHAIR, ECONOMIC DEVELOPMENT, GROWTH, AND HOUSEHOLD IMPACT
EDUCATION
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS

I am proud to support ENC and urge you to move forward with this contract. Thank you for your time and for your leadership in building a stronger transit system for Los Angeles County.

Sincerely,

[redacted]

Assemblywoman, 58th District
Vice Chair, Assembly Committee on Economic Development

JOBS TO MOVE AMERICA
PUBLIC GOODS FOR THE MOST PUBLIC GOOD

BOARD OF DIRECTORS

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President, EW Strategies LLC

Dr. Tamara L. Lee, Esq., Secretary-Treasurer
Associate Professor, Labor Studies and Employment Relations, Rutgers University

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Executive Director of the National Black Worker Center

Yohanny Garcia-Ashley
Catholics in Communion/Season of Faithful Witness

Michael Coleman
General President, Sheet Metal Workers' International Association (SMART)

Scott Douglas, III
Exec. Director, Greater Birmingham Ministries

Jacky Grimshaw
Vice President of Government Affairs, Center for Neighborhood Technology

Mike Miller
Director Region 6, United Auto Workers Union

Robert Puentes
Vice-President & Director, Brookings Metro

Greg Regan
President, Transportation Trades Department, AFL-CIO

John Samuelson
International President
Transport Workers Union (TWU)

Dr. Beverly Scott
CEO, Beverly Scott & Associates

Maria Somma
Organizing Director for the United Steelworkers

Christian Sweeney
Deputy Organizing Director, AFL-CIO

Xinge Wang
Deputy Director, Transportation Learning Center

Organizations for identification only

EXECUTIVE DIRECTOR

Madeline Janis, Esq.

DEPUTY EXECUTIVE DIRECTORS

Miranda Nelson

Maria Svart

July 21, 2026

LACMTA Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012 United States

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012 United States

Dear CEO Wiggins and Honorable Members of the Board,

We write to you regarding the proposed award of RFP No. OP118576(2)000 for Metro's purchase of battery-electric buses. As longtime partners in developing and implementing Metro's Manufacturing Careers Policy ("MCP") and related programs, we respectfully ask the Board to postpone consideration of this item for at least one month. The disclosed scoring and recommended award raise serious and unexplained concerns, and the Board should allow sufficient time to gather and review the relevant facts before taking final action.

Jobs to Move America ("JMA") is a nonprofit organization that works with community organizations, labor unions, environmental groups, transit advocates, and workforce-development organizations to ensure that public investment in transportation and infrastructure supports quality U.S. manufacturing jobs and career opportunities for workers who face systemic barriers to employment. JMA has worked with Metro for many years and helped develop the MCP, which applies to Metro rolling-stock procurements valued at $50 million or more.

This procurement presents an extraordinary opportunity to transform Metro's fleet while creating high-quality manufacturing careers and expanding economic opportunity across the country. It is precisely the type of investment the MCP was adopted to leverage by using Metro's purchasing power to support domestic manufacturing, develop a skilled workforce, and create career pathways for people historically excluded from quality employment.

For federally funded procurements like this one, Metro implements the MCP through the U.S. Employment Plan ("USEP"). Metro incorporated the USEP into RFP No. OP118576(2)000 accordingly, yet, based on the limited information currently available, the aggregate USEP scores disclosed with the proposed award do not appear to be accurate reflections of each bidder's job quality and community impact..

El Dorado National California ("ENC") received 25.37 of the 50 available USEP points, significantly more than New Flyer's 5.5 points and RIDE's 17.75 points. That result is particularly difficult to understand, considering New Flyer and RIDE each have legally enforceable community benefits agreements, established training programs, targeted hiring commitments, and unionized workforces with collectively bargained wages and benefits. ENC, by contrast, has no comparable formalized agreements or programs and only a limited track record in these areas, having resumed production last year following its purchase out of bankruptcy.

These agreements provide concrete evidence of job quality, disadvantaged-worker, training, and accountability considerations the MCP was designed to reward. The fact that ENC received more points than both companies combined, while New Flyer's entire score was barely greater than the points available for a single USEP category, demands a detailed explanation of how Metro evaluated each proposal. Particularly in light of the fact that had New Flyer received a higher USEP score and ENC a lower one, New Flyer could have been the highest-scoring proposer overall. The unexplained USEP scores therefore raise questions not only about Metro's application of the MCP, but also about the basis for the recommended award.

JMA's concern is heightened by Metro's recent history of failing to correctly implement the USEP. Most recently, disputes over whether bidders were evaluated fairly and objectively resulted in litigation and a settlement requiring Metro to retain an expert and revise its MCP scoring criteria and process. Those reforms have not yet been fully implemented.

JMA therefore respectfully asks the Board to postpone consideration of this item for at least one month and direct Metro staff to publicly provide a complete breakdown of each proposer's USEP score.

The MCP'S Purpose and Evaluation Methodology

Metro first piloted the USEP in 2011. JMA later worked with Metro, academic experts, and federal authorities to strengthen the policy and secure approval for its use in federally funded rolling-stock procurements. JMA later helped develop the MCP adopted by this Board in 2022 and has continued providing technical assistance on its implementation.

The MCP seeks to maximize quality job creation and career development for low-income residents and people facing barriers to employment, promote equitable outcomes in disadvantaged communities, and support domestic manufacturing and assembly. It therefore requires Metro to consider commitments concerning jobs, wages, benefits, disadvantaged workers, workforce training, career pathways, recruitment partnerships, retention supports, reporting, and enforcement.

The USEP evaluation is not based solely on the dollar value of a proposer's employment commitments. While 25 of the 50 available points are awarded proportionally based on the proposer's total commitments to wages and benefits, facility investment, and workforce training, the remaining 25 points are divided equally among five separate factors– the proposer's disadvantaged-worker commitment, workforce-training programs, total number of new and retained full-time-equivalent workers, minimum fringe-benefit amounts, and minimum hourly wage rates. Metro must therefore

evaluate not only how much each proposer commits to spend, but also the strength of the employment outcomes it proposes, including who will have access to the jobs, how many jobs will be created or retained, what training workers will receive, and the wages and benefits those jobs will provide.

New Flyer Has Demonstrated the Workforce Outcomes the MCP Was Designed to Encourage

New Flyer is a party to a legally enforceable, multistate Community Benefits Agreement with JMA and the Alabama Coalition for Community Benefits, a coalition of labor, civil-rights, faith, environmental-justice, and community organizations. Under that agreement, New Flyer committed to recruiting at least 45 percent of its new hires and awarding at least 20 percent of its promotions to workers from historically disadvantaged populations. Since then, nearly two-thirds of New Flyer's new hires and more than half of its promotions have gone to workers from communities that have historically faced barriers to employment.

New Flyer has also developed a three-phase workforce-training pathway that prepares participants for entry-level manufacturing jobs and electrical-technician careers. The program combines mathematical literacy, blueprint reading, workforce-readiness instruction, OSHA-10 certification, tool training, and on-the-job experience at New Flyer. It also addresses barriers to participation and retention through stipends, assistance with training costs and supplies, transportation support, and connections to childcare, housing, food, utilities, internet, and other essential services.

New Flyer also registered an electrical apprenticeship in 2024 and has worked with its unionized workforce to create additional pathways for skill development and advancement. Separately, New Flyer and JMA have provided OSHA-10 training to 259 local residents interested in manufacturing careers, approximately 25 of whom were subsequently hired by the company.

These programs directly advance the outcomes the MCP and USEP are designed to reward, including targeted recruitment, access for disadvantaged workers, technical training, industry-recognized credentials, barrier-removal supports, job placement, and career advancement. If New Flyer's proposal incorporated these established commitments, it should at minimum have received full credit in both the disadvantaged-worker and workforce-training categories.

New Flyer nevertheless received only 5.5 USEP points, barely more than the five points available for either category alone. Although its past performance does not determine its overall score, it demonstrates the experience, infrastructure, and formal partnerships necessary to carry out substantial workforce commitments. Metro should therefore explain how it evaluated those commitments and how New Flyer's entire USEP submission resulted in a score of only 5.5 points.

RIDE Has Also Made Significant, Enforceable Workforce Commitments

RIDE, formerly known as BYD, is also party to a legally enforceable Community Benefits Agreement with JMA, SMART Local 105, and community partners in Los Angeles County. The agreement established a goal of recruiting and hiring at least 40 percent of its workforce from populations facing significant barriers to employment, while also committing RIDE and its partners to develop pre-apprenticeship, apprenticeship, and supportive-service programs that create pathways into skilled union manufacturing jobs.

Although a higher USEP score would not have altered RIDE's overall standing in this procurement, we mention RIDE because the stark disparity between its score and New Flyer's suggests broader inconsistencies in Metro's application of the USEP rather than a concern limited to a single proposer. RIDE and New Flyer are similarly situated as both have formal workforce commitments, established

training programs, and unionized workforces with bargained wages and benefits. If their proposals incorporated those existing commitments, one would expect them to receive at least broadly comparable credit under the disadvantaged-worker, workforce-training, job-quality, and career-development factors.

Instead, RIDE received nearly three times as many USEP points as New Flyer, while ENC, which lacks comparable formalized commitments and partnerships, received more points than both companies combined. The resulting scores are therefore facially difficult to reconcile with the record and, at minimum, require a careful inquiry into the scoring methodology and a criterion-by-criterion explanation.

Metro's Prior Implementation Problems Reinforce the Need for Independent Review

Transparency is particularly important given Metro's prior difficulties implementing the USEP and MCP. On multiple occasions, litigation related to Metro's application or enforcement of these policies resulted in revisions to its procurement language or practices.

Most recently, the HR5000 solicitation omitted numerous MCP requirements, including provisions concerning new and retained workers, classification-specific wages and benefits, Labor Value Forms, measurement of disadvantaged-worker commitments, certified payroll reporting, and a jobs coordinator. Metro staff nevertheless represented to the Board that the procurement complied with the MCP.

Metro subsequently acknowledged the omissions, modified the contract, and stated that it would take steps to ensure future procurements included language consistent with the MCP. Metro also agreed to substantially revise its evaluation procedures in response to broader concerns about procurement scoring, including the scoring of proposers' USEPs. To date, however, Metro has not engaged JMA regarding how those concerns are being addressed.

The current scoring only deepens those concerns. The substantial and unexplained disparities among the USEP scores are difficult to reconcile with the MCP's stated criteria and objectives. Standing alone, those results warrant careful scrutiny. Viewed against Metro's history of disputes over USEP application and implementation, they reinforce longstanding concerns among JMA, labor and community partners, and industry participants about whether the evaluation process was applied objectively, consistently, and in accordance with the MCP.

In light of Metro's prior problems implementing the MCP and evaluating the USEP, the unexplained scores in this procurement raise serious questions about whether the proposals were assessed through an objective, well-informed process that faithfully reflected the policy's goals and criteria. Those questions can only be fully evaluated once the underlying proposals, scoring materials, and related documents are disclosed and reviewed.

The Board should not again be placed in the position of approving a major contract without sufficient information to independently determine whether its policy was properly implemented. Providing the underlying scoring now would help avoid unnecessary bid protests or further litigation and give all parties confidence that this important procurement was conducted fairly, transparently, and in a manner that advances Metro's policy goals.

The Board Should Require the Underlying Scoring To Be Made Public Before Authorizing Award

The procurement materials provided to the Board disclose only each proposer's total USEP score. They do not show the points awarded under the individual criteria, the evaluators' reasoning, or the methodology used to compare the proposals.

Without that information, the Board cannot determine whether the RFP incorporated and consistently applied all MCP requirements, whether each proposer received appropriate credit for its workforce commitments, whether evaluators properly assessed the quality, credibility, and anticipated outcomes of those commitments, or whether there is a rational basis for the significant disparity among the scores.

JMA therefore respectfully asks the Board to direct Metro staff to provide to the public:

1. A criterion-by-criterion breakdown of each proposer's USEP score, including the points awarded for each factor and subfactor;
2. The formulas, benchmarks, normalization methods, and other methodologies used to calculate and compare all scores;
3. An explanation of how Metro assessed the quality, credibility, feasibility, and anticipated outcomes of each proposer's workforce commitments, together with confirmation that all applicable MCP requirements and disclosed criteria were applied consistently and an explanation of any deviation.

Alternatively, if Metro does not provide this information directly, JMA asks the Board to direct staff to respond promptly to any relevant Public Records Act requests from JMA and other interested parties, with sufficient time for the disclosed materials to be reviewed and any recommendations concerning the scoring process to be submitted before the Board takes final action.

We are asking the Board to obtain and publicly disclose the information necessary to determine whether the policy the Board adopted was applied rationally, consistently, and as intended.

If the scoring was properly conducted, the requested information should demonstrate that. If it was not, the Board should have an opportunity to address the problem before approving a procurement of this magnitude and establishing a precedent for future MCP-covered contracts.

We therefore urge the Board to defer consideration of the OP118576(2)000 award for at least one month and require disclosure of the requested information so that the Board and the public can meaningfully review the USEP scoring before final action.

Thank you for your consideration and for your continued commitment to ensuring that Metro's investments deliver lasting benefits to workers, communities, and the public.

Sincerely,



Madeline Janis,
Executive Director, Jobs to Move America

From: Wakita Ken
To: Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board meeting positions
Date: Wednesday, July 22, 2026 12:16:24 AM

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Agenda items #5, 55, 56, 57 (Metro Board composititon reform)

SUPPORT

Reform of the Metro Board is long overdue and highly support a board member must be a rider. However, I am a bit wary that "regular transit rider" is too broad as I don't want fare evaders and people who blast loud music be represented on the board just because they fit the "rider" description either. I would like the "rider" to be a representative who has a background in finance, law, construction, engineering, procurement, security, mass transit management, real estate development experience, etc. much as how mass transit riders of such backgrounds are the ones who are on the board in places like New York, London, Paris, Tokyo, Seoul, Taipei, Hong Kong and Singapore.

Agenda items #47 (Award BEB contract to El Dorado National)

SUPPORT

I understand Supervisor Hahn held some reservations in the Operations, Safety, and Customer Service Meeting last week as it's not union made. But I would like to remind that El Dorado National is a California based company which is based in Riverside, and that our precious taxpayer dollars should be used to help California based businesses and retain our taxpayer dollars right here in SoCal as well as going for who is able to provide the best price and top points as top priority rather than whether it's unionized or not. And, we should be supportive of this Riverside based company to help build their experience and technical know-how so that we can move away from the New Flyer and Gillig duopoly system. What better way to do that by investing our taxpayer dollars into a company based right here in CA and in Riverside? And if something needs fixing, it's much more quicker to call up a company and bring in technicians from Riverside than where ultimately the money goes to a company based in Winnipeg, Canada.

Support awarding the BEB contract to El Dorado National.

Agenda items #13 (Open Streets Program)

NEEDS MORE CONSIDERATION

I am formally OPPOSED to Metro forever funding the open streets and CicLAvia events as if it

is welfare benefit for City of LA and shady non-profit organizations who are more interested in keeping Metro forever funding these types of events rather than the original intent of these events which was to permanently designate certain areas of City of LA to be car-free zones and be permanently open streets for pedestrians and cyclists. Rather it seems they would prefer to help keep the existence of these 501(c)(3) organizations funded and not have City of LA do it's job of creating car free zones in past places where CicLAvia has taken place, such as along Hollywood Blvd, Sunset Blvd, Melrose Ave, Koreatown, Silverlake/Echo Park, Highland Park, etc. all of which are within City of LA boundaries.

Item #13 seems to reduce the funding to this program which I would support, but long term this program should not be made permanent and MOVE to defund this program so that precious funding should be retained for Metro services (more faregates, TAP to Exit, better maintenance of stations and buses, etc.) and redirect the responsibility to the City of LA and LADOT to move past these events from pilot festivity stage to a permanent car-free section for their own city.

Regards,

Ken Wakita
Metro rider

[please redact my name and email address when publicly published]

From: Marissa Ayala
To: Board Clerk
Subject: (EXTERNAL) Item 47 ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 21, 2026 6:42:21 PM

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Hello,

This comment is submitted on behalf of the ACT-LA coalition. We encourage Metro to postpone issuing this award until more commitments are made by El Dorado regarding job quality commitments.

Thank you!

Marissa Ayala (she/her/hers)
Policy and Advocacy Manager | ACT-LA
[redacted]

From: Ben Verheiden
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting , 7/23/2026 , Agenda Number: 47 Public Comment.
Date: Tuesday, July 21, 2026 7:46:48 PM

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To whom it may concern,

My name is Benjamin Verheiden. As a disabled urban planning (bachelor's) and sustainability (master's) graduate that has researched transit bus manufacturers for 15 years, I highly recommend that The Board approve this 40 feet battery electric bus order of 220 units to ENC.

Buying from ENC will do a direct economic injection into the state and national economy being an entirely US owned and operated manufacturer based in Riverside, California. This will create much needed competition in the US public transit bus market that is currently a duopoly between Gillig and New Flyer (New Flyer also bid on this contract) as the result of the full shift towards combustion at the federal level. ENC has a satisfactory performance record in the Metro bus fleet with its CNG powered buses according to the Attachment B - Procurement Summary document Metro provided for this meeting. This same Attachment B - Procurement Summary also has ENC as the lowest priced and highest weighted average score bid of the three bus manufacturer bids (ENC, New Flyer, and BYD's US subsidiary RIDE) by a decent margin.

In response to public comment on this item at the 7/16/2026 Operations, Safety, and Customer Experience Committee meeting where public testimony was concerned about 1) ENC's lack of a community benefits agreement, and, 2) Labor unions compared to New Flyer and BYD/RIDE, LA Metro responded in their own documents for this 7/23/2026 meeting with their U.S. Employment Program (USEP) Evaluation Framework in the revised Attachment B - Procurement Summary for this meeting.

In that framework: "ENC received an overall score of 37.29/50 (21.40 pts for qualitative evaluation and 15.89 pts for quantitative evaluation)." ENC was stated as "provided a contract-specific USEP Total Dollar Commitment of $107,387,488 and the most comprehensive contract-specific workforce plan. ENC provided measurable commitments for hiring, workforce hours, wages, benefits, Disadvantaged Worker participation, and workforce investment. ENC also demonstrated how it would achieve those commitments through structured employee training, mentorship, career development, and workforce retention. Additionally, the proposal included partnerships with community colleges, workforce agencies, veterans' organizations, and re-entry programs to strengthen recruitment and develop a skilled manufacturing workforce."

BYD/RIDE "received an overall score of 36.50/50 (11.50 pts for qualitative evaluation and 25 pts for quantitative evaluation)." mainly due to having a much higher USEP Total Dollar Commitment than ENC. However, BYD/RIDE according to Metro

“provided minimal detail regarding workforce training, employee development, Disadvantaged Worker implementation, and supporting workforce initiatives.” This lack of detail on this critical part of the proposal resulted in BYD/RIDE scoring lower than ENC overall despite the much higher USEP Total Dollar Commitment.

New Flyer was none of the above, receiving “an overall score of 5.50/50 (5.50 pts for qualitative evaluation and 0 pts for quantitative evaluation).” LA Metro noted that “New Flyer’s facility-based proposal required deviations from labor contract requirements by relying on its existing labor agreements. Additionally, New Flyer expressly stated that it was not making commitments for New Hires or Retained Workers and did not submit contract-specific Labor Value Forms.” Metro also noted that: “New Flyer did not include any USEP commitments for the Disadvantaged Worker Commitment, Workforce Training, Full Time Equivalent (FTE) Commitments, or USEP Total Dollar Commitment criteria.”

I also have serious concerns about New Flyer’s and especially RIDE’s buses as of late too. New Flyer is currently in the midst of a major battery recall of 680 battery electric and hydrogen buses, and a far more major anti-lock brake and stability control indicator light failure recall of 6,673 buses.

BYD’s RIDE subsidiary on the other hand has had an unsatisfactory performance record with LA Metro, including its newest 95 bus order. The February 19, 2026 Zero Emission Bus (ZEB) Program Quarterly Update mentioned in its findings that the BYD/RIDE buses (on page 2 of the report): “Recently identified an issue with BYD bus drive motors which required grounding the fleet to prevent further damage. The issue is under investigation and service will return to zero emission as soon as possible.” Furthermore on page 5: “Challenges persist in ensuring quality control on the production line and providing warranty support.”

Finally, ENC would have shutdown in totality if it weren’t for Rivaz Inc buying ENC from REV Group at the point of shutdown on October 18, 2024 according to the revised LA Metro board report for this agenda item. Instead of shutting ENC down in totality, Rivaz invested more than $50 million into restarting the company and production. This action should be applauded, and provides urgently needed competition in an increasingly consolidated US public transit bus market.

Between New Flyer’s recent major recalls and BYD/RIDE’s poor recent performance record from LA Metro’s own documents along with their higher priced and lower weighted average score bids, much poorer qualitative evaluations compared to ENC, and the need to increase competition in the marketplace, I strongly recommend that The Board approve this 40 feet battery-electric bus order of 220 units to ENC.

Sincerely,
Benjamin Verheiden

Los Angeles/Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

July 22, 2026

Chief Executive Officer, Stephanie Wiggins,
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Los Angeles County Metropolitan Transportation Authority Motion to add new Board Seat for Labor

Dear Metro Board of Directors,

The LA/OC Building & Construction Trades Council along with The Los Angeles County Federation of Labor are writing to express our strong support for the motion to create three additional voting seats on the Metro Board of Directors, including one specifically for a labor representative. As you know, at tomorrow's Metro Board Meeting, the Metro Board of Directors will be voting on a proposal which would add 3 members to the staff recommendation for the Board: a rider appointed by the county supervisors residing in an unincorporated area, the County Executive, and a labor representative. This proposal gives the working people of this community a meaningful seat at the table of one of our most important public agencies.

The Los Angeles County Metropolitan Transportation Authority consists of several Board Members, who set policy, coordinate, plan, fund, build, and operate transit services and transportation programs throughout Los Angeles County. Labor has always been at the heart of these programs and has been the staunchest of partners with Metro from program inception to system operations. Metro's Project Labor Agreement and Construction Careers Policy make union labor an essential part of Metro's construction program, and we have already played an important part in many of the biggest wins for Metro over the last decade and more. With 28 major infrastructure projects slated for delivery by 2028 and the 2028 Olympics driving major transit investments, labor is the engine behind Metro's slate of projects. The rationale is clear: Labor is the foundation that has already built Metro projects. Labor should have a vote on what gets built.

The timing of this proposal also makes sense. Former Metro Board Chair Dutra formed an Ad Hoc Board Composition Committee to review the board's structure, meaning this push for a full voting labor seat is landing at a moment when board composition is already actively under review. As a member of the ad-hoc committee, Executive Secretary Ernesto Medrano has worked with his colleagues to make this idea a reality. The Metro Board seat proposals for small cities and transit rider advocates are also being voted on in this same meeting, a clear sign that the Board is already actively considering adding voices beyond the current elected-official structure. But even within the elected official structure, the County Executive will be elected by all of Los Angeles County and be responsible for representing the entire region. Without the County Executive being seated on the Board, there will be significant portions of unincorporated LA County without representation. Item 57 ensures that the entirety of our county is receiving the representation it deserves.

The LA/OC Building & Construction Trades Council sees firsthand how the hard work of our members continues to build the essential infrastructure that keeps California safe, connected, and moving forward. We strongly support making a member of our labor family a full voting member on the LA Metro Board, and we respectfully urge your support for this proposal.

Respectfully,

[redacted]

Ernesto Medrano
Executive Secretary
EM: ag/OPEIU#537/afl-cio

Yvonne Wheeler
President, L.A. County Federation of Labor

From: Wakita Ken
To: Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board meeting positions
Date: Wednesday, July 22, 2026 12:16:24 AM

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Agenda items #5, 55, 56, 57 (Metro Board composititon reform)

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Agenda items #47 (Award BEB contract to El Dorado National)

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Agenda items #13 (Open Streets Program)

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Regards,

Ken Wakita
Metro rider

[please redact my name and email address when publicly published]

From: L Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:48:26 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Laurel Reidel
[redacted]

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:36:59 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Max Schank
[redacted]

From: Jessica Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:33:06 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jessica Rodriguez

From: Anakaren Andrade
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:18:39 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anakaren
[redacted]

--
Anakaren Andrade

From: Aviv Schifrin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 3:04:35 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Aviv Schifrin
[redacted]

From: Paula Cizek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:59 PM

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Dear Metro Board,

As a car-free Angeleno (well, Santa Monican) and therefore regular user of the Metro, I wanted to make my position clear on tomorrow's Items:

- Item #5: At the very least, the Board should ensure that the future County Executive has a dedicated voting seat. In addition:
  - Metro should require professional qualifications for all appointed board members (c'mon this feels basic)
  - Create minimum participation requirements for members with consequences for non-compliance (do the job)
  - Adjust recusal rules to allow for a majority of the non-recused to pass a vote.
- Item #55: doesn't guarantee a seat for the County CEO when it should.
- Item #56: adding another small city seat risks division; we need a regional approach.
- Item #57: It's fine to add the County CEO as a dedicated seat, but I do NOT support changing the City of LA threshold.

Thank you,
Paula Cizek


From: Abbey Campbell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:55 PM

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Dear Metro Board,

Unfortunately, I have to work and cannot attend or call into Thursday's meeting. However, as a Los Angeles resident and occasional metro rider, I have to weigh in on some important issues that are up for discussion. One of my deepest desires as an Aneleno is to have public transit be a more viable, reliable option for me and my neighbors.

Regarding **Item #5,** the staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members (as is standard in most major cities internationally), create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

For **Item #55**, if it does not guarantee a seat for the County CEO; that should be amended.

On **Item #56**, I do not support adding another small city seat.

On **Item #57**, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Personally I would also really like to see a minimum ridership requirement for anyone serving on the metro board. If the board makes decisions regarding this public service, then they should use it!

Thank you,
Abbey Campbell
[redacted]

From: Nate Grossman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:38:04 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nathaniel Grossman


From: Gregory Dillon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:35:14 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Greg Dillon
[redacted]

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:31:27 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Trang
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:11:00 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Olivia Salaben
[redacted]

From: Andrew Solomon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:54 PM

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Dear Metro Board,

I am writing in my personal capacity regarding Items 5, 55, 56, and 57.

Item 5 — DO NOT SUPPORT, MAJOR AMENDMENTS NEEDED
I appreciate staff's work, but I believe the recommendation reflects the minimum amount of reform rather than the level of reform Metro deserves. At a minimum, the future County Executive should have a dedicated voting seat on the Board. Additionally, Metro should require professional qualifications for appointed Board members, establish minimum participation requirements with meaningful consequences for chronic non-participation, and revise its recusal rules so that motions require a majority of the non-recused members to pass.

Item 55 — DO NOT SUPPORT
I cannot support this motion because it does not guarantee the future County Executive a dedicated voting seat on the Metro Board. As Los Angeles County's governance evolves under Measure G, Metro's governance should evolve alongside it. The County Executive will provide continuity, administrative expertise, and a countywide perspective that no other position can offer.

Item 56 — DO NOT SUPPORT
Adding another small-city seat moves Metro in the wrong direction. The Board should be structured to encourage regional thinking, not further incentivize parochial decision-making. Metro exists to operate an integrated transportation network that serves the entire county, and its governance should reflect that mission.

Item 57 — SUPPORT ONLY IF AMENDED
I support adding the County Executive as a dedicated voting member of the Metro Board. However, I do not support raising the population threshold for the City of Los Angeles, which would effectively reduce the City's representation. The County Executive seat should be added without eliminating an existing Los Angeles seat.

Metro has grown into one of the largest and most consequential transit agencies in the United States. Its governance should reflect that reality by prioritizing expertise, accountability, participation, and regional decision-making over jurisdictional politics.

Thank you for your consideration.

Andrew Solomon
[redacted]

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:22 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[Robbie Hughes]
[redacted]

Sent from my iPhone

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:10:16 PM

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Dear Metro Board,

I'm a regular Metro and Metrolink rider and serve on the Northridge South Neighborhood Council, where first/last mile transit access is one of my main issues. I've read the staff report and the motions. Here's where I stand.

Item 5 — Alternative A: Not Enough

Alternative A lets appointing authorities seat riders or subject matter experts, but doesn't require it. Metro's own outreach — 1,300+ engagement touchpoints, 900 survey responses — found that rider representation was the single most consistent ask from the public. Responding to that with a "you can if you want to" isn't reform.

Beyond the rider seat, I want the Board to go further on three things:

Professional qualifications. There are zero qualification requirements to govern a $9 billion agency. That should change. Transportation planning, engineering, public health, finance — something.

Participation requirements with real consequences. Members routinely walk in and out of meetings because Metro is a secondary responsibility. Cap absences, require regular system ridership, and actually enforce it.

Fix the recusal rules. Right now a recusal is effectively a no vote — motions still need a majority of the full 13-member board. If two members recuse, you still need 7 out of 11. The threshold should adjust to non-recused members only. Recusal should remove someone from the vote, not let them quietly block it.

Item 55 — Bass, Najarian, Barger, Dupont-Walker: Support with one caveat

This is the right motion. It guarantees a dedicated voting rider seat, gives the County CEO a clear path to the board under Measure G, and requires one of the Mayor's public appointees to be a transit advocate. The MBTA and WMATA have both made this commitment in statute — Metro should too.

My one caveat: the CEO seat should be guaranteed, not left to the Board of Supervisors' discretion. Giving the same body that controls the County delegation the option to include the CEO isn't the same as guaranteeing it.

Item 56 — Hahn, Richardson, Sandoval: Cannot support

I get the concern — smaller cities do face real disadvantages in the City Selection Committee's population-weighted process. But adding a dedicated small city seat makes the parochialism problem worse, not better. The board already struggles with members prioritizing their own districts over the regional system. One more seat built around a single jurisdiction's interests isn't the fix. If smaller cities need more voice, that conversation belongs in the City Selection Committee and League of Cities processes, not in board composition.

Item 57 — Fasana Proposal: Partial support

I support a dedicated County CEO seat. The CEO will be the only elected official with a countywide mandate, and their responsibilities will overlap directly with Metro's work. Leaving that seat optional for the Board of Supervisors doesn't cut it.

I don't support changing the City of LA threshold from 35% to 43.75%. Per the 2020 Census, LA City's share of the combined city population is about 43.4% — just below the proposed cutoff — so this change would immediately strip a seat from the City's contingency. And the staff report notes this share has straddled the 43.75% midpoint at every census since 1960, so the seat would likely keep flipping back and forth. Meanwhile, 74% of Metro ridership originates in the City, 64.8% of bus revenue-miles run through it, and it holds 56% of the County's zero-vehicle households. Cutting City representation based on a population technicality when the City generates most of the system's actual usage doesn't make sense.

Thanks for the opportunity to comment.

Matt Zebro
[redacted]

From: John Lin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:59:54 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Lin


From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:41:01 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kemal Pulungan
Los Angeles

From: Ana Cobarrubias
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:36:20 PM

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Thank you,
Ana Cobarrubias
[redacted]

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:58 PM

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Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: Anycca Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:56 PM

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Thank you,
Anycca Cortez
[redacted]

Sent from my iPhone<3

From: branko burcksen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:15:53 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Branko Burcksen


From: Lydia Costantian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:06:05 PM

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Thank you,
Lydia Costantian
[redacted]

From: Yuhki Fukusumi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:59:27 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

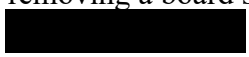
On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yuhki Fukusumi
[redacted]

From: Christian Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:41:28 AM

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Dear Metro Board, On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote. On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism. On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. Thank you, Christian Campos,



From: Kathryn Melendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:10:30 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kathryn Melendez
Monrovia, CA
[redacted]

From: Roseanne Costantino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:54:27 AM

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Dear Metro Board,

I am a metro rider and an involved and enthusiastic Angeleno. I am concerned that the Board is out of step with the people of this city and the future we need to work toward. On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Roseanne Costantino
[redacted]

From: Natalie Vital
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:42:05 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Natalie Vital


From: Gabi Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:38:29 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gabriela A.Perez
[redacted]

Sent from my iPhone

From: Esmeralda I. Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:35:30 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone,
Esmeralda I. Silva

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:30:48 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat.

Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Bryan Matsumoto
[redacted]

From: Celia A Andrino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:06:43 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Celia Andrino


From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:04:48 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Serafin Avalos, Jr.
[redacted]

Sent from my iPhone

From: Patrick Folsom
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:40:46 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.
On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.
On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Patrick Folsom
[redacted]

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:19:54 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ayla Stern
[redacted]

Ayla

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:05:37 AM

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Dear Metro Board,

I am writing to oppose items 5, 55, 56, 57.

For Item 5, the recommendation by staff is the least amount of reform possible. The Board needs to make sure the future County Executive has a dedicated voting seat. In addition, Metro should require professional qualifications for all appointed board members. They also need to create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item 55 does not guarantee a seat for the County CEO. Anything that does not require a seat for the County CEO should be a non-starter.

On Item 56, the Board does not need another small city seat. We need regional planning, not more small city parochialism.

On Item 57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
MC Guerry
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:51:09 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yesenia Nava
[redacted]

From: Nick Gallo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:36:59 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Gallo
Los Angeles, CA 90046

Best,
Nick Gallo
[redacted]

From: Nick Richert
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:33:19 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Richert
[redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:28:25 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you.

From: Rob Nickell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:51:47 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Robert Nickell
[redacted]

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:44:47 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Sam Shapiro-Kline
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:43:25 AM

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Hello Metro Board,

Having gone from exclusively driving in LA to get around to being car free and taking metro and the bus for the last five years, I feel I should have some say and have some stake in getting Metro leadership that are actual subject matter experts (and Metro users) on the system.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thanks,
Angelo Mike


From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:23:04 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Rachel Moeckel


From: Andrew H
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 10:43:18 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Andrew Hernandez
[redacted]

From: Jenna Kim
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:20:29 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jenna Kim
[redacted]

From: Tom Fay
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:18:02 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dr Thomas Fay
[redacted]

Thomas Fay
Assistant Professor in Theoretical Chemistry
University of California, Los Angeles
[redacted]

From: Jason Fryer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:32 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jason Fryer


Sent from my iPhone

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

If Metro wants to be the "world class" transit system it always claims it wants to be, and properly serve their everyday riders, then it should be led by those who are actually experts in transit. The reason our system has so many ongoing issues is because of the fact that our board is compromised simply of politicians who do not use the system themselves and only want to serve in the best interests of their own constituents, which does not represent ALL Metro riders in the slightest.

From: Michael Gifford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:20:40 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Mike Gifford
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:15:50 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yonatan Ahituv


From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:57:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Allen Natian
[redacted]

From: Sun Kin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:44:50 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kabir Kumar,
Los Feliz, CD4, Los Angeles, CA

From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:41:26 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cesar Vasquez
[redacted]

From: Tommy Truong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:14:59 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tommy Truong
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:55:28 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Darius Dastur

From: Suzanne S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:11:04 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
SUZANNE SURTEES
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:34:33 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dustin Shahan
[redacted]

From: Zozo Chen-Wernik
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:11:38 PM

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Thank you,
Zofia Chen-Wernik
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:48:01 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kenneth Johnson
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:44:21 PM

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Thank you,

AJ cho

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:43:28 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jan Yonan
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:41:19 PM

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Thank you,
Yonah Gereboff
[redacted]

From: Jake Rosen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:37:39 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jake Rosen
[redacted]

Jake Rosen
[redacted]

From: Grant Blakeman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:34:29 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should. The system serves the region, not the individual cities within it.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. While the system serves the region and not the individual cities within it, the city of Los Angeles is the core consumer of Metro and as long as there is direct city representation on the Board, it should have an influence more proportional to its stake in Metro's work.

Thank you,

Grant Blakeman
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:27:32 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kandy Valdez
[redacted]

From: Gahl Peled
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:21:38 PM

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Thank you,
Gahl Peled
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:15:02 PM

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Thank you,
Ava Marinelli
[redacted]

From: Stu Selonick
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:51:26 PM

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To the Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stu Selonick
[redacted]

From: Gary Ghoukasian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:42:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

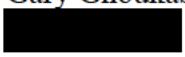
Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gary Ghoukasian


From: Philip Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:35:46 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Philip Taylor
Pasadena
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:25:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

[redacted]

From: Cameron Cerny
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:20:58 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cameron Cerny
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:09:30 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I use the metro everyday to get to work and these changes will help make my life much better

Thank you,
Nathan Schilling
[redacted]

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:01:53 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Brent Daugherty
[redacted]

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:00:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Steven Stanton
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:59:43 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Wyatt Zadoorian
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:34:00 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Koke
[redacted]

From: Danny Pravder
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:27:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Danny Pravder
[redacted]

From: Jehan Anketell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:19:03 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jehan Anketell


From: Stephen S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:06:09 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stephen Son
[redacted]

From: Daniel Moon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:31 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Daniel Moon
Los Angeles
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:55:10 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Violet Carne
[redacted]

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:49:53 PM

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Dear Metro Board,

- On Item #5, staff's recommendation is suggesting the least amount of reform possible. Again? Why?
At a minimum, the Board should ensure the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

- On Item #55, it does not guarantee a seat for the County CEO; it should.

- On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

- On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Let's accelerate progress and transit with the proper thoughtful and ambitious changes much needed already.

Thank you,
Auguste Miller
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:43:20 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Timothy Shen
[redacted]

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:37:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,

Caro Vilain
[redacted]

From: Benjamin Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:34:06 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Benjamin Phillips
[redacted]

From: Thanos T
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:26:45 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Thanos Trezos
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:06:49 PM

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Thank you,
Michael
[redacted]

Sent from my iPhone

From: Edna Cedillos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:40 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Edna Lewis

From: Carey J Bennett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:14 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Carey Bennett
[redacted]

Sent from Proton Mail for Android.

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:03:44 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jamie Chen


From: Derrick Riley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:00:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Derrick Riley
[redacted]

From: JJ Jung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:59:27 PM

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Thank you,
Kyeong Hoon Jung
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:52:50 PM

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Dear Metro Board,

My name is Julio Rodriguez and I live in the city of LA at 13870 Weidner St. Pacoima CA 91331.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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Thank you,
Julio Rodriguez
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:49:48 PM

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Thank you,
Dominic Bendinelli
LA Metro Commuter
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:40:59 PM

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Thank you,
Chasen Daniels


From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:39:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Amin El Gamal
[redacted]

From: Tyler Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:38:57 PM

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Dear Metro Board,

As a regular Metro rider, and someone who would love to have cleaner air and less traffic on our streets, it's important to me that the Metro Board is actively making good transportation decisions for LA County.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Taylor
[redacted]

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:28 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Amanda McDaniel
[redacted]

From: Jem Isreallycool
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:21 PM

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Thank you,
Jem Unger Hicks


From: Denton Cohen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:35:28 PM

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Thank you,
Denton Cohen
[redacted]

From: Anna-Jane Tabler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:34:47 PM

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Thank you,
AJT
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:23 PM

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Thank you,
Caleb Schimke
[redacted]

From: Marcos Rodriguez Maciel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:02 PM

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Thank you,
Marcos Rodriguez Maciel
[redacted]

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:32:22 PM

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Thank you,
Collin Surbeck
[redacted]

From: Garrick Jensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:34 PM

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Thank you,
Garrick Jensen
[redacted]

From: Abigail Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:19 PM

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Thank you,
Avigail Vargas
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:26:49 PM

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Thank you,
Brett Keating


From: Isaiah Loya
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:50:35 PM

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Thank you,
Isaiah Simpson-Loya
[redacted]

From: Kathy Fogarty
To: Board Clerk
Subject: (EXTERNAL) CiLAvia
Date: Wednesday, July 22, 2026 10:25:10 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I have been going to CicLAvia events for years now and they are one of my favorite things about living in LA. There is no better way to get to know the city and enjoy life here.

My name is **Kathryn Fogarty**, a resident of **Pasadena**. I'm asking you to pull Agenda Item #13 (File 2026-0432) from the consent agenda for full discussion.

As written, the staff report leaves large-scale open street events unfunded through 2027 and the first half of 2028 and punts any permanent program decision until after the 2028 Olympics.

This puts open street organizations like CicLAvia and open streets programs like ActiveSGV's 626 Golden Streets/Active Streets at real risk. These events matter far beyond the region's biggest cities. Smaller cities use them to bring safe walking, biking, and transit access to neighborhoods that otherwise see little investment in active transportation infrastructure.

Metro built this movement over the last decade. Walking it back now undercuts Metro's own ridership and multi-modal goals, right as the region prepares to host the world for the Olympics.

I'm asking the Board to:

- Direct staff to find a creative funding solution to keep open street events running now, rather than shutting down the conversation until after the Olympics. A gap of more than two years before this is even revisited is unacceptable and puts the program's survival at risk
- Fund open street events through 2027 and into 2028—don't delay the decision.
- Make open street events a permanent, dedicated program, not a grant line competing for survival each cycle.
- Protect the multi-neighborhood, 4+ mile format that has made open street events successful in the region.

Please pull this item from consent.

Thank you for your consideration,
Kathryn Fogarty

From: Geoffrey Fudenberg
To: Board Clerk
Subject: (EXTERNAL) feedback on items 5, 55, 56, 57, 27, 13,
Date: Wednesday, July 22, 2026 12:01:19 PM

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Dear Metro board,

I ride metro for roughly two commutes per week. If train frequency was higher and delays were less frequent (e.g. due to lack of signal pre-emption), I would hope to ride it more frequently. If metro board members experienced this every week, I would imagine these issues would have a higher chance of being resolved.

Given this, on Item #5 I believe Metro should: (i) require professional qualifications for all appointed board members, (ii) create minimum participation requirements **(e.g. taking transit every week to work)** for members with consequences for non-compliance, and (iii) adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item #55 does not guarantee a seat for the County CEO; it should.

Item #56 does not clearly benefit the interests of the majority of riders.

For Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

For item #27 I urge you to vote NO for diverting $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts.

Finally for item #13, the Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Geoff Fudenberg
[redacted]

From: PDubs Weir
To: Board Clerk
Subject: (EXTERNAL) Hell Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:08:25 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

P. Weir
Manhattan Beach, CA

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) IBEW 11 member AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:13:15 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I am personally not a fan of how politician heavy our Metro board of directors is set up to be, especially as some members are city council members or mayors that represent my district but that I don't actually have a voice as they are not from my city and thus are not truly accountable to me or voters in my city. I think ensuring that the future County CEO is a full member of the board is a step in the right direction. Some politicians should be on the board, and the CEO will be accountable to everyone. Additionally, I strongly support requiring any appointees to have relevant experience. This is how many transit agencies across the country pick their appointees.

Thank you,
Christian Wollenberg
[redacted]

From: Adrian Villaneda
To: Board Clerk
Subject: (EXTERNAL) Item# 55 FOR
Date: Wednesday, July 22, 2026 4:03:32 PM

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At least someone on the board should have an understanding of what it's like to use the metro.

From: Neil Yazma
To: Board Clerk
Subject: (EXTERNAL) LA Resident AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:51:43 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Neil Yazma
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) LOS ANGELES COUNTY RESIDENT AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:50 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.
Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Adriana Bravo
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Items 5, 55, and 56 – FOR
Date: Tuesday, July 21, 2026 4:37:10 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi Metro Board,

I am writing in support of Items 5, 55, and 56.

Metro should benefit from perspectives beyond elected officials alone. I support expanding eligibility to include transit riders, advocates, and subject matter experts who can bring valuable firsthand and professional experience to the Board.

At the same time, simply allowing a rider to be appointed is not enough. Riders should have a guaranteed voting seat, which is why I strongly support Item 56.

There is an important difference between someone who uses Metro occasionally and someone who depends on it as their primary transportation. When a bus does not arrive or a train is significantly delayed, some riders may be able to call an Uber or drive instead. Others may be late to work, lose wages, miss school, miss appointments, or be left without another option. Those experiences should be directly represented in the decisions that shape the system.

I also believe one rider seat should be understood as a starting point, not the full extent of rider representation. Metro serves an extremely large and diverse county, and one person cannot fully represent workers, students, seniors, disabled riders, parents, immigrants, and communities with very different levels of service.

As Metro develops the selection process, it should prioritize people who regularly depend on Metro and who understand the consequences when the system fails. That lived experience is a form of expertise and should be treated as such.

I ride Metro every day, and I am committed to helping make it better because people like my parents and me deserved better when we had to rely on it. Current and future riders deserve better as well.

I respectfully urge the Board to vote FOR Items 5, 55, and 56.

Thank you for your time and consideration.

In solidarity,

Adriana Bravo

UCLA Alumni

[redacted]

From: Nick Andert
To: Board Clerk
Subject: (EXTERNAL) Public comment for Full Board Meeting items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:54:09 PM

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Hi,
This month the board has the opportunity to address critical deficiencies in its board makeup by de-politicizing and professionalizing the Metro Board.

While I am pleased to see the attachment to item 5 *recommend* that all appointing bodies appoint subject matter experts with rider experience, and asks them to pledge to take metro multiple times a month, **these should all be explicit *requirements*.** I have no faith that any flexibility will be used in practice *without* making it a specific requirement. A simple language alteration, requiring subject matter expertise and requiring regular ridership, would turn this from an empty motion into a spectacular one, and would eliminate the need for advocacy groups to fight this on the state level, which is coming absent this change.

Second, I am in staunch opposition to the small cities seat in item 56 and the adjustment of LA population threshold in 57. Each would even further dilute YIMBY majorities with NIMBY representation, and would be disastrous for the board.

A labor representative is also not ideal, as labor is likely to prioritize building highways, when our environmental goals should lead to a cessation of further highway construction/widening.

Ultimately, subject matter expertise should be the guiding light on who belongs on the board, and regular ridership should be required of *all* members. There is risk of a dedicated rider representative removing the perceived obligation of other board members to keep rider experience and concern in mind, and this is mitigated by enforcing regular ridership for all members.

Finally, while board reform is being contemplated, a bureaucratic flaw in board rules must be altered - when a board member recuses from a vote for any reason, the threshold to clear a majority should thusly be lowered - else, all recusals effectively become 'no' votes, eliminating the point of half of all recusals in the first place. This is completely nonsensical and opens the door to corruption.

Thank you,
Nick Andert
Resident, CD5

From: Connor Auld
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting 7/23/26
Date: Wednesday, July 22, 2026 2:40:16 PM

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In regards to agenda items about changing Board membership (5, 55, 56) they're all horrible. Part of the reason Metro runs such an unreliable service is that the Board is made up 100% of people who do not rely on transit (riding Metro to board meetings doesn't count). Too often the Board throws riders under the bus for the sake of political expediency. There need to be actual riders on the Board, not just 1, and not just riders hand picked by LA county's anti-transit political class.

On item 13, the Planning and Programming Committee recommendations; I would like to express how outrageous it is that Metro is preparing to zero out open street funding essentially at the bidding of corrupt unaccountable international organizations. FIFA, and the IOC/LA28 should not be in a position to unilaterally dictate an end to open street events that Angelenos love (orr attach ridiculous terms, why does CicLAvia have to be on the day of the FIFA final and then nothing for the rest of the year?) Who in the world does this Board see as its main constituency??? This isn't an issue in any other host cities but ours, why is this even being considered? Why is the Metro Board filled with so many people who are so anti everything but cars?

-Connor Auld
Daily Metro User

Sent from my iPhone

From: Ivy Kwok
To: Board Clerk
Subject: (EXTERNAL) Request to Add a Voting Transit Rider/Advocate Seat on the Metro Board
Date: Wednesday, July 22, 2026 10:59:31 AM

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Dear Metro Board Members,

My name is Dr. Ivy Kwok, and I am an environmental engineer / professor at UCLA and Glendale Community College. As a proud and frequent rider on LA Metro, I strongly support ITEM 55 AND 56 to include a regular transit rider/advocate as a voting member of the Metro Board of Directors.

I urge the LA Metro Board to vote to approve this motion and for the Chief Executive Officer to authorize the coordination with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

Thank you to Directors Barger, Bass, Dupont-Walker, Hahn, Horvath, Najarian, Richardson, and Sandoval for your leadership in advancing this motion.

Warmest regards,
Ivy

–

Ivy Y. Kwok, MS, PhD
Lecturer | UCLA Cluster Program
Postdoctoral Scholar | UCI Civil & Environmental Engineering
Adjunct Professor | Glendale Community College Math, Engineering, & Computer Science

From: r 8
To: Board Clerk
Subject: (EXTERNAL) Ridership Seats and More!
Date: Tuesday, July 21, 2026 8:38:07 PM

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Dear Metro Board et al.

I write in support of the motions to create one or more rider advocate VOTING seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

ADDITIONALLY I am in support of some of the recommendations and dissents brought forward by Streets for All:

On Item #5, staff's recommendation is suggesting the least amount of reform possible. In addition to a ridership seat, at a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for AT LEAST ONE appointed board members,

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Hared Ochoa

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Statement of Support for Transit Rider Voting Board Member Seat (Item 55 and Item 56)
Date: Wednesday, July 22, 2026 3:08:02 PM

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To the LA Metro Board of Directors:

My name is Fred Neal, Jr. I am a co-founder of Ride New Orleans, a transit advocacy organization; a board member of the TransitCenter Foundation; and a former Board Commissioner and Chair of the New Orleans Regional Transit Authority (RTA). I strongly support including a regular transit rider/advocate as a voting member of the Metro Board of Directors.

During my eight years of service on the RTA Board in New Orleans, I brought the lived experiences and perspectives of everyday transit riders into the decisions that shaped our transit system. Having a seat at the table provided riders with direct access to agency leadership and helped advance service improvements and major capital investments that expanded and enhanced transit options, particularly for many of our most vulnerable riders.

Public institutions that steward taxpayer dollars and provide essential public services are strongest when the people they serve have a meaningful voice in their governance. Community representation helps ensure that decisions are informed by lived experience, strengthens public trust, and reinforces the democratic principle that those most affected by public investments should have a role in shaping them. That is why I am encouraged that the Metro Board is considering adding a transit rider as a voting member.

I have followed the success of voter-supported investments through Measures R and M, as well as Metro's efforts to expand and improve the transit system in preparation for global events such as the FIFA World Cup and the 2028 Olympic and Paralympic Games. Ensuring that transit riders have a direct voice in governance will help create a more accountable, responsive, and effective transit system, one that is prepared to support these major international events while continuing to meet the daily transportation needs of Los Angeles residents.

Finally, I want to thank Move LA, ACT-LA, and the many grassroots transit advocacy organizations that have worked tirelessly to create this opportunity for meaningful change in Los Angeles. Their leadership and commitment to elevating the voices of transit riders have helped advance a stronger vision for public transportation.

Sincerely,

Fred Neal, Jr.
Former Board Commissioner and Board Chair
New Orleans Regional Transit Authority (RTA)

From: Jonah
To: Board Clerk
Subject: (EXTERNAL) Strongly AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:47:42 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; but it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jonah Linder
[redacted]

From: Seth Wulkan
To: Board Clerk
Subject: (EXTERNAL) Support for items 55 and 56
Date: Wednesday, July 22, 2026 8:24:20 AM

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My name is Seth Wulkan and I am a resident of Los Angeles and Metro user.

I strongly support ITEM 55 AND 56 to include a regular transit rider/advocate as a voting member of the Metro Board of Directors.

I urge the LA Metro Board to vote to approve this motion and for the Chief Executive Officer to authorize the coordination with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

Thank you to Directors Barger, Bass, Dupont-Walker, Hahn, Horvath, Najarian, Richardson, and Sandoval for your leadership in advancing this motion.

From: sandra torres vasquez
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) Support Items 55 and 56 | Voting Rider Representation
Date: Wednesday, July 22, 2026 1:03:40 PM

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Dear Metro Board Members,

I am writing to urge you to support Items 55 and 56 and ensure that regular Metro riders such as myself, have voting representation on the Metro Board.

Riders should not only be asked for feedback after decisions are made, we deserve a meaningful voice in the decisions that affect our daily lives.

While i know for a fact that one rider seat is not enough to represent Metro's millions of riders, i understand that it is an important first step towards progress. With much respect, ask you to vote in support of Items 55 and 56 and continue expanding rider representation in the future.

Thank you for your time and consideration, have a beautiful day.

Sincerely,

Sandra Torres

From: Daniela Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Support Items 55 and 56
Date: Monday, July 20, 2026 8:17:19 PM

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Dear Metro Board Members,

I am writing to urge you to support Items 55 and 56 and ensure that regular Metro riders have voting representation on the Metro Board.

Riders should not only be asked for feedback after decisions are made—they deserve a meaningful voice in the decisions that affect their daily lives.

While one rider seat is not enough to represent Metro's millions of riders, it is an important first step. I respectfully ask you to vote in support of Items 55 and 56 and continue expanding rider representation in the future.

Thank you for your time and consideration.

Sincerely,
Daniela Rodriguez

From: Karen Reside
To: Board Clerk
Subject: (EXTERNAL) Transit Rider/Advocate for LA Metro Board
Date: Wednesday, July 22, 2026 9:52:59 AM

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The Long Beach Gray Panthers support having a transit rider advocate as a voting member to the LA Metro Board. Many of our 100 members regularly ride Metro busses daily.

Too often people making the decisions on Board issues do not ride or use public transit. Better decisions are made when riders are included in the decision-making process.

Sincerely,

Karen Reside
President
Long Beach Gray Panthers

From: Charles Wright
To: Board Clerk
Subject: (EXTERNAL) Transit Riders on the Metro Board
Date: Wednesday, July 22, 2026 8:17:51 AM

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Greetings,

This email is concerning the upcoming Metro board meeting. I am a daily commuter on the metro. It is my primary mode of transportation and I depend on it to get around the city.

I am writing to support what I believe is item 55 on the agenda, the motion to include daily transit riders and transit experts on a seat on the board. I believe this is essential for ensuring that decisions concerning the Metro are made with people in mind.

Thank you,
Charles Wright *(he/him/his)*
Los Angeles Resident, 90006

From: Michael Tomassi
To: Board Clerk
Subject: (EXTERNAL) Yes - Rider Advocate Seats
Date: Wednesday, July 22, 2026 11:50:46 AM

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Hello,

I'm writing to voice my support for the proposals to establish one or more rider advocate positions on the Metro Board, joining groups such as LA Forward Institute, ACT-LA, and Move LA in this effort. I want to thank Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass for putting forward motions that work toward genuine rider representation.

As this moves forward, it's essential that any such seat come with full voting rights and adequate resources. Hahn's motion calls for technical and staffing support for the rider seat, and this piece is essential so that whoever holds the position is properly equipped to participate in a meaningful way.

Riders themselves need to have a voice in the Board's decision-making, since they understand best what challenges and needs exist across our transit systems. Occasional ridership by some Board members isn't a substitute for representation by people who use the system regularly — particularly those who depend on it as their primary mode of transportation. These rider seat proposals address a real gap in how our transit system is governed.

Thank you for your consideration!
Michael Tomassi
Metro Rider

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) YES to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:24:53 PM

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Hi, I write in support of the motions to create one or MORE rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

We need bus rider representation, as well as active transportation users: cyclists and pedestrians.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Bryan

From: Levon Tchayelian
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:44:01 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

-Levon T. Sent from my iPhone

From: Robyn Gerry-Rose
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:18:42 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Also, it just makes sense.

Thank you so much!

Robyn Gerry-Rose

From: shad bello
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:16:07 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Sent from my iPhone

From: Lauren Magness
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 2:46:48 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 2:07:49 PM

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Thank you so much!

Robbie Hughes

[redacted]

Sent from my iPhone

From: Calvin Dolloso
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:57:09 PM

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Thank you so much!

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:49:26 PM

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Thank you so much!

--
Melissa Montecuollo

Sent from my iPhone

From: Ronald Beentjes
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:46:30 PM

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Thank you so much!

Ronald Beentjes
[redacted]

Sent from my iPhone

From: Devon Hollowood
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:43:39 PM

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Thank you so much!

Best,
Devon

From: Devon Hollowood
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:43:39 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Best,
Devon

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:37:47 PM

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Hello Metro Board,

I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, Move LA, Streets For All, and South Bay Forward.

I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the **seat be given full voting power and resources**. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. This reflects best practices across transit systems nationally and worldwide. The proposals for rider seats fill a gap in our governance.

Thank you!

Brianna Egan
South Bay LA

From: Brandon Taraku
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:19:39 PM

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Thank you so much!

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:15:13 PM

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Thank you so much!

Jan Yonan
[redacted]

From: Courtney Watkins
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 12:55:50 PM

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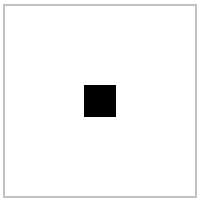
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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Thank you,
Courtney Watkins
Founder & CEO



"Talent Infrastructure for the AI Era"
www.WerQAI.com

From: Paul McKinney
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 12:43:53 PM

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Thank you so much!

From: Laura Fonseca
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:52:30 AM

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Good morning,

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Laura Fonseca

From: Marco Gomez
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:20:57 AM

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Thank you so much!
- Marco Gomez

From: Veronica Pastore
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:06:55 AM

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Thank you so much!

Veronica Pastore

Venice, Los Angeles

From: Brendan Quinn
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:04:08 AM

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Thank you so much!

Brendan Quinn
[redacted]

Sent from my iPhone

From: Vanessa Valencia
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:55:26 AM

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Thank you so much!

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:49:56 AM

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Thank you so much!

Jasmine A. Williams, AICP
LEED Green Associate

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:48:18 AM

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Thank you so much!

Sent from my iPhone

From: Craig Lyn
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:43:37 AM

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Thank you so much!

Craig

From: Carla Fuentes
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:37:12 AM

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Hi,

My name is Carla Fuentes, I'm a lifelong Angeleno, Metro Rider, and LA Forward board member. I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

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Thank you so much!

Best,

Carla Fuentes

From: Derek Isele
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:25:42 AM

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Thank you so much!

From: KC
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:38:55 AM

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From: Joseph Kulman
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:37:59 AM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

--
Joseph Kulman
[redacted]

From: Traz Co
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:35:48 AM

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Thank you so much!

From: Michael Grepp
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:09:51 AM

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Thank you so much!

Sent From Something

From: A Cornell
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 8:32:35 AM

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Thank you so much!
Annalisa Cornell

From: Stephen Post
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 7:44:42 AM

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Thank you so much!

Sent from my iPhone

From: Karmen Huerta
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 12:02:00 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Sent from my iPhone

From: Elias Bermeo
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 11:23:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Elias Platte-Bermeo

From: Jesse Flores
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 10:30:39 PM

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Thank you so much!

Best,
Jesse Flores

From: Eli Lipmen
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 9:32:05 PM

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As the Executive Director of Move LA, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, and ACT-LA. I appreciate the motions by Board Members Bass, Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, and Najarian in their efforts to create a path to rider representation.

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Thank you so much!

Eli

Sent from my iPhone

From: Melina Michelen
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 9:28:37 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Melina Michelen

From: Stephanie Horwitz
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 9:16:21 PM

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Thank you so much!

Stephanie Horwitz
[redacted]

From: Stevie Larsen
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:37:28 PM

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All of my students at Exceptional Minds are on the spectrum and many of them are unable to drive. The bus routes have failed them time and time again. The few times I've needed to take the bus to work the bus was always 30 minutes late. We need representation on the board of people who actually rely on public transportation.

Thank you so much!

Sincerely,
Stevie Larsen

From: Adit Sahasrabudhe
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:23:20 PM

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Thank you so much!

Adit

From: Ujjaini Sahasrabudhe
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:22:50 PM

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Thank you so much!

Ujjaini Sahasrabudhe

From: Will Finch
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:13:40 PM

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Thank you so much!

Sent from my iPhone

From: Melissa Manousos
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:06:12 PM

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Thank you so much!

Melissa Manousos,
Los Angeles resident
City Council District 14
County District 1

From: Elizabeth Green
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 7:34:21 PM

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Thank you so much!

From: Ann Owens
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 6:22:11 PM

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I ride Metro everyday from my home in DTLA to my job as a professor at UCLA and to see friends, go to the gym, run errands, and explore the city. We need someone on the board who actually has regular experience across transit modalities.

Thank you so much!

From: Mika Smith
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 5:53:33 PM

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Thank you so much!
Mika

Sent from my iPhone

From: Kriseira Lamas-Krauletz
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 5:33:21 PM

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Thank you so much!

Kriseira Lamas-Krauletz, MPH
She/They

From: Ava & Andrew Marinelli Evans
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 5:02:41 PM

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Thank you so much!
Ava Marinelli
[redacted]

From: Brandon Ryan Crawford
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:58:57 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Brandon Crawford (he/him)

From: Genevieve Bruno
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:57:20 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Sent from my iPhone

From: DAVID TRIGUEROS
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:55:48 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: ryan chang
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:53:11 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Ryan Chang
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:50:57 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Kenneth Johnson
[redacted]

From: Christopher Truman
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:44:07 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Christopher Lee Truman
[redacted]

From: Kim Silverstein
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:20:29 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Kim Silverstein - she/her
[redacted]

RRCA
CERTIFIED
COACH

From: Jocelyn Hernandez
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:12:23 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you,
Jocelyn Hernandez

Sent from my iPhone

From: CHARLES LUSHER
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:58:33 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Charles Lusher
[redacted]

From: Kylie Sparks
To: Karen.Bass@lacity.org
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:57:16 PM

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Hi, as a frequent metro rider, I am writing today in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate, and this should be the bare minimum for this seat.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you,

Kylie Sparks

From: Sheana Ahlqvist
To: Forward South Bay
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:56:35 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Sam Potts
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:53:14 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!
Sam Potts
[redacted]

From: Claire Truman
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:46:23 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Stephano Medina
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:37:45 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Stephano Medina (he/him/his)
[redacted]

From: Jason Enright
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:16:51 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Jason Enright
Metro Rider
[redacted]

From: Evan Edmiston
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:11:59 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Evan Edmiston
[redacted]

From: Jennifer Pike
To: karen.bass@lacity.org
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:06:01 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!
Jennifer Payton
[redacted]

Sent from my iPhone

From: Sea Sloat
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 2:18:13 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Sea Sloat
Los Feliz Resident
[redacted]

From: Marco Santana
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 4:35:27 PM

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Good afternoon,

My name is Marco Santana, solely for identification purposes I am a Metro CAC (Community Advisory Council) member, and I am writing in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Marco Santana (he/him)
[redacted]

From: Tyler Huang
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats& T ransit Expertise on the Metro Board!
Date: Wednesday, July 22, 2026 9:59:53 AM

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Hi, I write in support of the motions to **create one or more rider advocate seats on the Metro Board**, alongside organizations like LA Forward Institute, ACT-LA, and Move LA.

I also support the Metro Board to:

• **Institute a requirement of professional qualifications, experience, and/or academic expertise** in transportation or urban planning for a number of board members (at least 1).
• **Devote at least one seat for a democratically elected board member** that is directly accountable to transit voters and has voting power in the board.

I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Ussiel Burgara
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 2:54:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Riders belong on the Metro Board. South Bay Forward joins LA Forward Institute, ACT-LA, and Move LA in supporting the motions that would create one or more rider advocate seats, and I'm grateful to Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass for opening that path.

One request as this moves forward: whatever seat emerges needs full voting power and real resources behind it. Hahn's motion gets this right by specifying technical and staffing support. Without that backing, a rider representative arrives at the table unprepared to participate meaningfully. A seat without capacity is not a voice.

No one understands the daily realities of our system better than the people who depend on it. Some Board members ride occasionally; that's not the same as riding every day, and it's certainly not the same as having no alternative. Regular riders, especially transit-dependent ones, hold knowledge this Board currently has no direct channel to. These motions close that gap.

Thank you for your consideration.

Ussiel Burgara
[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 1:22:56 PM

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Hello there. Car free Metro rider and aerospace engineer from Marina Del Rey.

I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Best,
Colin Warn
[redacted]

From: Zaid Ibrahim
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 8:16:33 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hello,

I am writing in support of the metro board creating one or more rider advocate seats, with all of the staffing, accountability, and powers that come with such a seat.

As a transit rider and taxpayer, I was very dissapointed in the boards choice to throw out metro staff and the overwhelming majority of la county's opinion on the k line south route to select the Hawthorne blvd alignment; a route that is not funded or has any real path to funding or completion based on its ridership estimates and permitting issues. The metro board is not working in the interests of the people who put money and trust into this system that makes traversing Los Angeles possible/tolerable in a time when traffic is only getting worse. The fact that many metro board members from their own admission do not depend on metro to get to work is part of the problem.

The LA metro system can be an amazing resource for those who live and work here, but for too long it's been hampered by small pockets of homeowners who insist on endless debate and placating rather than actual progress. We need to move beyond this paralysis and start putting money into solutions over policies and bickering. Start building trains.

Thank you for your consideration.

Zaid Ibrahim
[redacted]

From: Kurt Canfield
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 11:03:43 PM

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LA Metro Board Clerk,

Riders belong on the Metro Board. South Bay Forward joins LA Forward Institute, ACT-LA, and Move LA in supporting the motions that would create one or more rider advocate seats, and I'm grateful to Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass for opening that path.

One request as this moves forward: whatever seat emerges needs full voting power and real resources behind it. Hahn's motion gets this right by specifying technical and staffing support. Without that backing, a rider representative arrives at the table unprepared to participate meaningfully. A seat without capacity is not a voice.

No one understands the daily realities of our system better than the people who depend on it. Some Board members ride occasionally; that's not the same as riding every day, and it's certainly not the same as having no alternative. Regular riders, especially transit-dependent ones, hold knowledge this Board currently has no direct channel to. These motions close that gap.

Thank you for your consideration.

Kurt Canfield
[redacted]

From: Sheana Ahlqvist
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 10:13:06 PM

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Thank you for your consideration.

Sheana Ahlqvist
[redacted]

From: Philip Burns
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 9:23:39 PM

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Thank you for your consideration.

Philip Burns
[redacted]

From: Richard Janecki
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 9:16:18 PM

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Thank you for your consideration.

Richard Janecki
[redacted]

From: Ann Dorsey
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 8:49:12 PM

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Thank you for your consideration.

Ann Dorsey
[redacted]

From: Carey Bennett
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 2:56:47 PM

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No one understands the daily realities of our system better than the people who depend on it. Some Board members ride occasionally; that's not the same as riding every day, and it's certainly not the same as having no alternative. Regular riders, especially transit-dependent ones, hold knowledge this Board currently has no direct channel to. These motions close that gap.

Thank you for your consideration.

Carey Bennett
[redacted]

From: Alison Regan
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider/Advocate Seats!
Date: Wednesday, July 22, 2026 9:47:00 AM

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Good morning,

I write in support of the motion to have a rider advocate on Metro's board. It's critical to have a voice on the board who regularly uses transit and understands riders' needs.

Also, please ensure the seat has full voting power and staffing support to ensure meaningful participation.

Thanks very much,
Alison Regan
Palms neighborhood

F om Sam Cavalcanti
To Boa d Dia s
Subject (EXTERNA) Yes to Ride Advocate Sea ol
Date Wednesday July 22 2026 9 37 06 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Sam Cavalcanti
They/Them
Multi-hyphenate artist
See more at [redacted]

Land Acknow edgment
I acknowledge the Gabr el no Tongva peop es as the rad t onal land caretakers of Tovaangar (Los Angeles bas n So Channel Is ands) I acknowledge my presence on he trad t onal ancestral and unceded terr tory of the Gabr el no Tongva peop es and pay my respec s to he r ances ors elders and e at one past present and emerg ng

July 21, 2026

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Support for Agenda Item 56: Establishing a Dedicated Transit Rider Seat and Small City Seat on the Metro Board

Dear Metro Board Members,

Strong Towns Artesia stands firmly in support of **Agenda Item 56**. By introducing voting seats for a regular transit rider and a representative from our smaller cities, this motion breathes new life into the governance of LA Metro.

We are driven by the belief that our system functions best when it reflects the lived experiences of the people who rely on it every day. A representative who understands the rhythm of daily transit use is essential to building a world-class system that Angelenos don't just use, but genuinely love.

Furthermore, honoring the diverse, multifaceted perspectives of our smaller cities ensures that our regional planning remains grounded, equitable, and responsive to every corner of the county.

We are curious about the transformative potential of this shift and are confident that a more inclusive, diverse Board will yield smarter, more resilient outcomes for all. This is the kind of bold, people-centered leadership that builds trust and strengthens our communities.

We respectfully and enthusiastically urge you to **vote YES on Agenda Item 56**. Thank you for your commitment to a more accessible, effective Metro.

Sincerely,

Lorelei Bailey
Local Conversation Leader
Strong Towns Artesia
Connect@strongtownsartesia.org

BRENDA OLMOS
Mayor

VILMA CUELLAR STALLINGS
Vice Mayor

ISABEL AGUAYO
Councilmember

ANNETTE C. DELGADILLO
Councilmember

PEGGY LEMONS
Councilmember

July 20, 2026

Mayor Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Support for Motion to Expand Representation on the Metro Board of Directors

Dear Chair Bass and Members of the Metro Board,

On behalf of the City of Paramount**,** we express our support for Supervisor Janice Hahn's motion to expand representation on the Metro Board of Directors by establishing a voting seat for a regular transit rider and a dedicated voting seat representing smaller cities throughout Los Angeles County.

Metro plays a critical role in connecting communities across the region. As the agency continues to make decisions that impact mobility, transportation investments, and the daily lives of millions of residents, it is important that the Board includes a broad range of perspectives from the communities and riders it serves.

A dedicated voting seat for a regular transit rider will provide valuable firsthand insight from those who rely on Metro's services every day. Likewise, a dedicated seat for smaller cities will ensure that municipalities with unique transportation needs and limited resources have a meaningful voice in regional transportation decisions.

We appreciate the motion's direction to develop a transparent and inclusive process for selecting these representatives, including recommendations regarding eligibility, appointment procedures, terms, and the resources necessary for successful participation on the Board.

The City of Paramount supports efforts to strengthen Metro's governance structure and ensure that all communities across Los Angeles County have an opportunity to be represented. We respectfully urge the Metro Board to support Supervisor Hahn's motion and direct staff to move forward with the requested recommendations.

Thank you for your leadership and commitment to improving transportation throughout Los Angeles County.

CITY OF PARAMOUNT

[redacted]

Mayor

CITY OF CERRITOS℠

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 916-1310 • FAX: (562) 468-1095
CELL PHONE: (310) 650-6159
Email: ljohnson@cerritos.gov
cerritos.gov

OFFICE OF THE MAYOR
LYNDA P. JOHNSON

July 20, 2026

The Honorable Mayor Karen Bass, Chair
Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Subject: **Support for Motion to Expand Representation on the Metro Board of Directors**

Dear Chair Bass and Members of the Metro Board,

On behalf of the City of Cerritos, I express support for Los Angeles County Supervisor Janice Hahn's motion to expand representation on the Metro Board of Directors by establishing a dedicated voting seat for a regular transit rider and a dedicated voting seat representing smaller cities throughout Los Angeles County.

Metro plays a critical role in connecting communities across the region, including the City of Cerritos. As the agency continues to make decisions that impact mobility, transportation investments, and the daily lives of millions of residents, it is important that the Board includes a broad range of perspectives from the communities and riders it serves. A dedicated voting seat for a regular transit rider will provide valuable firsthand insight from those who rely on Metro's services every day. Likewise, a dedicated seat for smaller cities will ensure that municipalities with unique transportation needs and limited resources have a meaningful voice in regional transportation decisions.

The City of Cerritos appreciates the motion's direction to develop a transparent and inclusive process for selecting these representatives, including recommendations regarding eligibility, appointment procedures, terms, and the resources necessary for successful participation on the Board.

As a smaller city within the region, the City of Cerritos supports efforts to strengthen Metro's governance structure and ensure that all communities across Los Angeles County have an opportunity to be represented. We respectfully urge the Metro Board to support Supervisor Hahn's motion and direct staff to move forward with the requested recommendations.

Thank you in advance for your consideration and commitment to improving transportation throughout Los Angeles County. Should you or any member of the Metro team have any questions, or wish to discuss the City's support, please do not hesitate to contact City Manager Robert A. Lopez at (562) 916-131 or by email at ralopez@cerritos.gov.

Sincerely,

[redacted]

Lynda Provido Johnson
MAYOR

cc Cerritos City Council
Robert A. Lopez, City Manager
Kristin Aguila, Assistant City Manager
Lauren Yokomizo, Field Deputy, Office of Supervisor Janice Hahn

July 21, 2026

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Support for Agenda Item 56: Establishing a Dedicated Transit Rider Seat and Small City Seat on the Metro Board

Dear Metro Board Members,

We at Strong Towns Los Angeles want to lend our support for **Agenda Item 56**, authored by Directors Hahn, Richardson and Sandoval, which establishes one additional voting seat for a regular transit rider and one additional voting seat representing Los Angeles County's small cities.

We believe this motion is a stepping stone towards a more effective governance structure for Los Angeles County. Having someone who understands how the system functions on a day-to-day basis is crucial to building a world class system that Angelenos not only use, but love.

Additionally, having a representative that can speak and vote on behalf of the smaller cities of Los Angeles County is a great way to ensure our system is meeting the transportation needs of the county as a whole. Adding this representative to the board composition will help create the type of governance that is more familiar with the context and challenges of all our cities, no matter their size.

Not only will adding these board positions increase the efficacy of LA Metro, but it will show the people residing in the county that the Board listens to their input.
We respectfully urge the Metro Board to **vote YES on Agenda Item 56**.

Thank you for your consideration.

Sincerely,

George Christian Lightfoot Gabel
Local Conversation Leader
Strong Towns Los Angeles
Connect@strongtownsla.org

From: Wakita Ken
To: Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board meeting positions
Date: Wednesday, July 22, 2026 12:16:24 AM

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Agenda items #5, 55, 56, 57 (Metro Board composititon reform)

SUPPORT

Reform of the Metro Board is long overdue and highly support a board member must be a rider. However, I am a bit wary that "regular transit rider" is too broad as I don't want fare evaders and people who blast loud music be represented on the board just because they fit the "rider" description either. I would like the "rider" to be a representative who has a background in finance, law, construction, engineering, procurement, security, mass transit management, real estate development experience, etc. much as how mass transit riders of such backgrounds are the ones who are on the board in places like New York, London, Paris, Tokyo, Seoul, Taipei, Hong Kong and Singapore.

Agenda items #47 (Award BEB contract to El Dorado National)

SUPPORT

I understand Supervisor Hahn held some reservations in the Operations, Safety, and Customer Service Meeting last week as it's not union made. But I would like to remind that El Dorado National is a California based company which is based in Riverside, and that our precious taxpayer dollars should be used to help California based businesses and retain our taxpayer dollars right here in SoCal as well as going for who is able to provide the best price and top points as top priority rather than whether it's unionized or not. And, we should be supportive of this Riverside based company to help build their experience and technical know-how so that we can move away from the New Flyer and Gillig duopoly system. What better way to do that by investing our taxpayer dollars into a company based right here in CA and in Riverside? And if something needs fixing, it's much more quicker to call up a company and bring in technicians from Riverside than where ultimately the money goes to a company based in Winnipeg, Canada.

Support awarding the BEB contract to El Dorado National.

Agenda items #13 (Open Streets Program)

NEEDS MORE CONSIDERATION

I am formally OPPOSED to Metro forever funding the open streets and CicLAvia events as if it

is welfare benefit for City of LA and shady non-profit organizations who are more interested in keeping Metro forever funding these types of events rather than the original intent of these events which was to permanently designate certain areas of City of LA to be car-free zones and be permanently open streets for pedestrians and cyclists. Rather it seems they would prefer to help keep the existence of these 501(c)(3) organizations funded and not have City of LA do it's job of creating car free zones in past places where CicLAvia has taken place, such as along Hollywood Blvd, Sunset Blvd, Melrose Ave, Koreatown, Silverlake/Echo Park, Highland Park, etc. all of which are within City of LA boundaries.

Item #13 seems to reduce the funding to this program which I would support, but long term this program should not be made permanent and MOVE to defund this program so that precious funding should be retained for Metro services (more faregates, TAP to Exit, better maintenance of stations and buses, etc.) and redirect the responsibility to the City of LA and LADOT to move past these events from pilot festivity stage to a permanent car-free section for their own city.

Regards,

Ken Wakita
Metro rider

[please redact my name and email address when publicly published]

From: L Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:48:26 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Laurel Reidel
[redacted]

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:36:59 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Max Schank
[redacted]

From: Jessica Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:33:06 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jessica Rodriguez

From: Anakaren Andrade
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:18:39 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anakaren
[redacted]

--
Anakaren Andrade

From: Aviv Schifrin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 3:04:35 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Aviv Schifrin
[redacted]

From: Paula Cizek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:59 PM

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Dear Metro Board,

As a car-free Angeleno (well, Santa Monican) and therefore regular user of the Metro, I wanted to make my position clear on tomorrow's Items:

- Item #5: At the very least, the Board should ensure that the future County Executive has a dedicated voting seat. In addition:
  - Metro should require professional qualifications for all appointed board members (c'mon this feels basic)
  - Create minimum participation requirements for members with consequences for non-compliance (do the job)
  - Adjust recusal rules to allow for a majority of the non-recused to pass a vote.
- Item #55: doesn't guarantee a seat for the County CEO when it should.
- Item #56: adding another small city seat risks division; we need a regional approach.
- Item #57: It's fine to add the County CEO as a dedicated seat, but I do NOT support changing the City of LA threshold.

Thank you,
Paula Cizek
[redacted]

From: Abbey Campbell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:55 PM

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Dear Metro Board,

Unfortunately, I have to work and cannot attend or call into Thursday's meeting. However, as a Los Angeles resident and occasional metro rider, I have to weigh in on some important issues that are up for discussion. One of my deepest desires as an Aneleno is to have public transit be a more viable, reliable option for me and my neighbors.

Regarding **Item #5,** the staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members (as is standard in most major cities internationally), create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

For **Item #55**, if it does not guarantee a seat for the County CEO; that should be amended.

On **Item #56**, I do not support adding another small city seat.

On **Item #57**, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Personally I would also really like to see a minimum ridership requirement for anyone serving on the metro board. If the board makes decisions regarding this public service, then they should use it!

Thank you,
Abbey Campbell
[redacted]

From: Nate Grossman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:38:04 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nathaniel Grossma
[redacted]

From: Gregory Dillon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:35:14 PM

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Greg Dillon
[redacted]

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:31:27 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Trang
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:11:00 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Olivia Salaben
[redacted]

From: Andrew Solomon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:54 PM

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Dear Metro Board,

I am writing in my personal capacity regarding Items 5, 55, 56, and 57.

Item 5 — DO NOT SUPPORT, MAJOR AMENDMENTS NEEDED
I appreciate staff's work, but I believe the recommendation reflects the minimum amount of reform rather than the level of reform Metro deserves. At a minimum, the future County Executive should have a dedicated voting seat on the Board. Additionally, Metro should require professional qualifications for appointed Board members, establish minimum participation requirements with meaningful consequences for chronic non-participation, and revise its recusal rules so that motions require a majority of the non-recused members to pass.

Item 55 — DO NOT SUPPORT
I cannot support this motion because it does not guarantee the future County Executive a dedicated voting seat on the Metro Board. As Los Angeles County's governance evolves under Measure G, Metro's governance should evolve alongside it. The County Executive will provide continuity, administrative expertise, and a countywide perspective that no other position can offer.

Item 56 — DO NOT SUPPORT
Adding another small-city seat moves Metro in the wrong direction. The Board should be structured to encourage regional thinking, not further incentivize parochial decision-making. Metro exists to operate an integrated transportation network that serves the entire county, and its governance should reflect that mission.

Item 57 — SUPPORT ONLY IF AMENDED
I support adding the County Executive as a dedicated voting member of the Metro Board. However, I do not support raising the population threshold for the City of Los Angeles, which would effectively reduce the City's representation. The County Executive seat should be added without eliminating an existing Los Angeles seat.

Metro has grown into one of the largest and most consequential transit agencies in the United States. Its governance should reflect that reality by prioritizing expertise, accountability, participation, and regional decision-making over jurisdictional politics.

Thank you for your consideration.

Andrew Solomon
[redacted]

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:22 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[Robbie Hughes]
[redacted]

Sent from my iPhone

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:10:16 PM

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Dear Metro Board,

I'm a regular Metro and Metrolink rider and serve on the Northridge South Neighborhood Council, where first/last mile transit access is one of my main issues. I've read the staff report and the motions. Here's where I stand.

Item 5 — Alternative A: Not Enough

Alternative A lets appointing authorities seat riders or subject matter experts, but doesn't require it. Metro's own outreach — 1,300+ engagement touchpoints, 900 survey responses — found that rider representation was the single most consistent ask from the public. Responding to that with a "you can if you want to" isn't reform.

Beyond the rider seat, I want the Board to go further on three things:

Professional qualifications. There are zero qualification requirements to govern a $9 billion agency. That should change. Transportation planning, engineering, public health, finance — something.

Participation requirements with real consequences. Members routinely walk in and out of meetings because Metro is a secondary responsibility. Cap absences, require regular system ridership, and actually enforce it.

Fix the recusal rules. Right now a recusal is effectively a no vote — motions still need a majority of the full 13-member board. If two members recuse, you still need 7 out of 11. The threshold should adjust to non-recused members only. Recusal should remove someone from the vote, not let them quietly block it.

Item 55 — Bass, Najarian, Barger, Dupont-Walker: Support with one caveat

This is the right motion. It guarantees a dedicated voting rider seat, gives the County CEO a clear path to the board under Measure G, and requires one of the Mayor's public appointees to be a transit advocate. The MBTA and WMATA have both made this commitment in statute — Metro should too.

My one caveat: the CEO seat should be guaranteed, not left to the Board of Supervisors' discretion. Giving the same body that controls the County delegation the option to include the CEO isn't the same as guaranteeing it.

Item 56 — Hahn, Richardson, Sandoval: Cannot support

I get the concern — smaller cities do face real disadvantages in the City Selection Committee's population-weighted process. But adding a dedicated small city seat makes the parochialism problem worse, not better. The board already struggles with members prioritizing their own districts over the regional system. One more seat built around a single jurisdiction's interests isn't the fix. If smaller cities need more voice, that conversation belongs in the City Selection Committee and League of Cities processes, not in board composition.

Item 57 — Fasana Proposal: Partial support

I support a dedicated County CEO seat. The CEO will be the only elected official with a countywide mandate, and their responsibilities will overlap directly with Metro's work. Leaving that seat optional for the Board of Supervisors doesn't cut it.

I don't support changing the City of LA threshold from 35% to 43.75%. Per the 2020 Census, LA City's share of the combined city population is about 43.4% — just below the proposed cutoff — so this change would immediately strip a seat from the City's contingency. And the staff report notes this share has straddled the 43.75% midpoint at every census since 1960, so the seat would likely keep flipping back and forth. Meanwhile, 74% of Metro ridership originates in the City, 64.8% of bus revenue-miles run through it, and it holds 56% of the County's zero-vehicle households. Cutting City representation based on a population technicality when the City generates most of the system's actual usage doesn't make sense.

Thanks for the opportunity to comment.

Matt Zebro
[redacted]

From: John Lin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:59:54 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Lin


From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:41:01 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kemal Pulungan
Los Angeles

From: Ana Cobarrubias
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:36:20 PM

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Thank you,
Ana Cobarrubias
[redacted]

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:58 PM

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Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: Anycca Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:56 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anycca Cortez
[redacted]

Sent from my iPhone<3

From: branko burcksen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:15:53 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Branko Burcksen


From: Lydia Costantian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:06:05 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Lydia Costantian
[redacted]

From: Yuhki Fukusumi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:59:27 AM

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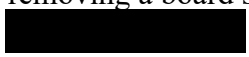
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Thank you,
Yuhki Fukusumi
[redacted]

From: Christian Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:41:28 AM

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From: Kathryn Melendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:10:30 AM

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Thank you,
Kathryn Melendez
Monrovia, CA
[redacted]

From: Roseanne Costantino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:54:27 AM

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Dear Metro Board,

I am a metro rider and an involved and enthusiastic Angeleno. I am concerned that the Board is out of step with the people of this city and the future we need to work toward. On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Roseanne Costantino
[redacted]

From: Natalie Vital
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:42:05 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Natalie Vital


From: Gabi Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:38:29 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gabriela A.Perez
[redacted]

Sent from my iPhone

From: Esmeralda I. Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:35:30 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone,
Esmeralda I. Silva

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:30:48 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat.

Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Bryan Matsumoto
[redacted]

From: Celia A Andrino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:06:43 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Celia Andrino


From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:04:48 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Serafin Avalos, Jr.
[redacted]

Sent from my iPhone

From: Patrick Folsom
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:40:46 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.
On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.
On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Patrick Folsom
[redacted] Conquer

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:19:54 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ayla Stern
[redacted]

Ayla

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:05:37 AM

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Dear Metro Board,

I am writing to oppose items 5, 55, 56, 57.

For Item 5, the recommendation by staff is the least amount of reform possible. The Board needs to make sure the future County Executive has a dedicated voting seat. In addition, Metro should require professional qualifications for all appointed board members. They also need to create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item 55 does not guarantee a seat for the County CEO. Anything that does not require a seat for the County CEO should be a non-starter.

On Item 56, the Board does not need another small city seat. We need regional planning, not more small city parochialism.

On Item 57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
MC Guerry
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:51:09 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yesenia Nava
[redacted]

From: Nick Gallo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:36:59 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Gallo
Los Angeles, CA 90046

Best,
Nick Gallo
[redacted]

From: Nick Richert
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:33:19 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Richert
[redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:28:25 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you.

From: Rob Nickell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:51:47 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Robert Nickell
[redacted]

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:44:47 AM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Sam Shapiro-Kline
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:43:25 AM

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Hello Metro Board,

Having gone from exclusively driving in LA to get around to being car free and taking metro and the bus for the last five years, I feel I should have some say and have some stake in getting Metro leadership that are actual subject matter experts (and Metro users) on the system.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thanks,
Angelo Mike


From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:23:04 AM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Rachel Moeckel
[redacted]

From: Andrew H
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 10:43:18 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Andrew Hernandez
[redacted]

From: Jenna Kim
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:20:29 PM

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Dear Metro Board,

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jenna Kim
[redacted]

From: Tom Fay
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:18:02 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dr Thomas Fay
[redacted]

Thomas Fay
Assistant Professor in Theoretical Chemistry
University of California, Los Angeles
https://faygroupucla.github.io/

From: Jason Fryer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:32 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jason Fryer


Sent from my iPhone

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:25 PM

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If Metro wants to be the "world class" transit system it always claims it wants to be, and properly serve their everyday riders, then it should be led by those who are actually experts in transit. The reason our system has so many ongoing issues is because of the fact that our board is compromised simply of politicians who do not use the system themselves and only want to serve in the best interests of their own constituents, which does not represent ALL Metro riders in the slightest.

From: Michael Gifford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:20:40 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Mike Gifford
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:15:50 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yonatan Ahituv


From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:57:38 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Allen Natian
[redacted]

From: Sun Kin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:44:50 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kabir Kumar,
Los Feliz, CD4, Los Angeles, CA

From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:41:26 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cesar Vasquez
[redacted]
Future DTLA!

From: Tommy Truong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:14:59 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tommy Truong
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:55:28 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Darius Dastur

From: Suzanne S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:11:04 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
SUZANNE SURTEES
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:34:33 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dustin Shahan
[redacted]

From: Zozo Chen-Wernik
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:11:38 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Zofia Chen-Wernik
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:48:01 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kenneth Johnson
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:44:21 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

AJ cho

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:43:28 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jan Yonan
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:41:19 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yonah Gereboff
[redacted]

From: Jake Rosen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:37:39 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jake Rosen
[redacted]

[redacted]

From: Grant Blakeman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:34:29 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should. The system serves the region, not the individual cities within it.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. While the system serves the region and not the individual cities within it, the city of Los Angeles is the core consumer of Metro and as long as there is direct city representation on the Board, it should have an influence more proportional to its stake in Metro's work.

Thank you,

Grant Blakeman
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:27:32 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kandy Valdez
[redacted]

From: Gahl Peled
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:21:38 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gahl Peled
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:15:02 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ava Marinelli
[redacted]

From: Stu Selonick
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:51:26 PM

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To the Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Also, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stu Selonick
[redacted]

From: Gary Ghoukasian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:42:21 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gary Ghoukasian
[redacted]

From: Philip Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:35:46 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Philip Taylor
Pasadena
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:25:03 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Cron-DeVico
[redacted]

From: Cameron Cerny
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:20:58 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cameron Cerny
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:09:30 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I use the metro everyday to get to work and these changes will help make my life much better

Thank you,
Nathan Schilling
[redacted]

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:01:53 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Brent Daugherty
[redacted]

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:00:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Steven Stanton
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:59:43 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Wyatt Zadoorian
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:34:00 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Koke
[redacted]

From: Danny Pravder
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:27:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Danny Pravder
[redacted]

From: Jehan Anketell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:19:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jehan Anketell


From: Stephen S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:06:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stephen Son
[redacted]

From: Daniel Moon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:31 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Daniel Moon
Los Angeles
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:55:10 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Violet Carne
[redacted]

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:49:53 PM

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Dear Metro Board,

- On Item #5, staff's recommendation is suggesting the least amount of reform possible. Again? Why?
At a minimum, the Board should ensure the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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- On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Let's accelerate progress and transit with the proper thoughtful and ambitious changes much needed already.

Thank you,
Auguste Miller
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:43:20 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Timothy Shen
[redacted]

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:37:38 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Caro Vilain
[redacted]

From: Benjamin Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:34:06 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Benjamin Phillips
[redacted]

From: Thanos T
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:26:45 PM

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Thank you,
Thanos Trezos
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:06:49 PM

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Thank you,
Michael
[redacted]

Sent from my iPhone

From: Edna Cedillos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:40 PM

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Thank you,
Edna Lewis

From: Carey J Bennett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:14 PM

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Thank you,
Carey Bennett
[redacted]

Sent from Proton Mail for Android.

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:03:44 PM

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Thank you,
Jamie Chen


From: Derrick Riley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:00:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Derrick Riley
[redacted], [redacted]

From: JJ Jung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:59:27 PM

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Thank you,
Kyeong Hoon Jung
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:52:50 PM

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Dear Metro Board,

My name is Julio Rodriguez and I live in the city of LA at [redacted]

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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Thank you,
Julio Rodriguez
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:49:48 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Dominic Bendinelli
LA Metro Commuter
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:40:59 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Chasen Daniels


From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:39:56 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Amin El Gamal
[redacted]

From: Tyler Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:38:57 PM

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Dear Metro Board,

As a regular Metro rider, and someone who would love to have cleaner air and less traffic on our streets, it's important to me that the Metro Board is actively making good transportation decisions for LA County.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Taylor
[redacted]

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:28 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Amanda McDaniel
[redacted]

From: Jem Isreallycool
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jem Unger Hicks


From: Denton Cohen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:35:28 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Denton Cohen
[redacted]

From: Anna-Jane Tabler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:34:47 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
AJT
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Caleb Schimke
[redacted]

From: Marcos Rodriguez Maciel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:02 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Marcos Rodriguez Maciel
[redacted]

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:32:22 PM

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Thank you,
Collin Surbeck
[redacted]

From: Garrick Jensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:34 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Garrick Jensen
Los Angeles, 90025

From: Abigail Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:19 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Avigail Vargas
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:26:49 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Brett Keating


From: Isaiah Loya
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:50:35 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Isaiah Simpson-Loya
[redacted]

From: Geoffrey Fudenberg
To: Board Clerk
Subject: (EXTERNAL) feedback on items 5, 55, 56, 57, 27, 13,
Date: Wednesday, July 22, 2026 12:01:19 PM

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Dear Metro board,

I ride metro for roughly two commutes per week. If train frequency was higher and delays were less frequent (e.g. due to lack of signal pre-emption), I would hope to ride it more frequently. If metro board members experienced this every week, I would imagine these issues would have a higher chance of being resolved.

Given this, on Item #5 I believe Metro should: (i) require professional qualifications for all appointed board members, (ii) create minimum participation requirements **(e.g. taking transit every week to work)** for members with consequences for non-compliance, and (iii) adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item #55 does not guarantee a seat for the County CEO; it should.

Item #56 does not clearly benefit the interests of the majority of riders.

For Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

For item #27 I urge you to vote NO for diverting $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts.

Finally for item #13, the Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Geoff Fudenberg
[redacted]

From: Dogan ozkan
To: Board Clerk
Subject: (EXTERNAL) Guarantee a Transit-rider Seat on the Metro Board
Date: Tuesday, July 21, 2026 9:27:13 PM

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LA Metro Board Clerk,

Guarantee a Transit-rider Seat on the Metro Board now

Dogan ozkan
[redacted]

From: PDubs Weir
To: Board Clerk
Subject: (EXTERNAL) Hell Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:08:25 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

P. Weir
Manhattan Beach, CA

From: Joshua Gonzales
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 11:41:00 AM

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Thank you so much!

Joshua Gonzales
[redacted]

From: Courtney Miles
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 10:40:31 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Courtney Miles
[redacted]

From: Matthew Banfield
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 10:07:40 AM

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Thank you so much!

Matthew Banfield
[redacted]

From: Alex Fineman
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 9:44:29 AM

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Thank you so much!

Alex Fineman
[redacted]

From: Mark Li
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 9:36:24 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Mark Li
[redacted]

From: Ngoc Dinh
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 5:32:12 AM

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Thank you so much!

Ngoc Dinh
[redacted]

From: Michael Le
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 11:20:03 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Michael Le
[redacted]

From: casey law
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 10:48:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

casey law
[redacted]

From: Thomas Peterschmidt
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 10:41:00 PM

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LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Thomas Peterschmidt
[redacted]

From: Brett Grassl
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 10:34:07 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Brett Grassl
[redacted]

From: AJ cho
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 10:14:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

AJ cho
[redacted]

From: Huy Dinh
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 9:35:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Huy Dinh
[redacted]

From: Amy Hay
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Tuesday, July 21, 2026 8:40:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!
Amy Hay

Amy Hay
[redacted]

From: Wes Chuang
To: Board Clerk
Subject: (EXTERNAL) I SUPPORT Item 56. We need a rider on the Metro Board.
Date: Wednesday, July 22, 2026 2:06:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Wes Chuang
[redacted]

From: Colin Warn
To: Board Clerk
Cc: Holly J. Mitchell
Subject: (EXTERNAL) I Want More Transit Riders On The Board
Date: Sunday, July 19, 2026 8:49:19 AM

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Hello,

I support Supervisor Hahn's motion to have more frequent-transit-rider representatives on the board. Thank you.

Colin


From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) IBEW 11 member AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:13:15 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I am personally not a fan of how politician heavy our Metro board of directors is set up to be, especially as some members are city council members or mayors that represent my district but that I don't actually have a voice as they are not from my city and thus are not truly accountable to me or voters in my city. I think ensuring that the future County CEO is a full member of the board is a step in the right direction. Some politicians should be on the board, and the CEO will be accountable to everyone. Additionally, I strongly support requiring any appointees to have relevant experience. This is how many transit agencies across the country pick their appointees.

Thank you,
Christian Wollenberg
[redacted]

From: Neil Yazma
To: Board Clerk
Subject: (EXTERNAL) LA Resident AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:51:43 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Neil Yazma
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) LOS ANGELES COUNTY RESIDENT AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:50 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.
Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Adriana Bravo
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Items 5, 55, and 56 – FOR
Date: Tuesday, July 21, 2026 4:37:10 PM

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Hi Metro Board,

I am writing in support of Items 5, 55, and 56.

Metro should benefit from perspectives beyond elected officials alone. I support expanding eligibility to include transit riders, advocates, and subject matter experts who can bring valuable firsthand and professional experience to the Board.

At the same time, simply allowing a rider to be appointed is not enough. Riders should have a guaranteed voting seat, which is why I strongly support Item 56.

There is an important difference between someone who uses Metro occasionally and someone who depends on it as their primary transportation. When a bus does not arrive or a train is significantly delayed, some riders may be able to call an Uber or drive instead. Others may be late to work, lose wages, miss school, miss appointments, or be left without another option. Those experiences should be directly represented in the decisions that shape the system.

I also believe one rider seat should be understood as a starting point, not the full extent of rider representation. Metro serves an extremely large and diverse county, and one person cannot fully represent workers, students, seniors, disabled riders, parents, immigrants, and communities with very different levels of service.

As Metro develops the selection process, it should prioritize people who regularly depend on Metro and who understand the consequences when the system fails. That lived experience is a form of expertise and should be treated as such.

I ride Metro every day, and I am committed to helping make it better because people like my parents and me deserved better when we had to rely on it. Current and future riders deserve better as well.

I respectfully urge the Board to vote FOR Items 5, 55, and 56.

Thank you for your time and consideration.

In solidarity,

Adriana Bravo

UCLA Alumni

[redacted]

From: Nick Andert
To: Board Clerk
Subject: (EXTERNAL) Public comment for Full Board Meeting items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:54:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi,
This month the board has the opportunity to address critical deficiencies in its board makeup by de-politicizing and professionalizing the Metro Board.

While I am pleased to see the attachment to item 5 *recommend* that all appointing bodies appoint subject matter experts with rider experience, and asks them to pledge to take metro multiple times a month, **these should all be explicit *requirements*.** I have no faith that any flexibility will be used in practice *without* making it a specific requirement. A simple language alteration, requiring subject matter expertise and requiring regular ridership, would turn this from an empty motion into a spectacular one, and would eliminate the need for advocacy groups to fight this on the state level, which is coming absent this change.

Second, I am in staunch opposition to the small cities seat in item 56 and the adjustment of LA population threshold in 57. Each would even further dilute YIMBY majorities with NIMBY representation, and would be disastrous for the board.

A labor representative is also not ideal, as labor is likely to prioritize building highways, when our environmental goals should lead to a cessation of further highway construction/widening.

Ultimately, subject matter expertise should be the guiding light on who belongs on the board, and regular ridership should be required of *all* members. There is risk of a dedicated rider representative removing the perceived obligation of other board members to keep rider experience and concern in mind, and this is mitigated by enforcing regular ridership for all members.

Finally, while board reform is being contemplated, a bureaucratic flaw in board rules must be altered - when a board member recuses from a vote for any reason, the threshold to clear a majority should thusly be lowered - else, all recusals effectively become 'no' votes, eliminating the point of half of all recusals in the first place. This is completely nonsensical and opens the door to corruption.

Thank you,
Nick Andert
Resident, CD5

From: Connor Auld
To: Board Clerk
Subject: (EXTERNAL) Regular Board Meeting 7/23/26
Date: Wednesday, July 22, 2026 2:40:16 PM

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In regards to agenda items about changing Board membership (5, 55, 56) they're all horrible. Part of the reason Metro runs such an unreliable service is that the Board is made up 100% of people who do not rely on transit (riding Metro to board meetings doesn't count). Too often the Board throws riders under the bus for the sake of political expediency. There need to be actual riders on the Board, not just 1, and not just riders hand picked by LA county's anti-transit political class.

On item 13, the Planning and Programming Committee recommendations; I would like to express how outrageous it is that Metro is preparing to zero out open street funding essentially at the bidding of corrupt unaccountable international organizations. FIFA, and the IOC/LA28 should not be in a position to unilaterally dictate an end to open street events that Angelenos love (orr attach ridiculous terms, why does CicLAvia have to be on the day of the FIFA final and then nothing for the rest of the year?) Who in the world does this Board see as its main constituency??? This isn't an issue in any other host cities but ours, why is this even being considered? Why is the Metro Board filled with so many people who are so anti everything but cars?

-Connor Auld
Daily Metro User

Sent from my iPhone

From: Ivy Kwok
To: Board Clerk
Subject: (EXTERNAL) Request to Add a Voting Transit Rider/Advocate Seat on the Metro Board
Date: Wednesday, July 22, 2026 10:59:31 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Dr. Ivy Kwok, and I am an environmental engineer / professor at UCLA and Glendale Community College. As a proud and frequent rider on LA Metro, I strongly support ITEM 55 AND 56 to include a regular transit rider/advocate as a voting member of the Metro Board of Directors.

I urge the LA Metro Board to vote to approve this motion and for the Chief Executive Officer to authorize the coordination with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

Thank you to Directors Barger, Bass, Dupont-Walker, Hahn, Horvath, Najarian, Richardson, and Sandoval for your leadership in advancing this motion.

Warmest regards,
Ivy

–

Ivy Y. Kwok, MS, PhD
Lecturer | UCLA Cluster Program
Postdoctoral Scholar | UCI Civil & Environmental Engineering
Adjunct Professor | Glendale Community College Math, Engineering, & Computer Science

From: r 8
To: Board Clerk
Subject: (EXTERNAL) Ridership Seats and More!
Date: Tuesday, July 21, 2026 8:38:07 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board et al.

I write in support of the motions to create one or more rider advocate VOTING seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

ADDITIONALLY I am in support of some of the recommendations and dissents brought forward by Streets for All:

On Item #5, staff's recommendation is suggesting the least amount of reform possible. In addition to a ridership seat, at a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for AT LEAST ONE appointed board members,

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Hared Ochoa

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Statement of Support for Transit Rider Voting Board Member Seat (Item 55 and Item 56)
Date: Wednesday, July 22, 2026 3:08:02 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To the LA Metro Board of Directors:

My name is Fred Neal, Jr. I am a co-founder of Ride New Orleans, a transit advocacy organization; a board member of the TransitCenter Foundation; and a former Board Commissioner and Chair of the New Orleans Regional Transit Authority (RTA). I strongly support including a regular transit rider/advocate as a voting member of the Metro Board of Directors.

During my eight years of service on the RTA Board in New Orleans, I brought the lived experiences and perspectives of everyday transit riders into the decisions that shaped our transit system. Having a seat at the table provided riders with direct access to agency leadership and helped advance service improvements and major capital investments that expanded and enhanced transit options, particularly for many of our most vulnerable riders.

Public institutions that steward taxpayer dollars and provide essential public services are strongest when the people they serve have a meaningful voice in their governance. Community representation helps ensure that decisions are informed by lived experience, strengthens public trust, and reinforces the democratic principle that those most affected by public investments should have a role in shaping them. That is why I am encouraged that the Metro Board is considering adding a transit rider as a voting member.

I have followed the success of voter-supported investments through Measures R and M, as well as Metro's efforts to expand and improve the transit system in preparation for global events such as the FIFA World Cup and the 2028 Olympic and Paralympic Games. Ensuring that transit riders have a direct voice in governance will help create a more accountable, responsive, and effective transit system, one that is prepared to support these major international events while continuing to meet the daily transportation needs of Los Angeles residents.

Finally, I want to thank Move LA, ACT-LA, and the many grassroots transit advocacy organizations that have worked tirelessly to create this opportunity for meaningful change in Los Angeles. Their leadership and commitment to elevating the voices of transit riders have helped advance a stronger vision for public transportation.

Sincerely,

Fred Neal, Jr.
Former Board Commissioner and Board Chair
New Orleans Regional Transit Authority (RTA)

From: Jonah
To: Board Clerk
Subject: (EXTERNAL) Strongly AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:47:42 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; but it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jonah Linder
[redacted]

From: Seth Wulkan
To: Board Clerk
Subject: (EXTERNAL) Support for items 55 and 56
Date: Wednesday, July 22, 2026 8:24:20 AM

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My name is Seth Wulkan and I am a resident of Los Angeles and Metro user.

I strongly support ITEM 55 AND 56 to include a regular transit rider/advocate as a voting member of the Metro Board of Directors.

I urge the LA Metro Board to vote to approve this motion and for the Chief Executive Officer to authorize the coordination with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

Thank you to Directors Barger, Bass, Dupont-Walker, Hahn, Horvath, Najarian, Richardson, and Sandoval for your leadership in advancing this motion.

From: sandra torres vasquez
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) Support Items 55 and 56 | Voting Rider Representation
Date: Wednesday, July 22, 2026 1:03:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

I am writing to urge you to support Items 55 and 56 and ensure that regular Metro riders such as myself, have voting representation on the Metro Board.

Riders should not only be asked for feedback after decisions are made, we deserve a meaningful voice in the decisions that affect our daily lives.

While i know for a fact that one rider seat is not enough to represent Metro's millions of riders, i understand that it is an important first step towards progress. With much respect, ask you to vote in support of Items 55 and 56 and continue expanding rider representation in the future.

Thank you for your time and consideration, have a beautiful day.

Sincerely,

Sandra Torres

From: Daniela Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Support Items 55 and 56
Date: Monday, July 20, 2026 8:17:19 PM

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Dear Metro Board Members,

I am writing to urge you to support Items 55 and 56 and ensure that regular Metro riders have voting representation on the Metro Board.

Riders should not only be asked for feedback after decisions are made—they deserve a meaningful voice in the decisions that affect their daily lives.

While one rider seat is not enough to represent Metro's millions of riders, it is an important first step. I respectfully ask you to vote in support of Items 55 and 56 and continue expanding rider representation in the future.

Thank you for your time and consideration.

Sincerely,
Daniela Rodriguez

From: Karen Reside
To: Board Clerk
Subject: (EXTERNAL) Transit Rider/Advocate for LA Metro Board
Date: Wednesday, July 22, 2026 9:52:59 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

The Long Beach Gray Panthers support having a transit rider advocate as a voting member to the LA Metro Board. Many of our 100 members regularly ride Metro busses daily.

Too often people making the decisions on Board issues do not ride or use public transit. Better decisions are made when riders are included in the decision-making process.

Sincerely,

Karen Reside
President
Long Beach Gray Panthers

From: Charles Wright
To: Board Clerk
Subject: (EXTERNAL) Transit Riders on the Metro Board
Date: Wednesday, July 22, 2026 8:17:51 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Greetings,

This email is concerning the upcoming Metro board meeting. I am a daily commuter on the metro. It is my primary mode of transportation and I depend on it to get around the city.

I am writing to support what I believe is item 55 on the agenda, the motion to include daily transit riders and transit experts on a seat on the board. I believe this is essential for ensuring that decisions concerning the Metro are made with people in mind.

Thank you,
Charles Wright *(he/him/his)*
[redacted]

From: Patrick Cooley
To: Board Clerk
Subject: (EXTERNAL) We need a Rider Advocate on the Board. Why isn't there one?
Date: Wednesday, July 22, 2026 10:57:18 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

LA Metro Board Clerk,

Supervisors, Clerks, and Council members.

My name is Patrick Cooley and I am a consistent rider of the LA metro. I live next to the red line train and it has improved my life profoundly to have such easy accessibility to a great train line. The placement, timing, and consistency of the trains is due to the experience and expertise of engineers and metro riders. To not have someone with that experience on the board making the decisions for the line is outright foolish. The last decision without experience and turning a deaf ear to the research of experts cost the city almost an extra 1 billion dollars. All for what? That could have been money used to vastly improve the quality of life of LA and its citizens. We can't AFFORD to not have a rider on the board. Cities like Boston, DC, Portland, and Salem already have a rider in their board. I don't know about you. I don't want to be worse at our jobs than BOSTON.

Thank you

Patrick.

Patrick Cooley
[redacted]

From: Michael Tomassi
To: Board Clerk
Subject: (EXTERNAL) Yes - Rider Advocate Seats
Date: Wednesday, July 22, 2026 11:50:46 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello,

I'm writing to voice my support for the proposals to establish one or more rider advocate positions on the Metro Board, joining groups such as LA Forward Institute, ACT-LA, and Move LA in this effort. I want to thank Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass for putting forward motions that work toward genuine rider representation.

As this moves forward, it's essential that any such seat come with full voting rights and adequate resources. Hahn's motion calls for technical and staffing support for the rider seat, and this piece is essential so that whoever holds the position is properly equipped to participate in a meaningful way.

Riders themselves need to have a voice in the Board's decision-making, since they understand best what challenges and needs exist across our transit systems. Occasional ridership by some Board members isn't a substitute for representation by people who use the system regularly — particularly those who depend on it as their primary mode of transportation. These rider seat proposals address a real gap in how our transit system is governed.

Thank you for your consideration!
Michael Tomassi
Metro Rider

From: Paiwei Wei
To: Board Clerk
Subject: (EXTERNAL) YES I SUPPORT Item 56 to add a rider on the Metro Board.
Date: Wednesday, July 22, 2026 1:20:56 PM

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LA Metro Board Clerk,

Hi, I'm writing in strong support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations such as South Bay Forward, LA Forward Institute, ACT-LA, and Move LA. I appreciate the leadership shown by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in advancing a path toward meaningful rider representation.

As this motion moves forward, I urge you to ensure that any rider advocate seat includes full voting power and dedicated resources. Board Member Hahn's motion appropriately specifies technical and staffing support for the rider seat — a critical element to ensure the representative is fully prepared, informed, and able to participate effectively in Board deliberations.

Metro's decisions must be shaped by the people who rely on the system every day. While some Board Members ride occasionally, regular riders — especially those who are transit-dependent — bring lived experience that is currently missing from Metro governance. Establishing rider seats would fill a crucial gap and strengthen the Board's ability to make decisions grounded in real-world needs.

Sincerely,
Paiwei Wei,
Manhattan Beach, CA
25 year resident and frequent Metro user.

Paiwei Wei
[redacted]

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) YES to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:24:53 PM

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Hi, I write in support of the motions to create one or MORE rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

We need bus rider representation, as well as active transportation users: cyclists and pedestrians.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Bryan

From: Levon Tchayelian
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:44:01 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

-Levon T. Sent from my iPhone

From: Robyn Gerry-Rose
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:18:42 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Also, it just makes sense.

Thank you so much!

Robyn Gerry-Rose

From: shad bello
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 3:16:07 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Sent from my iPhone

From: Lauren Magness
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 2:46:48 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 2:07:49 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Robbie Hughes

[redacted]

Sent from my iPhone

From: Calvin Dolloso
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:57:09 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:49:26 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

--
Melissa Montecuollo

Sent from my iPhone

From: Ronald Beentjes
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:46:30 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Ronald Beentjes
3311 Rowena Ave 90027

Sent from my iPhone

From: Devon Hollowood
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:43:39 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Best,
Devon

From: Devon Hollowood
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:43:39 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Best,
Devon

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:37:47 PM

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Hello Metro Board,

I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, Move LA, Streets For All, and South Bay Forward.

I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the **seat be given full voting power and resources**. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. This reflects best practices across transit systems nationally and worldwide. The proposals for rider seats fill a gap in our governance.

Thank you!

Brianna Egan
South Bay LA

From: Brandon Taraku
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:19:39 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 1:15:13 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Jan Yonan
[redacted]

From: Courtney Watkins
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 12:55:50 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Thank you,
Courtney Watkins
Founder & CEO



[redacted]

From: Paul McKinney
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 12:43:53 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Laura Fonseca
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:52:30 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good morning,

I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Laura Fonseca

From: Marco Gomez
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:20:57 AM

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Thank you so much!
- Marco Gomez

From: Veronica Pastore
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:06:55 AM

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Thank you so much!

Veronica Pastore

Venice, Los Angeles

From: Brendan Quinn
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 11:04:08 AM

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Thank you so much!

Brendan Quinn
[redacted]

Sent from my iPhone

From: Vanessa Valencia
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:55:26 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:49:56 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Jasmine A. Williams, AICP
LEED Green Associate

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:48:18 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Sent from my iPhone

From: Craig Lyn
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:43:37 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Craig

From: Carla Fuentes
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:37:12 AM

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Hi,

My name is Carla Fuentes, I'm a lifelong Angeleno, Metro Rider, and LA Forward board member. I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

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Thank you so much!

Best,

Carla Fuentes

From: Derek Isele
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 10:25:42 AM

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Thank you so much!

From: KC
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:38:55 AM

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From: Joseph Kulman
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:37:59 AM

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Thank you so much!

--
Joseph Kulman
[redacted]

From: Traz Co
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:35:48 AM

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Thank you so much!

From: Michael Grepp
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 9:09:51 AM

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Thank you so much!

Sent From Something

From: A Cornell
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 8:32:35 AM

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Thank you so much!
Annalisa Cornell

From: Stephen Post
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 7:44:42 AM

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Thank you so much!

Sent from my iPhone

From: Karmen Huerta
To: Board Clerk
Cc: [redacted]
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 12:02:00 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Sent from my iPhone

From: Elias Bermeo
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 11:23:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Elias Platte-Bermeo

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 10:48:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Jan Yonan


From: Jesse Flores
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 10:30:39 PM

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Best,
Jesse Flores

From: Eli Lipmen
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 9:32:05 PM

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As the Executive Director of Move LA, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, and ACT-LA. I appreciate the motions by Board Members Bass, Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, and Najarian in their efforts to create a path to rider representation.

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Thank you so much!

Eli

Sent from my iPhone

From: Melina Michelen
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 9:28:37 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you so much!

Melina Michelen

From: Stephanie Horwitz
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 9:16:21 PM

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Thank you so much!

Stephanie Horwitz
[redacted]

From: Stevie Larsen
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:37:28 PM

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Hi,

I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

All of my students at Exceptional Minds are on the spectrum and many of them are unable to drive. The bus routes have failed them time and time again. The few times I've needed to take the bus to work the bus was always 30 minutes late. We need representation on the board of people who actually rely on public transportation.

Thank you so much!

Sincerely,
Stevie Larsen

From: Adit Sahasrabudhe
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:23:20 PM

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Thank you so much!

Adit

From: Ujjaini Sahasrabudhe
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:22:50 PM

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Thank you so much!

Ujjaini Sahasrabudhe

From: Will Finch
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:13:40 PM

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Thank you so much!

Sent from my iPhone

From: Melissa Manousos
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 8:06:12 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Melissa Manousos,
Los Angeles resident
City Council District 14
County District 1

From: Elizabeth Green
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 7:34:21 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Ann Owens
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 6:22:11 PM

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As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

I ride Metro everyday from my home in DTLA to my job as a professor at UCLA and to see friends, go to the gym, run errands, and explore the city. We need someone on the board who actually has regular experience across transit modalities.

Thank you so much!

From: Mika Smith
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 5:53:33 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!
Mika

Sent from my iPhone

From: Kriseira Lamas-Krauletz
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 5:33:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Kriseira Lamas-Krauletz, MPH
She/They

From: Ava & Andrew Marinelli Evans
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 5:02:41 PM

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Thank you so much!
Ava Marinelli
[redacted]

From: Brandon Ryan Crawford
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:58:57 PM

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Thank you so much!

Brandon Crawford (he/him)

From: Genevieve Bruno
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:57:20 PM

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Thank you so much!

Sent from my iPhone

From: DAVID TRIGUEROS
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:55:48 PM

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Hello, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

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Thank you so much!

From: ryan chang
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:53:11 PM

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Thank you so much!

Ryan Chang
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:50:57 PM

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Thank you so much!

Kenneth Johnson
[redacted]

From: Christopher Truman
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:44:07 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Christopher Lee Truman
[redacted]

From: Kim Silverstein
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:20:29 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Kim Silverstein - she/her
[redacted]

RRCA
CERTIFIED
COACH

From: Jocelyn Hernandez
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 4:12:23 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you,
Jocelyn Hernandez

Sent from my iPhone

From: CHARLES LUSHER
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:58:33 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

Charles Lusher
[redacted]

From: Kylie Sparks
To: Karen.Bass@lacity.org
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:57:16 PM

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Hi, as a frequent metro rider, I am writing today in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate, and this should be the bare minimum for this seat.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you,

Kylie Sparks

From: Sheana Ahlqvist
To: Forward South Bay
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:56:35 PM

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Thank you so much!

From: Sam Potts
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:53:14 PM

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The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!
Sam Potts
[redacted]

From: Claire Truman
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:46:23 PM

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Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Stephano Medina
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:37:45 PM

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Thank you so much!

Stephano Medina (he/him/his)
Eviction Defense Resources
[redacted]

From: Jason Enright
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:16:51 PM

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Thank you so much!

Jason Enright
Metro Rider
[redacted]

From: Evan Edmiston
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:11:59 PM

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Thank you so much!

Evan Edmiston
[redacted]

From: Jennifer Pike
To: karen.bass@lacity.org
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:06:01 PM

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Thank you so much!
Jennifer Payton
[redacted]

Sent from my iPhone

From: Sea Sloat
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 2:18:13 PM

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Thank you so much!

Sea Sloat
Los Feliz Resident
[redacted]

From: Marco Santana
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Wednesday, July 22, 2026 4:35:27 PM

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Good afternoon,

My name is Marco Santana, solely for identification purposes I am a Metro CAC (Community Advisory Council) member, and I am writing in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

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Thank you so much!

Marco Santana (he/him)
[redacted]

From: Tyler Huang
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats& T ransit Expertise on the Metro Board!
Date: Wednesday, July 22, 2026 9:59:53 AM

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Hi, I write in support of the motions to **create one or more rider advocate seats on the Metro Board**, alongside organizations like LA Forward Institute, ACT-LA, and Move LA.

I also support the Metro Board to:

• **Institute a requirement of professional qualifications, experience, and/or academic expertise** in transportation or urban planning for a number of board members (at least 1).
• **Devote at least one seat for a democratically elected board member** that is directly accountable to transit voters and has voting power in the board.

I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!

From: Ussiel Burgara
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 2:54:11 PM

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LA Metro Board Clerk,

Riders belong on the Metro Board. South Bay Forward joins LA Forward Institute, ACT-LA, and Move LA in supporting the motions that would create one or more rider advocate seats, and I'm grateful to Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass for opening that path.

One request as this moves forward: whatever seat emerges needs full voting power and real resources behind it. Hahn's motion gets this right by specifying technical and staffing support. Without that backing, a rider representative arrives at the table unprepared to participate meaningfully. A seat without capacity is not a voice.

No one understands the daily realities of our system better than the people who depend on it. Some Board members ride occasionally; that's not the same as riding every day, and it's certainly not the same as having no alternative. Regular riders, especially transit-dependent ones, hold knowledge this Board currently has no direct channel to. These motions close that gap.

Thank you for your consideration.

Ussiel Burgara
[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 1:22:56 PM

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Hello there. Car free Metro rider and aerospace engineer from Marina Del Rey.

I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

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Best,
Colin Warn
[redacted]

From: Zaid Ibrahim
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 8:16:33 AM

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LA Metro Board Clerk,

Hello,

I am writing in support of the metro board creating one or more rider advocate seats, with all of the staffing, accountability, and powers that come with such a seat.

As a transit rider and taxpayer, I was very dissapointed in the boards choice to throw out metro staff and the overwhelming majority of la county's opinion on the k line south route to select the Hawthorne blvd alignment; a route that is not funded or has any real path to funding or completion based on its ridership estimates and permitting issues. The metro board is not working in the interests of the people who put money and trust into this system that makes traversing Los Angeles possible/tolerable in a time when traffic is only getting worse. The fact that many metro board members from their own admission do not depend on metro to get to work is part of the problem.

The LA metro system can be an amazing resource for those who live and work here, but for too long it's been hampered by small pockets of homeowners who insist on endless debate and placating rather than actual progress. We need to move beyond this paralysis and start putting money into solutions over policies and bickering. Start building trains.

Thank you for your consideration.

Zaid Ibrahim
[redacted]

From: Kurt Canfield
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 11:03:43 PM

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Thank you for your consideration.

Kurt Canfield
[redacted]

From: Sheana Ahlqvist
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 10:13:06 PM

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Thank you for your consideration.

Sheana Ahlqvist
[redacted]

From: Philip Burns
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 9:23:39 PM

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Thank you for your consideration.

Philip Burns
[redacted]

From: Richard Janecki
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 9:16:18 PM

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Thank you for your consideration.

Richard Janecki
[redacted]

From: Ann Dorsey
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Tuesday, July 21, 2026 8:49:12 PM

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Thank you for your consideration.

Ann Dorsey
[redacted]

From: Carey Bennett
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider Advocate Seats
Date: Wednesday, July 22, 2026 2:56:47 PM

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Thank you for your consideration.

Carey Bennett
[redacted]

From: Alison Regan
To: Board Clerk
Subject: (EXTERNAL) Yes to Rider/Advocate Seats!
Date: Wednesday, July 22, 2026 9:47:00 AM

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Good morning,

I write in support of the motion to have a rider advocate on Metro's board. It's critical to have a voice on the board who regularly uses transit and understands riders' needs.

Also, please ensure the seat has full voting power and staffing support to ensure meaningful participation.

Thanks very much,
Alison Regan
Palms neighborhood

F om Sam Cavalcanti
To Boa d Dic k
Subject (EXTERNA) Yes to Ride Advocate Sea st
Date Wednesday July 22 2026 9 37 06 AM

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Thank you so much!

Sam Cavalcanti
They/Them
Multi-hyphenate artist
[redacted]

Land Acknow edgment
I acknowledge the Gabr el no Tongva peop es as the rad t onal land caretakers of Tovaangar (Los Angeles bas n So Channel Is ands) I acknowledge my presence on he trad t onal ancestral and unceded terr tory of the Gabr el no Tongva peop es and pay my respec s to he r ances ors elders and e at one past present and emerg ng

Los Angeles/Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

July 22, 2026

Chief Executive Officer, Stephanie Wiggins,
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Los Angeles County Metropolitan Transportation Authority Motion to add new Board Seat for Labor

Dear Metro Board of Directors,

The LA/OC Building & Construction Trades Council along with The Los Angeles County Federation of Labor are writing to express our strong support for the motion to create three additional voting seats on the Metro Board of Directors, including one specifically for a labor representative. As you know, at tomorrow's Metro Board Meeting, the Metro Board of Directors will be voting on a proposal which would add 3 members to the staff recommendation for the Board: a rider appointed by the county supervisors residing in an unincorporated area, the County Executive, and a labor representative. This proposal gives the working people of this community a meaningful seat at the table of one of our most important public agencies.

The Los Angeles County Metropolitan Transportation Authority consists of several Board Members, who set policy, coordinate, plan, fund, build, and operate transit services and transportation programs throughout Los Angeles County. Labor has always been at the heart of these programs and has been the staunchest of partners with Metro from program inception to system operations. Metro's Project Labor Agreement and Construction Careers Policy make union labor an essential part of Metro's construction program, and we have already played an important part in many of the biggest wins for Metro over the last decade and more. With 28 major infrastructure projects slated for delivery by 2028 and the 2028 Olympics driving major transit investments, labor is the engine behind Metro's slate of projects. The rationale is clear: Labor is the foundation that has already built Metro projects. Labor should have a vote on what gets built.

The timing of this proposal also makes sense. Former Metro Board Chair Dutra formed an Ad Hoc Board Composition Committee to review the board's structure, meaning this push for a full voting labor seat is landing at a moment when board composition is already actively under review. As a member of the ad-hoc committee, Executive Secretary Ernesto Medrano has worked with his colleagues to make this idea a reality. The Metro Board seat proposals for small cities and transit rider advocates are also being voted on in this same meeting, a clear sign that the Board is already actively considering adding voices beyond the current elected-official structure. But even within the elected official structure, the County Executive will be elected by all of Los Angeles County and be responsible for representing the entire region. Without the County Executive being seated on the Board, there will be significant portions of unincorporated LA County without representation. Item 57 ensures that the entirety of our county is receiving the representation it deserves.

The LA/OC Building & Construction Trades Council sees firsthand how the hard work of our members continues to build the essential infrastructure that keeps California safe, connected, and moving forward. We strongly support making a member of our labor family a full voting member on the LA Metro Board, and we respectfully urge your support for this proposal.

Respectfully,

Ernesto Medrano
Executive Secretary
EM: ag/OPEIU#537/afl-cio

Yvonne Wheeler
President, L.A. County Federation of Labor

From: Wakita Ken
To: Board Clerk; mayor@longbeach.gov; Supervisor Janice Hahn (Fourth District)
Subject: (EXTERNAL) 2026-07-23 Metro Board meeting positions
Date: Wednesday, July 22, 2026 12:16:24 AM

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Agenda items #5, 55, 56, 57 (Metro Board composititon reform)

SUPPORT

Reform of the Metro Board is long overdue and highly support a board member must be a rider. However, I am a bit wary that "regular transit rider" is too broad as I don't want fare evaders and people who blast loud music be represented on the board just because they fit the "rider" description either. I would like the "rider" to be a representative who has a background in finance, law, construction, engineering, procurement, security, mass transit management, real estate development experience, etc. much as how mass transit riders of such backgrounds are the ones who are on the board in places like New York, London, Paris, Tokyo, Seoul, Taipei, Hong Kong and Singapore.

Agenda items #47 (Award BEB contract to El Dorado National)

SUPPORT

I understand Supervisor Hahn held some reservations in the Operations, Safety, and Customer Service Meeting last week as it's not union made. But I would like to remind that El Dorado National is a California based company which is based in Riverside, and that our precious taxpayer dollars should be used to help California based businesses and retain our taxpayer dollars right here in SoCal as well as going for who is able to provide the best price and top points as top priority rather than whether it's unionized or not. And, we should be supportive of this Riverside based company to help build their experience and technical know-how so that we can move away from the New Flyer and Gillig duopoly system. What better way to do that by investing our taxpayer dollars into a company based right here in CA and in Riverside? And if something needs fixing, it's much more quicker to call up a company and bring in technicians from Riverside than where ultimately the money goes to a company based in Winnipeg, Canada.

Support awarding the BEB contract to El Dorado National.

Agenda items #13 (Open Streets Program)

NEEDS MORE CONSIDERATION

I am formally OPPOSED to Metro forever funding the open streets and CicLAvia events as if it

is welfare benefit for City of LA and shady non-profit organizations who are more interested in keeping Metro forever funding these types of events rather than the original intent of these events which was to permanently designate certain areas of City of LA to be car-free zones and be permanently open streets for pedestrians and cyclists. Rather it seems they would prefer to help keep the existence of these 501(c)(3) organizations funded and not have City of LA do it's job of creating car free zones in past places where CicLAvia has taken place, such as along Hollywood Blvd, Sunset Blvd, Melrose Ave, Koreatown, Silverlake/Echo Park, Highland Park, etc. all of which are within City of LA boundaries.

Item #13 seems to reduce the funding to this program which I would support, but long term this program should not be made permanent and MOVE to defund this program so that precious funding should be retained for Metro services (more faregates, TAP to Exit, better maintenance of stations and buses, etc.) and redirect the responsibility to the City of LA and LADOT to move past these events from pilot festivity stage to a permanent car-free section for their own city.

Regards,

Ken Wakita
Metro rider

[please redact my name and email address when publicly published]

From: L Reidel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:48:26 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Laurel Reidel
[redacted]

From: Max Schank
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:36:59 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Max Schank
[redacted]

From: Jessica Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:33:06 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jessica Rodriguez

From: Anakaren Andrade
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:18:39 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anakaren
[redacted]

--
Anakaren Andrade

From: Aviv Schifrin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 3:04:35 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Aviv Schifrin
[redacted]

From: Paula Cizek
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:59 PM

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Dear Metro Board,

As a car-free Angeleno (well, Santa Monican) and therefore regular user of the Metro, I wanted to make my position clear on tomorrow's Items:

- Item #5: At the very least, the Board should ensure that the future County Executive has a dedicated voting seat. In addition:
  - Metro should require professional qualifications for all appointed board members (c'mon this feels basic)
  - Create minimum participation requirements for members with consequences for non-compliance (do the job)
  - Adjust recusal rules to allow for a majority of the non-recused to pass a vote.
- Item #55: doesn't guarantee a seat for the County CEO when it should.
- Item #56: adding another small city seat risks division; we need a regional approach.
- Item #57: It's fine to add the County CEO as a dedicated seat, but I do NOT support changing the City of LA threshold.

Thank you,
Paula Cizek


From: Abbey Campbell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:49:55 PM

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Dear Metro Board,

Unfortunately, I have to work and cannot attend or call into Thursday's meeting. However, as a Los Angeles resident and occasional metro rider, I have to weigh in on some important issues that are up for discussion. One of my deepest desires as an Aneleno is to have public transit be a more viable, reliable option for me and my neighbors.

Regarding **Item #5,** the staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members (as is standard in most major cities internationally), create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

For **Item #55**, if it does not guarantee a seat for the County CEO; that should be amended.

On **Item #56**, I do not support adding another small city seat.

On **Item #57**, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Personally I would also really like to see a minimum ridership requirement for anyone serving on the metro board. If the board makes decisions regarding this public service, then they should use it!

Thank you,
Abbey Campbell
[redacted]

From: Nate Grossman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:38:04 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nathaniel Grossman


From: Gregory Dillon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:35:14 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Greg Dillon
[redacted]

From: John Trang
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:31:27 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
John Trang
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:11:00 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Olivia Salaben
[redacted]

From: Andrew Solomon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:54 PM

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Dear Metro Board,

I am writing in my personal capacity regarding Items 5, 55, 56, and 57.

Item 5 — DO NOT SUPPORT, MAJOR AMENDMENTS NEEDED
I appreciate staff's work, but I believe the recommendation reflects the minimum amount of reform rather than the level of reform Metro deserves. At a minimum, the future County Executive should have a dedicated voting seat on the Board. Additionally, Metro should require professional qualifications for appointed Board members, establish minimum participation requirements with meaningful consequences for chronic non-participation, and revise its recusal rules so that motions require a majority of the non-recused members to pass.

Item 55 — DO NOT SUPPORT
I cannot support this motion because it does not guarantee the future County Executive a dedicated voting seat on the Metro Board. As Los Angeles County's governance evolves under Measure G, Metro's governance should evolve alongside it. The County Executive will provide continuity, administrative expertise, and a countywide perspective that no other position can offer.

Item 56 — DO NOT SUPPORT
Adding another small-city seat moves Metro in the wrong direction. The Board should be structured to encourage regional thinking, not further incentivize parochial decision-making. Metro exists to operate an integrated transportation network that serves the entire county, and its governance should reflect that mission.

Item 57 — SUPPORT ONLY IF AMENDED
I support adding the County Executive as a dedicated voting member of the Metro Board. However, I do not support raising the population threshold for the City of Los Angeles, which would effectively reduce the City's representation. The County Executive seat should be added without eliminating an existing Los Angeles seat.

Metro has grown into one of the largest and most consequential transit agencies in the United States. Its governance should reflect that reality by prioritizing expertise, accountability, participation, and regional decision-making over jurisdictional politics.

Thank you for your consideration.

Andrew Solomon
[redacted]

From: Robbie
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:59:22 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[Robbie Hughes]
[redacted]

Sent from my iPhone

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:10:16 PM

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Dear Metro Board,

I'm a regular Metro and Metrolink rider and serve on the Northridge South Neighborhood Council, where first/last mile transit access is one of my main issues. I've read the staff report and the motions. Here's where I stand.

Item 5 — Alternative A: Not Enough

Alternative A lets appointing authorities seat riders or subject matter experts, but doesn't require it. Metro's own outreach — 1,300+ engagement touchpoints, 900 survey responses — found that rider representation was the single most consistent ask from the public. Responding to that with a "you can if you want to" isn't reform.

Beyond the rider seat, I want the Board to go further on three things:

Professional qualifications. There are zero qualification requirements to govern a $9 billion agency. That should change. Transportation planning, engineering, public health, finance — something.

Participation requirements with real consequences. Members routinely walk in and out of meetings because Metro is a secondary responsibility. Cap absences, require regular system ridership, and actually enforce it.

Fix the recusal rules. Right now a recusal is effectively a no vote — motions still need a majority of the full 13-member board. If two members recuse, you still need 7 out of 11. The threshold should adjust to non-recused members only. Recusal should remove someone from the vote, not let them quietly block it.

Item 55 — Bass, Najarian, Barger, Dupont-Walker: Support with one caveat

This is the right motion. It guarantees a dedicated voting rider seat, gives the County CEO a clear path to the board under Measure G, and requires one of the Mayor's public appointees to be a transit advocate. The MBTA and WMATA have both made this commitment in statute — Metro should too.

My one caveat: the CEO seat should be guaranteed, not left to the Board of Supervisors' discretion. Giving the same body that controls the County delegation the option to include the CEO isn't the same as guaranteeing it.

Item 56 — Hahn, Richardson, Sandoval: Cannot support

I get the concern — smaller cities do face real disadvantages in the City Selection Committee's population-weighted process. But adding a dedicated small city seat makes the parochialism problem worse, not better. The board already struggles with members prioritizing their own districts over the regional system. One more seat built around a single jurisdiction's interests isn't the fix. If smaller cities need more voice, that conversation belongs in the City Selection Committee and League of Cities processes, not in board composition.

Item 57 — Fasana Proposal: Partial support

I support a dedicated County CEO seat. The CEO will be the only elected official with a countywide mandate, and their responsibilities will overlap directly with Metro's work. Leaving that seat optional for the Board of Supervisors doesn't cut it.

I don't support changing the City of LA threshold from 35% to 43.75%. Per the 2020 Census, LA City's share of the combined city population is about 43.4% — just below the proposed cutoff — so this change would immediately strip a seat from the City's contingency. And the staff report notes this share has straddled the 43.75% midpoint at every census since 1960, so the seat would likely keep flipping back and forth. Meanwhile, 74% of Metro ridership originates in the City, 64.8% of bus revenue-miles run through it, and it holds 56% of the County's zero-vehicle households. Cutting City representation based on a population technicality when the City generates most of the system's actual usage doesn't make sense.

Thanks for the opportunity to comment.

Matt Zebro
[redacted]

From: John Lin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:59:54 PM

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Thank you,
John Lin


From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:41:01 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kemal Pulungan
Los Angeles

From: Ana Cobarrubias
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:36:20 PM

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Thank you,
Ana Cobarrubias
[redacted]

From: Ernest Dominguez II
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:58 PM

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Thank you,
Ernesto D
[redacted]

Ernesto

Sent from my iPhone

From: Anycca Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:17:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Anycca Cortez
[redacted]

Sent from my iPhone<3

From: branko burcksen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:15:53 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Branko Burcksen


From: Lydia Costantian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 12:06:05 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Lydia Costantian
[redacted]

From: Yuhki Fukusumi
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:59:27 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yuhki Fukusumi
[redacted]

From: Christian Campos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:41:28 AM

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Dear Metro Board, On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote. On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism. On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. Thank you, Christian Campos, Sylmar, CA 91342

From: Kathryn Melendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 11:10:30 AM

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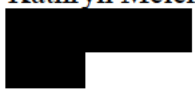
Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kathryn Melendez


From: Roseanne Costantino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:54:27 AM

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Dear Metro Board,

I am a metro rider and an involved and enthusiastic Angeleno. I am concerned that the Board is out of step with the people of this city and the future we need to work toward. On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Roseanne Costantino
[redacted]

From: Natalie Vital
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:42:05 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Natalie Vital


From: Gabi Perez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:38:29 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gabriela A.Perez
[redacted]

Sent from my iPhone

From: Esmeralda I. Silva
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:35:30 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone,
Esmeralda I. Silva

From: Bryan M
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:30:48 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat.

Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Bryan Matsumoto
[redacted]

From: Celia A Andrino
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:06:43 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Celia Andrino


From: SERAFIN AVALOS
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 10:04:48 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
[redacted]

Sent from my iPhone

From: Patrick Folsom
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:40:46 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.
On Item #55, it does not guarantee a seat for the County CEO; it should. On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.
On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Patrick Folsom
[redacted]
Yahoo Mail: Search, Organize, Conquer

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:19:54 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ayla Stern
[redacted]

Ayla

From: m.c. guerry
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 9:05:37 AM

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Dear Metro Board,

I am writing to oppose items 5, 55, 56, 57.

For Item 5, the recommendation by staff is the least amount of reform possible. The Board needs to make sure the future County Executive has a dedicated voting seat. In addition, Metro should require professional qualifications for all appointed board members. They also need to create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item 55 does not guarantee a seat for the County CEO. Anything that does not require a seat for the County CEO should be a non-starter.

On Item 56, the Board does not need another small city seat. We need regional planning, not more small city parochialism.

On Item 57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
MC Guerry
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:51:09 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yesenia Nava
[redacted]

From: Nick Gallo
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:36:59 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Gallo
Los Angeles, CA 90046

Best,
Nick Gallo
[redacted]

From: Nick Richert
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:33:19 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Richert
[redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 8:28:25 AM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you.

From: Rob Nickell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:51:47 AM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Robert Nickell
[redacted]

From: Sam Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:44:47 AM

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On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Sam Shapiro-Kline
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 7:43:25 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello Metro Board,

Having gone from exclusively driving in LA to get around to being car free and taking metro and the bus for the last five years, I feel I should have some say and have some stake in getting Metro leadership that are actual subject matter experts (and Metro users) on the system.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thanks,
Angelo Mike


From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 1:23:04 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Rachel Moeckel


From: Andrew H
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 10:43:18 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Andrew Hernandez
[redacted]

From: Jenna Kim
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:20:29 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jenna Kim


From: Tom Fay
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:18:02 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dr Thomas Fay
Los Angeles, 90024

Thomas Fay
Assistant Professor in Theoretical Chemistry
University of California, Los Angeles
[redacted]

From: Jason Fryer
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:32 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jason Fryer


Sent from my iPhone

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 9:14:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

If Metro wants to be the "world class" transit system it always claims it wants to be, and properly serve their everyday riders, then it should be led by those who are actually experts in transit. The reason our system has so many ongoing issues is because of the fact that our board is compromised simply of politicians who do not use the system themselves and only want to serve in the best interests of their own constituents, which does not represent ALL Metro riders in the slightest.

From: Michael Gifford
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:20:40 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Mike Gifford
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 8:15:50 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Yonatan Ahituv


From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:57:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Allen Natian
[redacted]

From: Sun Kin
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:44:50 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kabir Kumar,
Los Feliz, CD4, Los Angeles, CA

From: Cesar Vasquez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:41:26 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cesar Vasquez
[redacted]

From: Tommy Truong
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 7:14:59 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tommy Truong
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:55:28 PM

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Thank you,

Darius Dastur

From: Suzanne S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 6:11:04 PM

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Thank you,
SUZANNE SURTEES
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:34:33 PM

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Thank you,
Dustin Shahan
[redacted]

From: Zozo Chen-Wernik
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 5:11:38 PM

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Thank you,
Zofia Chen-Wernik
[redacted]

From: Kenny Johnson
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:48:01 PM

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Thank you,
Kenneth Johnson
[redacted]

From: AJ
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:44:21 PM

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Thank you,

AJ cho

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:43:28 PM

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Thank you,
Jan Yonan
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:41:19 PM

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Thank you,
Yonah Gereboff
[redacted]

From: Jake Rosen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:37:39 PM

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Thank you,
Jake Rosen
[redacted]

Jake Rosen
[redacted]

From: Grant Blakeman
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:34:29 PM

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On Item #55, it does not guarantee a seat for the County CEO; it should. The system serves the region, not the individual cities within it.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency. While the system serves the region and not the individual cities within it, the city of Los Angeles is the core consumer of Metro and as long as there is direct city representation on the Board, it should have an influence more proportional to its stake in Metro's work.

Thank you,

Grant Blakeman
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:27:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Thank you,
Kandy Valdez
[redacted]

From: Gahl Peled
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:21:38 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gahl Peled
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:15:02 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Ava Marinelli
[redacted]

From: Stu Selonick
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:51:26 PM

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To the Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Also, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stu Selonick
[redacted]

From: Gary Ghoukasian
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:42:21 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Gary Ghoukasian
[redacted]

From: Philip Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:35:46 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Philip Taylor
Pasadena
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:25:03 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Nick Cron-DeVico
[redacted]

From: Cameron Cerny
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:20:58 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Cameron Cerny
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:09:30 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I use the metro everyday to get to work and these changes will help make my life much better

Thank you,
Nathan Schilling
[redacted]

From: Brent Daugherty
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:01:53 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Brent Daugherty
[redacted]

From: Steven J. Stanton
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 3:00:32 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Steven Stanton
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:59:43 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Wyatt Zadoorian
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:34:00 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Tyler Koke
[redacted]

From: Danny Pravder
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:27:14 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Danny Pravder
[redacted]

From: Jehan Anketell
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:19:03 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jehan Anketell


From: Stephen S
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:06:09 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Stephen Son
[redacted]

From: Daniel Moon
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:31 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Daniel Moon
Los Angeles
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:55:10 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Violet Carne
[redacted]

From: Auguste Miller
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:49:53 PM

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Dear Metro Board,

- On Item #5, staff's recommendation is suggesting the least amount of reform possible. Again? Why?
At a minimum, the Board should ensure the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

- On Item #55, it does not guarantee a seat for the County CEO; it should.

- On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

- On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Let's accelerate progress and transit with the proper thoughtful and ambitious changes much needed already.

Thank you,
Auguste Miller
[redacted]

From: Timothy Shen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:43:20 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Timothy Shen
[redacted])

From: Caro Vilain
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:37:38 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,

Caro Vilain
[redacted]

From: Benjamin Phillips
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:34:06 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Benjamin Phillips
[redacted]

From: Thanos T
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:26:45 PM

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Dear Metro Board,

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Thanos Trezos
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:06:49 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Michael
Sunland, [redacted]

Sent from my iPhone

From: Edna Cedillos
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Edna Lewis

From: Carey J Bennett
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:04:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Carey Bennett
[redacted]

Sent from Proton Mail for Android.

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:03:44 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jamie Chen


From: Derrick Riley
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 1:00:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Derrick Riley
[redacted]

From: JJ Jung
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:59:27 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Kyeong Hoon Jung
[redacted]

From: Julio Rodriguez
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:52:50 PM

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Dear Metro Board,

My name is Julio Rodriguez and I live in the city of LA at [redacted].

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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Thank you,
Julio Rodriguez
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:49:48 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Dominic Bendinelli
LA Metro Commuter
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:40:59 PM

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Thank you,
Chasen Daniels


From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:39:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Amin El Gamal
[redacted]

From: Tyler Taylor
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:38:57 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

As a regular Metro rider, and someone who would love to have cleaner air and less traffic on our streets, it's important to me that the Metro Board is actively making good transportation decisions for LA County.

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

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Thank you,
Tyler Taylor
[redacted]

From: Amanda McDaniel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:28 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Amanda McDaniel
[redacted]

From: Jem Isreallycool
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:36:21 PM

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Thank you,
Jem Unger Hicks


From: Denton Cohen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:35:28 PM

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Thank you,
Denton Cohen
[redacted]

From: Anna-Jane Tabler
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:34:47 PM

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Thank you,
AJT
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:23 PM

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Thank you,
Caleb Schimke
[redacted]

From: Marcos Rodriguez Maciel
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:33:02 PM

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Thank you,
Marcos Rodriguez Maciel
[redacted]

From: Collin Surbeck
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:32:22 PM

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Thank you,
Collin Surbeck
[redacted]

From: Garrick Jensen
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:34 PM

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Thank you,
Garrick Jensen
[redacted]

From: Abigail Vargas
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:27:19 PM

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Thank you,
Avigail Vargas
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:26:49 PM

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Thank you,
Brett Keating


From: Isaiah Loya
To: Board Clerk
Subject: (EXTERNAL) AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:50:35 PM

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On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Isaiah Simpson-Loya
[redacted]

From: Geoffrey Fudenberg
To: Board Clerk
Subject: (EXTERNAL) feedback on items 5, 55, 56, 57, 27, 13,
Date: Wednesday, July 22, 2026 12:01:19 PM

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Dear Metro board,

I ride metro for roughly two commutes per week. If train frequency was higher and delays were less frequent (e.g. due to lack of signal pre-emption), I would hope to ride it more frequently. If metro board members experienced this every week, I would imagine these issues would have a higher chance of being resolved.

Given this, on Item #5 I believe Metro should: (i) require professional qualifications for all appointed board members, (ii) create minimum participation requirements **(e.g. taking transit every week to work)** for members with consequences for non-compliance, and (iii) adjust recusal rules to allow for a majority of the non-recused to pass a vote.

Item #55 does not guarantee a seat for the County CEO; it should.

Item #56 does not clearly benefit the interests of the majority of riders.

For Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

For item #27 I urge you to vote NO for diverting $35.5 million in Transportation Development Act (TDA) funding from transit to road projects while Metrolink is facing major service cuts.

Finally for item #13, the Board should direct staff to find an alternative funding source to preserve open streets funding at current levels, and make it permanent, and make sure staff follow Board directions and not the other way around.

Thank you,
Geoff Fudenberg
[redacted]

From: Eric Cheng
To: Board Clerk
Subject: (EXTERNAL) FOR ITEM 5 Fasana-Horvath Metro Governance Reform Motion.
Date: Tuesday, July 21, 2026 9:24:16 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello! I am FOR ITEM 5 to support the Fasana-Horvath Metro Governance Reform Motion. I believe that it is important to have a broad set of representation of people who utilize the Metro and our leaders in order to develop a transit system that best serves Angelinos. Thank you!

Best,
Eric Cheng

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) IBEW 11 member AGAINST Items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 4:13:15 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

I am personally not a fan of how politician heavy our Metro board of directors is set up to be, especially as some members are city council members or mayors that represent my district but that I don't actually have a voice as they are not from my city and thus are not truly accountable to me or voters in my city. I think ensuring that the future County CEO is a full member of the board is a step in the right direction. Some politicians should be on the board, and the CEO will be accountable to everyone. Additionally, I strongly support requiring any appointees to have relevant experience. This is how many transit agencies across the country pick their appointees.

Thank you,
Christian Wollenberg
[redacted]

From: Neil Yazma
To: Board Clerk
Subject: (EXTERNAL) LA Resident AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 4:51:43 PM

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Dear Metro Board,

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On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Neil Yazma
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) LOS ANGELES COUNTY RESIDENT AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 2:05:50 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.
Very Respectfully,

Tom Rodriguez
[redacted]

Sent from my iPhone

From: Adriana Bravo
To: Board Clerk
Subject: (EXTERNAL) Public Comment – Items 5, 55, and 56 – FOR
Date: Tuesday, July 21, 2026 4:37:10 PM

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Hi Metro Board,

I am writing in support of Items 5, 55, and 56.

Metro should benefit from perspectives beyond elected officials alone. I support expanding eligibility to include transit riders, advocates, and subject matter experts who can bring valuable firsthand and professional experience to the Board.

At the same time, simply allowing a rider to be appointed is not enough. Riders should have a guaranteed voting seat, which is why I strongly support Item 56.

There is an important difference between someone who uses Metro occasionally and someone who depends on it as their primary transportation. When a bus does not arrive or a train is significantly delayed, some riders may be able to call an Uber or drive instead. Others may be late to work, lose wages, miss school, miss appointments, or be left without another option. Those experiences should be directly represented in the decisions that shape the system.

I also believe one rider seat should be understood as a starting point, not the full extent of rider representation. Metro serves an extremely large and diverse county, and one person cannot fully represent workers, students, seniors, disabled riders, parents, immigrants, and communities with very different levels of service.

As Metro develops the selection process, it should prioritize people who regularly depend on Metro and who understand the consequences when the system fails. That lived experience is a form of expertise and should be treated as such.

I ride Metro every day, and I am committed to helping make it better because people like my parents and me deserved better when we had to rely on it. Current and future riders deserve better as well.

I respectfully urge the Board to vote FOR Items 5, 55, and 56.

Thank you for your time and consideration.

In solidarity,

Adriana Bravo

UCLA Alumni

[redacted]

From: Nick Andert
To: Board Clerk
Subject: (EXTERNAL) Public comment for Full Board Meeting items 5, 55, 56, 57
Date: Wednesday, July 22, 2026 2:54:09 PM

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Hi,
This month the board has the opportunity to address critical deficiencies in its board makeup by de-politicizing and professionalizing the Metro Board.

While I am pleased to see the attachment to item 5 *recommend* that all appointing bodies appoint subject matter experts with rider experience, and asks them to pledge to take metro multiple times a month, **these should all be explicit *requirements*.** I have no faith that any flexibility will be used in practice *without* making it a specific requirement. A simple language alteration, requiring subject matter expertise and requiring regular ridership, would turn this from an empty motion into a spectacular one, and would eliminate the need for advocacy groups to fight this on the state level, which is coming absent this change.

Second, I am in staunch opposition to the small cities seat in item 56 and the adjustment of LA population threshold in 57. Each would even further dilute YIMBY majorities with NIMBY representation, and would be disastrous for the board.

A labor representative is also not ideal, as labor is likely to prioritize building highways, when our environmental goals should lead to a cessation of further highway construction/widening.

Ultimately, subject matter expertise should be the guiding light on who belongs on the board, and regular ridership should be required of *all* members. There is risk of a dedicated rider representative removing the perceived obligation of other board members to keep rider experience and concern in mind, and this is mitigated by enforcing regular ridership for all members.

Finally, while board reform is being contemplated, a bureaucratic flaw in board rules must be altered - when a board member recuses from a vote for any reason, the threshold to clear a majority should thusly be lowered - else, all recusals effectively become 'no' votes, eliminating the point of half of all recusals in the first place. This is completely nonsensical and opens the door to corruption.

Thank you,
Nick Andert
Resident, CD5

From: Jonah
To: Board Clerk
Subject: (EXTERNAL) Strongly AGAINST Items 5, 55, 56, 57
Date: Tuesday, July 21, 2026 12:47:42 PM

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Dear Metro Board,

On Item #5, staff's recommendation is suggesting the least amount of reform possible. At a minimum, the Board should ensure that the future County Executive has a dedicated voting seat. Furthermore, I want Metro to require professional qualifications for all appointed board members, create minimum participation requirements for members with consequences for non-compliance, and adjust recusal rules to allow for a majority of the non-recused to pass a vote.

On Item #55, it does not guarantee a seat for the County CEO; but it should.

On Item #56, adding another small city seat risks further parochial decision making; we need more regional thinking, not tribalism.

On Item #57, I support adding the County CEO as a dedicated seat, but I do not support changing the City of LA threshold, effectively removing a board seat from the City of LA contingency.

Thank you,
Jonah Linder
[redacted]

From: Rachel Emmers
To: Board Clerk
Subject: (EXTERNAL) Support for the Fasana-Horvath motion
Date: Wednesday, July 22, 2026 10:53:50 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello!
My name is Rachel and I'm writing to show support for the Fasana-Horvath motion on metro governance. Metro should reflect the people who ride it (me!) and work on it. This motion makes sure there's a seat for a transit rider, keeps a seat for labor, and includes the future County Executive so communities across Los Angeles continue to have a voice. I am concerned that the other proposals eliminate this representation. After voters showed their support for the Executive through measure G that seems unacceptable.
Please support the Fasana-Horvath motion to make sure Metro's Board reflects the riders, workers, and communities it serves.

Thank you,
Rachel Pepin
Sent from my iPhone

From: Jennifer Pike
To: karen.bass@lacity.org
Subject: (EXTERNAL) Yes to Rider Advocate Seats!
Date: Tuesday, July 21, 2026 3:06:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hi, I write in support of the motions to create one or more rider advocate seats on the Metro Board, alongside organizations like LA Forward Institute, ACT-LA, and Move LA. I appreciate the motions by Board Members Hahn, Barger, Horvath, Richardson, Sandoval, Dupont-Walker, Najarian, and Mayor Bass in their efforts to create a path to rider representation.

As you move a motion forward, please make sure the seat must be given full voting power and resources. Hahn's motion specifies technical and staffing support for the rider seat, which is critical to ensure they are fully prepared and can meaningfully participate.

The Metro Board's decisions must be informed by riders themselves, who can speak most directly to the challenges and needs on our systems. While some Board members ride the system occasionally, we seek representation from truly regular riders, especially those who are transit-dependent. The proposals for rider seats fill a gap in our governance.

Thank you so much!
Jennifer Payton
[redacted]

Sent from my iPhone

MINUTES

Thursday, July 23, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Karen Bass, Chair
Kathryn Barger, 1st Vice Chair
Tim Sandoval, 2nd Vice Chair
James Butts
Jacquelyn Dupont-Walker*
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla**
Rex Richardson
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

Attended the meeting remotely under SB 707 for "traveling for official agency business" pursuant to Gov. Code § 54953. Participation was via both audio and video.

****Attended the meeting remotely under SB 707 for "traveling for city business" pursuant to Gov. Code § 54953. Participation was via both audio and video.***

CALLED TO ORDER: 10:15 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 9, 10, 11, 12, ~~13~~, 16, 17, 18, 19, 24, 25, 26, 27, 28, 30, 31, 32, 33, 36, 37, 38, 39, 40, 41, 42, 43, 46, 48, and 50.

Consent Calendar items were approved by one motion except item 13, which was held by a Director for Discussion and/or separate action.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Voting Deviations:
Item 10 – the following Director voted no on directive A2: LH
Item 17 – the following Director was conflicted: RR
Item 18 – the following Director was conflicted: KRB
Item 24 – the following Director was conflicted: KRB
Item 28 – the following Director was conflicted: KRB
Item 32 – the following Director was conflicted: KY
Item 39 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2026-0547**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held May 28, 2026.

3. SUBJECT: REMARKS BY THE CHAIR **2026-0544**

RECEIVED remarks by the Chair.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
P	P	P	P	P	P	P	P	P	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2026-0545**

CARRIED OVER:

RECEIVE report by the Chief Executive Officer.

****

KB = K. Barger	JH = J. Hahn	AJN = A.J. Najarian	KY = K. Yaroslavsky
KRB = K.R. Bass	LH = L. Horvath	RR = R. Richardson	
JB = J. Butts	HJM = H.J. Mitchell	TS = T. Sandoval	
JDW = J. Dupont Walker	IP = I. Padilla	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

4.1. SUBJECT: FAREWELL TO BOARD MEMBERS **2026-0552**

RECEIVED remarks for outgoing Board Members Ara J. Najarian and Fernando Dutra.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
P	P	P	P	P	P	P	P	P	P	P	P	P

5. SUBJECT: METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE **2026-0550**

~~APPROVE the staff recommendation on Metro's Board Member Composition and Appointment Structure to:~~

~~A. ADOPT "Alternative A (Flexible Appointments)" that would enable each Appointing Authority to have the flexibility to fill their allocated seats (County of Los Angeles - 5 seats, City of Los Angeles - 4 seats, City Selection Committee - 4 seats, Governor - 1 non-voting seat) with either elected officials or qualified public members, including special interest stakeholders, transit system users/riders, or subject matter experts; and~~

~~B. ADOPT the framework for guidelines that could be used by the Appointing Authorities to support their appointment process under "Alternative A" so that All members, regardless of prior ridership experience, build firsthand familiarity with the customer experience once appointed.~~

6. SUBJECT: SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS **2026-0294**

APPROVED ON CONSENT CALENDAR:

A. the list of eligible SR-710 North Mobility Improvement Projects (MIP);

B. AUTHORIZING the Chief Executive Officer or their designee to:
   1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park;

   2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena;

   3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP).

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION **2026-0441**

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation First/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP - Subregional Equity Program (Expenditure Line 68); and

B. the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

8. SUBJECT: FEDERAL CONSOLIDATED APPROPRIATIONS ACT OF 2026 AWARD **2026-0454**

APPROVED ON CONSENT CALENDAR:

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games;

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation.

9. SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - SAN FERNANDO VALLEY/PACOIMA METROLINK STATION AND MOBILITY HUB **2026-0103**

APPROVED ON CONSENT CALENDAR $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

10. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE **2026-0313**

APPROVED ON CONSENT CALENDAR:

A1. $104,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list, excluding the WB SR-91 Alondra Blvd to Shoemaker Ave Project;

A2. $21,000,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for the WB SR-91 Alondra Blvd to Shoemaker Ave Project;

B. the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

11. SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA **2026-0406**

APPROVED ON CONSENT CALENDAR objectives and criteria for the Measure M 10-Year Comprehensive Assessment.

12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT **2026-0385**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;

B. the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and,

C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.

13. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE 2026-0432

APPROVED AS AMENDED the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

HORVATH AMENDMENT AS AMENDED BY BASS:

A. Come back in September with identification of eligible funding for an additional $1M of Metro-controlled funding for the Open Streets program without delay.

B. Refer the mission statement to the Planning and Programming Committee: Metro is not just in the business of moving people through places—we help shape what those places become. As an essential regional mobility program, Open Streets advances Metro's mission by transforming public streets into vibrant spaces that connect neighborhoods, expand access to transit, encourage walking, bicycling, and rolling, support local businesses, improve public health and safety, and strengthen community trust. By giving residents recurring opportunities to experience safe, people-centered streets firsthand, Open Streets fosters lasting travel behavior that increases transit ridership, advances climate and sustainability goals, and builds public support for long-term investments in complete, multimodal communities. Through a permanent commitment to Open Streets, Metro affirms that transportation is more than infrastructure—it is a catalyst for creating a more connected, equitable, resilient, and prosperous Los Angeles County.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y

16. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES 2026-0460

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the FY27 Annual Work Plan Budget for the City of Los Angeles.

17. SUBJECT: DORAN STREET & BROADWAY/BRAZIL GRADE SEPARATION PROJECT 2026-0300

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a cost-plus fixed fee Contract No. AE137794MC086 for Construction Management Support Services (CMSS) to Zephyr UAS, Inc., dba Zephyr Rail, for a base term of four years in an amount Not-To-Exceed (NTE) $5,994,149, plus a one-year option in an amount NTE $280,178, for a total of $6,274,327; subject to the resolution of any properly submitted protest(s).

18. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL PROJECTS **2026-0387**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a contract modification to Contract No. AE76301MC081000 with Zephyr Rail to increase the total authorized contract funding by $328,417, increasing the total Not-To-Exceed (NTE) amount from $9,269,211.94 to $9,597,628.94, for final contract closeout.

19. SUBJECT: GAMES MULTIMODAL INFRASTRUCTURE PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR **2026-0388**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV), for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the Games Multimodal Infrastructure Projects (Project) in the amount of $1,045,165.00, subject to the resolution of any properly submitted protest(s);

B. NEGOTIATE and EXECUTE all project related agreements and contract modifications utilizing Reconnecting Communities and Neighborhoods (RCN) funds that have been programmed through Board Approval with an amount not to exceed $69,100,000.00.

24. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM **2025-1089**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $31 million for the 12-month period effective August 1, 2026, to August 1, 2027.

25. SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM **2026-0442**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not-to-exceed $2.7 million for the 12-month period effective September 1, 2026, to September 1, 2027.

26. SUBJECT: FY26 LOCAL RETURN CAPITAL RESERVE ACCOUNTS **2026-0393**

APPROVED ON CONSENT CALENDAR:

A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Bell (Measure M), Beverly Hills (Measure M), Compton (Proposition C), Lawndale (Proposition C and Measure M), Lynwood (Proposition C), Palmdale (Proposition C, Measure R, Measure M), Palos Verdes Estates (Proposition C), Rolling Hills Estates (Proposition C,

(continued on next page)

(Item 26 – continued from previous page)

Measure R, Measure M), Rosemead (Proposition C), San Dimas (Proposition C, Measure M), Santa Monica (Proposition C, Measure M), Sierra Madre (Proposition A), and Torrance (Proposition C), and amending the Local Return funded Capital Reserve Account for the City of Lomita (Proposition C); and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Recommendation A for their Capital Reserve Accounts as approved.

27. SUBJECT: FY27 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM **2026-0405**

ADOPTED ON CONSENT CALENDAR:

A. FINDINGS and RECOMMENDATIONS for allocating Fiscal Year 2027 (FY27) Transportation Development Act (TDA) Article 8 funds estimated at $35,546,436 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of $167,800 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of $8,817,477 for Lancaster and $8,288,185 for Palmdale may be used for street and road projects or transit projects, if transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other fund sources. Therefore, $11,526,141 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, if transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $6,746,833 may be used for street and road projects or transit projects, if transit needs continue to be met; and

(continued on next page)

(Item 27 – continued from previous page)

B. A RESOLUTION making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

28. SUBJECT: TECHNICAL ENHANCEMENT AND BUSINESS PROCESS ADVISORY SERVICES **2026-0170**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584000 to KPMG LLP to provide custom application development and maintenance in Oracle, Salesforce, and Microsoft SharePoint in the Not to Exceed (NTE) amount of $12,198,522, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584001 to Crowe LLP to provide business improvement process studies related to Metro financial/accounting functions in the NTE amount of $1,562,830, subject to the resolution of any properly submitted protest(s), if any; and

C. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584002 to KPMG LLP to provide organizational and resource planning and management in the NTE amount of $1,201,825, subject to the resolution of any properly submitted protest(s), if any.

30. SUBJECT: ACCESS SERVICES FISCAL YEAR 2027 PROPOSED BUDGET **2026-0245**

APPROVED ON CONSENT CALENDAR:

A. local funding request for Access Services (Access) in an amount not to exceed $240,986,909 for FY27. This amount includes:

1. Local funds for operating and capital expenses in the amount of $238,218,046
2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,768,863

B. AMENDING the FY27 Budget by $27,150,139 to fully fund Recommendation A; and

C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding program.

31. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT **2026-0462**

APPROVED ON CONSENT CALENDAR the new appointment of the Latin Business Association (LBA) to the Transportation Business Advisory Council (TBAC) membership.

32. SUBJECT: TALENT DEVELOPMENT BENCH **2026-0482**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. AWARD seven task order based bench Contracts, Nos. PS133086000 through PS133086006 for talent development services for the agency's workforce for a total Not-To-Exceed (NTE) amount of $3,626,800 for the initial two-year base term, plus $1,902,320 for the first, one-year option, and $1,995,686 for the second, one-year option, for a total NTE cumulative amount of $7,524,806, effective August 10, 2026, subject to the resolution of any properly submitted protest(s):

1. Discipline 1: Soft Skills Training
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc. (Contract No. PS133086002)
    3. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    4. Redwood Resources (Contract No. PS133086004)

2. Discipline 2: Technical Skills Training
    1. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    2. Redwood Resources (Contract No. PS133086004)

3. Discipline 3: Employee and Leadership Development
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc. (Contract No. PS133086002)
    3. McKinsey & Company, Inc. Washington D.C. (Contract No. PS133086003)
    4. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    5. Redwood Resources (Contract No. PS133086004)

4. Discipline 4: Employee and Executive Coaching
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc.(Contract No. PS133086002)
    3. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    4. Redwood Resources (Contract No. PS133086004)

5. Discipline 5: eLearning Design/Development/Implementation Support
    1. Advanced Problem Solving, LLC (Contract No. PS133086000)
    2. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    3. Redwood Resources (Contract No. PS133086004)
    4. The Canton Group, LLC (Contract No. PS133086005)

(continue on next page)

(Item 32 – continued from previous page)

6. Discipline 6: Project Management Support
    1. Insight Strategies Inc. (Contract No. PS133086002)
    2. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    3. Redwood Resources (Contract No. PS133086004)
    4. The Canton Group, LLC (Contract No. PS133086005)

B. EXECUTE Task Orders within the approved NTE value.

33. SUBJECT: COMPLIANCE FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE **2026-0457**

APPROVED ON CONSENT CALENDAR:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.
(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.
(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

36. SUBJECT: METRO WORKFORCE HOUSING **2026-0470**

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer (CEO), or designee, to negotiate and enter into a loan agreement and other related documents ("Loan Documents") with Treehouse Leimert or affiliated entity, a joint venture between Leimert PropCo LLC (Treehouse) and The Apex Collaborative LLC (collectively, "Developer"), to provide up to $25,000,000 in development financing in support of the construction of The Nathaniel, a 97-unit workforce housing development located at 4421-4437 Crenshaw Boulevard, Los Angeles, CA 90043 (the "Project");

(continued on next page)

(Item 36 – continued from previous page)

B. AUTHORIZING the CEO, or designee, to negotiate and execute a recorded regulatory agreement establishing a Metro employee housing preference for 100% of the Project units, to be acknowledged by the senior lender; and

C. FIND that the Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Section 15332 (Class 32 - Infill Development).

37. SUBJECT: METRO STRUCTURES AND FACILITIES INSPECTIONS **2025-0986**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price Contract No. AE138681000 to Atlas Technical Consultants, Inc. for the inspection of Metro structures and facilities in the amount of $13,293,420 for the four-year base term, $6,549,640 for the first two-year option, and $7,120,053 for the second two-year option, for a total amount of $26,963,113, effective August 5, 2026, subject to the resolution of any properly submitted protest(s).

38. SUBJECT: FREEWAY SERVICE PATROL **2026-0395**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a five (5) year agreement for FY26, FY27, FY28, FY29 & FY30 with the California Highway Patrol (CHP) to provide services in support of the Metro Freeway Service Patrol (FSP) program for an amount not to exceed $4,215,590.00.

39. SUBJECT: A LINE GATE MECHANISM REPLACEMENT **2026-0391**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to AWARD a 12-month firm-fixed price contract, Contract No. OP140266000, to Siemens Mobility, Inc., for the purchase of gate mechanism assemblies and accessories, for the replacement of the A Line at-grade crossing gate mechanisms in the Not-To-Exceed (NTE) amount of $3,195,702.00, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s).

40. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES **2026-0117**

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer to award a four-year cost-plus fixed fee Contract No. PS140440000, to WSP USA Inc. for as-needed professional consultant support services for zero-emission bus engineering and acquisition, program management, and technical support services, in the total Not-To-Exceed (NTE) amount of $15,520,898.51, subject to the resolution of any properly submitted protest(s), if any;

(continued on next page)

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B. APPROVING Contract Modification Authority specific to Contract No. PS140440000 in the amount of $1,552,089.85 or 10% of the total contract value, to cover the costs of any unforeseen services needed to support the transition to a zero-emission bus fleet, and

C. NEGOTIATING AND EXECUTING future contract modifications to the Contract up to $1,000,000.

41. SUBJECT: APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL **2026-0324**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's San Gabriel Valley Service Council.

42. SUBJECT: REVISION OF METRO SERVICE COUNCIL BYLAWS **2026-0361**

ADOPTED ON CONSENT CALENDAR the revised Service Council Bylaws.

43. SUBJECT: ADVERTISING AND COMMUNICATION SERVICES **2026-0455**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS123964000 with GP Generate, LLC to continue to provide advertising and communications services in the amount of $2,871,750, increasing the contract value from $1,579,463 to $4,451,213.

46. SUBJECT: CONTRACT MODIFICATIONS FOR EXISTING RENEWABLE NATURAL GAS (RNG) CONTRACTS **2026-0437**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. OP73960000 with Clean Energy Renewable Fuels, LLC to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

B. EXECUTE Modification No. 9 to Contract No. OP59812000A with Clean Energy Renewable Fuels to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

C. EXECUTE Modification No. 6 to Contract No. OP59812000B with Shell Energy North America (US) to increase the contract value by $3,615,292 from a Not-To-Exceed (NTE) amount of $15,112,295 to a NTE amount of $18,727,587 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027; and

D. EXECUTE Modification No. 5 to Contract No. OP59812000C with Trillium USA Company, LLC. to increase the contract value by $2,877,636 from a NTE amount of $19,492,426 to NTE amount of $22,370,062 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027.

47. SUBJECT: BUS ACQUISITION OF 40' BATTERY ELECTRIC BUSES 2025-1040

WITHDRAWN:

~~AUTHORIZE the Chief Executive Officer to:~~

~~A. AWARD Contract No. OP118576(2)000 with El Dorado National (California), Inc. (ENC), for the manufacturing and delivery of a base order of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;~~

~~B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and~~

~~C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.~~

48. SUBJECT: METRO BIKE SHARE CONTRACT MODIFICATION 2026-0501

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 24 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of $6,505,955, increasing the total contract value from $137,661,378 to $144,167,333; and

B. EXECUTE individual contract modifications for Contract No. PS272680011357 within the Board-approved contract modification authority.

50. SUBJECT: SAN PEDRO TO LONG BEACH WATER TAXI: COLLABORATIVE FUNDING STRATEGY MOTION 2026-0521

APPROVED ON CONSENT CALENDAR Motion by Hahn, Bass, and Richardson that the Board direct the Chief Executive Officer to convene regional partners, including Metro, the County of Los Angeles, the City of Los Angeles, the City of Long Beach to:

A. Determine each agency's willingness to participate in funding the implementation and operation of the San Pedro-Long Beach water taxi service;

(continued on next page)

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B. Develop a proposed cost-sharing framework among Metro and participating regional partners to provide the funding certainty necessary to advance implementation of the service;

C. Continue pursuing grant, maritime, sponsorship, advertising, visitor pass, fare revenue, and other revenue opportunities to offset project costs and support long-term service sustainability;

D. Develop a framework under which participating agencies that contribute toward the initial costs of the service may be reimbursed on a proportional basis if grant funding, sponsorships, visitor pass revenues, fare revenues, or other external funding sources become available, consistent with applicable funding requirements;

E. Take the necessary steps to maintain the project schedule identified, including supporting the development and release of a Request for Proposals (RFP) by October 2026, in order to allow sufficient time for operator selection, contracting, and service preparation prior to the 2028 Olympic and Paralympic Games; and

F. Return to the Board no later than October 2026 with recommendations and actions necessary to advance implementation of the San Pedro-Long Beach water taxi service.

55. SUBJECT: METRO BOARD VOTING REPRESENTATION FOR TRANSIT ADVOCATE/RIDER WHILE PRESERVING REGIONAL EQUITY AND INTERGOVERNMENTAL BALANCE 2026-0554

APPROVED AS AMENDED Motion by Bass, Najarian, Barger, and Dupont-Walker that the Board adopt the following amended alternative:

Amend Alternative D as follows:

A. The BOS will determine the structure for designating the five County seats on the Metro Board of Directors. Once the elected Los Angeles County CEO position is seated through Measure G, the BOS would have the flexibility to designate the CEO as one of its five Board members. ~~and establish the structure for appointing the five seats;~~

B. Beginning in 2032, when the BOS expands to nine members, the County of Los Angeles shall continue to hold no more than five seats on the Metro Board. The nine members of the BOS and the elected County CEO shall constitute the pool of County officials eligible for appointment to those five seats; and

(continued on next page)

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C. Once the elected Los Angeles County CEO position is seated as a result of Measure G:

1. The Mayor of Los Angeles would make one of their public appointees a transit advocate/rider; and

~~2. A voting Rider Representative will be added to the Metro Board; and~~

2. All other appointment authorities would remain consistent with current statutory requirements. Nothing in this motion shall limit the Metro Board's ability to adopt an additional seat for a rider representative through separate board action. ~~except for changes resulting from the above items.~~

WE FURTHER MOVE THAT THE BOARD DIRECT THE CHIEF EXECUTIVE OFFICER TO:

D. Evaluate Metro's existing advisory committee structure, including, but not limited to, the Service Councils, Community Advisory Council (CAC), Public Safety Advisory Committee (PSAC), and other standing advisory bodies, to strengthen rider and customer representation, improve coordination and accountability, and enhance the integration of advisory committee input into Board decision-making; and

E. Return to the Board within 90-120 days with a status report on the items directed above. ~~including a framework on the eligibility and process to select the rider representative.~~

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y

56. SUBJECT: METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE: ESTABLISHING DESIGNATED RIDER SEAT AND SMALL CITY SEAT MOTION **2026-0553**

APPROVED AS AMENDED Motion by Hahn, Richardson, and Sandoval that the Board directs the Chief Executive Officer to further amend alternative D to:

A. ESTABLISH a minimum of one (1) additional voting seat(s) on the Metro Board of Directors for a regular transit rider.

1. Coordinate with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

(continued on next page)

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2. Report back on recommendations for implementation of the selected model, including eligibility criteria, a definition of "regular transit rider," appointment procedures, term length, and any necessary statutory or governance changes.

3. Include recommendations that include a framework to ensure the selected transit rider representative has access to appropriate technical resources, training, staff support, and other tools necessary to meaningfully and equitably participate in Board deliberations and decision-making.

~~B. ESTABLISH one (1) additional voting seat on the Metro Board of Directors to represent small cities.~~

~~1. The additional seat shall rotate among each of the City Selection Committee sectors.~~

~~2. Metro staff shall recommend a maximum population eligibility threshold within a range of 50,000 to 70,000 residents, with no minimum population eligibility threshold, subject to approval by the Metro Board of Directors.~~

~~3. Metro staff shall report back with recommendations regarding the appropriate population threshold, as well as the implementation structure for the small-cities seat, the rotation schedule among the City Selection Committee sectors, nomination and appointment process, term length, and any necessary statutory, legislative, or governance changes required for implementation.~~

FURTHER MOVE THAT THE BOARD:

B. REFER the matter of an additional voting seat on the Metro Board of Directors to represent small cities back to the Ad Hoc Committee for further discussion and deliberation. The Ad Hoc Committee shall continue to evaluate options for addressing this issue and the CEO shall return to the Metro Board with a recommendation.

RICHARDSON AMENDMENT: INCLUDE in the discussion at Ad Hoc:

A. How we address regional equity for small cities particularly with proportional representation; and

B. How we modernize our board composition to ensure all cities have fair representation and prevent a single large city from dominating the small-city seats.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

57. SUBJECT: PROPOSAL INTRODUCED AT THE JUNE AD-HOC COMMITTEE **2026-0556**

~~At its June committee, Chair Najarian requested that the Board consider the following proposal by Committee Member Fasana seconded by Director Horvath, without further endorsement:~~

~~Add the following 3 members to the staff recommendation~~

- ~~a rider appointed by the county supervisors residing in an unincorporated area~~
- ~~a labor representative~~
- ~~the county executive~~

~~Additionally, Member Fasana asked that the Board revise the 35% threshold in statute for the City of Los Angeles seats to 43.75%.~~

HORVATH AMENDMENT: APPROVED to:

1. Refer the matter of an additional voting seat on the Metro Board of Directors for a labor representative back to the Ad Hoc Committee for further discussion and deliberation. The Ad Hoc Committee shall continue to evaluate options for addressing this issue and the CEO shall return to the Metro Board with a recommendation.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y

HORVATH AMENDMENT: FAILED to:

2. Refer the matter of an additional voting seat on the Metro Board of Directors for the county executive back to the Ad Hoc Committee for further discussion and deliberation. The Ad Hoc Committee shall continue to evaluate options for addressing this issue and the CEO shall return to the Metro Board with a recommendation.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
N	N	N	N	ABS	N	N	N	Y	N	Y	N	N

58. SUBJECT: CLOSED SESSION **2026-0546**

A. <u>Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)</u>

1. Hong Lee v. LACMTA, LASC Case No. 24STCV05962

   APPROVED settlement in the sum of $10,000,000.

KB	TS	RR	AJN	HS	KY	HJM	JDW	JH	IP	LH	JB	KRB
Y	A	A	Y	A	Y	Y	A	Y	A	Y	Y	Y

2. Trell Walker v. LACMTA, LASC Case No. 23STCV08553

   No report.

3. Raul Estrada v. LACMTA, LASC Case No. 23STCV30173

   No report.

4. Justin Chanski v. LACMTA, et al., LASC Case No. 23STCV26187

   No report.

B. <u>Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)</u>

Hugo Sipaque, et al. v. LACMTA,
U.S.D.C. Case No. 2:25-CV-7001-JLS-AJR;
LASC Case No. 25STCV36965

No report.

C. <u>Public Employee Performance Evaluation - Government Code Section 54957(b)(1)</u>

Title: Chief Executive Officer

No report.

ADJOURNED AT 3:39 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

From: LA City SNow
To: Board Clerk; Clerk.CIS@lacity.org; controller.mejia@lacity.org; Michael.Chick@CHNC.org
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S68
Date: Friday, August 28, 2026 10:00:19 PM
Attachments: CHNC CIS 15-0989-S68 voted 24AUG26 filed 28AU26 MC.pdf

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: Central Hollywood

Name: Michael Chick
Email: Michael.Chick@CHNC.org
The Board approved this CIS by a vote of: Yea(8) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 08/24/2026
Type of NC Board Action: Against

Impact Information
Date: 08/29/2026
Update to a Previous Input: No
Directed To: Ad Hoc 2028 Olympic & Paralympic Games Committee, City Controller, City Council and Committees
Council File Number: 15-0989-S68
City Planning Number:
Agenda Date:
Item Number:
Summary: The Board of the Central Hollywood Neighborhood Council (CHNC) has voted to submit this Community Impact Statement (CIS) in OPPOSITION to Council File 15-0989-S68 (2028 Olympic and Paralympic Games / Enhanced City Resources Master Agreement (ECRMA)), which Los Angeles City Controller Mejia, CD13 Council Member Soto-Martinez, and others on the LA City Council have warned could open Angelenos to unknown tax increases to cover potential losses resulting from LA28. This action unnecessarily exposes residents, particularly our working-class and lower-income neighbors, to even greater affordability pressures. CHNC strongly urges the City to take immediate measures to stand behind the commitment to a zero-cost Olympic Games and to protect individual Angelenos from being held personally responsible for the financial consequences of LA28.

Board Members

Nicholas Benko
Michael Chick
Randy Fletcher
Nyesha Love
Sunshine Paranego
Daniel A. Perez
Crystal Muma Rivers
Joseph Rouzan IV
Daniel Sokolovsky
Charles Taylor
VACANT SEAT

Central Hollywood Neighborhood Council

Los Angeles City Hall, Hollywood Neighborhood
6501 Fountain Avenue, Los Angeles CA 90028

Sent via LA City Council File System to:
-**Los Angeles City Council and Committees**
-**City Controller**
-**Ad Hoc 2028 Olympic & Paralympic Games Committee**

Central Hollywood Neighborhood Council (CHNC)
Community Impact Statement
Council File: **15-0989-S68 (2028 Olympic and Paralympic Games / Enhanced City Resources Master Agreement (ECRMA))**
Position: **AGAINST**
Date Approved: August 24, 2026
Vote: **8 Yes** - **0** No - **0** Abstain - **0** Ineligible - **0** Recusal
Contact: Michael Chick; Chair, Legislative Action Committee; Michael.Chick@CHNC.org

Re: **Central Hollywood Neighborhood Council** (CHNC) submits the following Community Impact Statement

Summary

The **Board of Central Hollywood Neighborhood Council** (CHNC) has **voted unanimously to OPPOSE Council File 15-0989-S68**, regarding the 2028 Olympic and Paralympic Games / **Enhanced City Resources Master Agreement** (**ECRMA**).

Statement

Central Hollywood Neighborhood Council (**CHNC**) has voted unanimously to submit this Community Impact Statement (CIS) **in OPPOSITION to Council File 15-0989-S68**, 2028 Olympic and Paralympic Games / **Enhanced City Resources Master Agreement** (**ECRMA**), which Los Angeles City Controller **Mejia**, CD13 Council Member **Soto-Martinez**, and others on the LA City Council **have warned could open Angelenos to unknown tax increases** to cover potential losses resulting from LA28.

This action unnecessarily exposes residents, *particularly our working-class and lower-income neighbors*, **to even greater affordability pressures**.

Conclusion

Central Hollywood Neighborhood Council (CHNC) **strongly urges the City to** take immediate measures to stand behind the commitment to a zero-cost Olympic Games and to **protect individual Angelenos from being held personally responsible for the financial consequences of LA28**.

Metro

MINUTES

Wednesday, September 16, 2026

3:00 PM

Board of Directors - Special Board Meeting

DIRECTORS PRESENT:
Karen Bass, Chair
Kathryn Barger, Vice Chair
Jacquelyn Dupont-Walker
Lindsey Horvath
Holly J. Mitchell
Rex Richardson
Hilda Solis
Monica Benavides, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 3:04 P.M.

ROLL CALL

15. SUBJECT: 2026 FIFA WORLD CUP DEBRIEF **2026-0399**

RECEIVED AND FILED a report on the 2026 FIFA World Cup debrief.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
P	A	P	A	P	A	P	A	P	A	P	A	P

16. SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT **2026-0617**

RECEIVED AND FILED the Mobility Concept Plan (MCP) Implementation Progress Report.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
P	A	P	A	P	A	P	A	P	A	P	A	P

ADJOURNED AT 4:27 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

****

KB = K. Barger	JH = J. Hahn	AJN = A.J. Najarian	KY = K. Yaroslavsky
KRB = K.R. Bass	LH = L. Horvath	RR = R. Richardson	
JB = J. Butts	HJM = H.J. Mitchell	TS = T. Sandoval	
JDW = J. Dupont Walker	IP = I. Padilla	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

File #: 2026-0407, **File Type:** Agreement **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: AMENDMENT TO THE CHAVEZ/FICKETT PROJECT JOINT DEVELOPMENT AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with an option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project).

ISSUE

Since 2024, staff and the Developer have collaborated under a Board-authorized JDA to advance the Project design through construction drawings for approval by Metro and the City of Los Angeles, assemble a financing package, and execute the Ground Lease. The JDA is set to expire on October 19, 2026. An extension of the JDA term through October 19, 2027, with an option to extend one additional year to October 2028, is required to safeguard the Project's complex funding sources and complete the Project's conditions precedent to close of the Ground Lease escrow. Staff recommends authorizing the extension of the JDA term to advance the Metro Board of Director's goal of producing 10,000 homes on Metro land (10K Commitment) by delivering 109 crucial, transit-adjacent affordable homes for income-eligible Angelenos.

BACKGROUND

In January 2018, following a competitive solicitation, the Board authorized the execution of an Exclusive Negotiation Agreement (ENA) with Abode Communities for the Project <https://boardagendas.metro.net/board-report/2017-0741/> . During the ENA period, staff and the Developer advanced the Project's design through schematic design approval, conducted Project-specific community outreach with local residents and business owners, secured land-use entitlements and environmental clearance, and negotiated the key terms and conditions of the JDA and Ground Lease. Upon completion of the ENA milestones, the Board approved the Summary of Key Terms of the JDA and Ground Lease <https://boardagendas.metro.net/board-report/2024-0035/>

in March 2024. The JDA included a one-time ground rent payment, due at the close of the Ground Lease escrow, of $3.45 million, a 67% discount from the appraised fair market value of $10.35 million.

The Site and the Project
The site is comprised of approximately 68,100 square feet of Metro-owned property bounded by Cesar E. Chavez Avenue to the north, Matthews Street to the west, Fickett Street to the east, and a residential neighborhood to the south (Site). The Metro E Line Soto Station is located approximately one-quarter mile south of the Site. See Attachment A - Site Plan and Renderings.

The Project includes 109 affordable rental apartments, one unrestricted property manager's apartment, approximately 3,000 square feet of commercial space, 44 residential parking spaces, and six commercial parking spaces. The affordable rental apartments are studio, one-, two-, and three-bedroom units, with affordability levels ranging from 30% to 50% of the County Area Median Income (AMI).

Joint Development 10K Commitment
In June 2021, in response to Los Angeles County's housing affordability crisis, the Board approved an updated JD Policy <https://boardagendas.metro.net/board-report/2021-0496/> focused on affordable housing, establishing the Metro Board's goal to deliver 10,000 homes (5,000 income-restricted) on agency land by 2031. This action will advance Metro's progress toward meeting the Board's 10k Commitment by catalyzing the completion of 109 affordable homes dedicated to Metro's core ridership base.

Community Engagement
Metro conducted an extensive community engagement process during the Project's predevelopment phase to ensure the development reflected community priorities. This process included public workshops, community meetings, and opportunities for written public comment that informed the Request for Proposals (RFP). Metro also established the Design Review Advisory Committee (DRAC), consisting of Boyle Heights residents and business owners, to provide recommendations on the Project design, Development Guidelines, and RFP.

Following the execution of the ENA, the Developer continued community outreach through six public meetings between 2018 and 2022, presentations to the Boyle Heights Neighborhood Council, and collaboration with the DRAC, which approved the Project design. In 2023, the Developer held workshops with local business owners on the proposed ground-floor commercial space and community meetings on residential programming and site amenities. Since the execution of the JDA in 2024, the Developer has continued coordinating with community stakeholders and funding partners, including the Los Angeles Housing Department, Los Angeles County Affordable Housing Solutions Agency, the California Department of Housing and Community Development, and Council District 14, to advance the Project.

DISCUSSION

The Project is the culmination of a long-standing partnership with Abode Communities, which has consistently advanced the Project since 2018, and the community stakeholders who have helped

shape the Project since the initial 2017 Board-approved Development Guidelines. In response to stakeholder feedback, the Project's income limits are set at deep affordability levels, with 100% of the units protected by an income restriction for the full term of the Ground Lease.

Presently, the Developer is seeking to complete the Project's capital budget through tax-exempt bonds issued by the California Debt Limit Allocation Committee (CDLAC) and tax credits allocated by the California Tax Credit Allocation Committee (TCAC). The outcome of the application process will be known by the end of September 2026. TCAC's tax credit award stipulates that the Developer must start construction within 180 days of the award. To meet this goal, staff are working closely with the Developer to complete the conditions precedent to closing the Ground Lease escrow and need to extend the term of the JDA to complete pre-closing due diligence.

Following Board approval and receipt of the anticipated financing awards, the Project will enter its final pre-construction phase, with continued community engagement serving as a key component of Project delivery.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will continue to oversee the development and construction of the Project on the Site to ensure that it does not adversely impact Metro property or the continued safety of staff, contractors, and the public. All safety measures and associated requirements to be met by the Developer and its construction contractor will be identified in the JDA and subsequent Ground Lease.

FINANCIAL IMPACT

Adoption of the subject action would result in an upfront capitalized Ground Lease payment of $3,450,000, payable upon close of Ground Lease escrow, which is anticipated in FY27. To date, Metro has received approximately $60,000 in holding rent under the JDA, which will be credited towards the $3,450,000 ground rent due to Metro. The JD Policy calls for JD revenues to be reinvested in Transit Oriented Communities activities, such as land acquisition to support joint development opportunities.

Impact to Budget

Funding for Joint Development activities and staff costs related to this Project is included in the Metro FY27 Budget under Project 401300 (Joint Development 10K Homes), Cost Center 2210. The funding source for this expense is general fund, which is eligible for bus and rail operating and capital projects. A non-refundable JDA Extension Fee of $30,000 will be paid to Metro to cover certain transaction costs, including third-party consultants for financial analysis, negotiations, design review, and other reasonable services related to due diligence for the Project.

EQUITY PLATFORM

The Project is representative of Metro's Joint Development Policy goals to provide as much housing as possible as quickly as possible for those who need it most. The proposed action will allow Metro to work with the Developer to secure financing, conduct additional outreach, and obtain building permits

for 109 affordable housing units.

Once completed, the Project will benefit qualified low-income residents in need of housing, as well as qualified households with disabilities who will be awarded one of the ADA-accessible units. The Project is located within an Equity Focus Community and offers housing for individuals earning 30%-50% of LA County AMI, which are appropriate affordability levels in the local Boyle Heights community.

To encourage a community-focused commercial tenant, Metro will forgo its commercial lease collection to the extent that the Developer leases the space to a tenant providing community benefits to Project residents and those in the surrounding neighborhood. In this way, the commercial space will be programmed to meet the needs of both the local community and Chavez Gardens tenants by providing a financial incentive to the Developer to actively lease space, resulting in a broader public benefit. The Developer is proactively engaging with local businesses, residents, and community-based organizations to identify opportunities to provide or preserve small businesses that would meet service or retail needs in the neighborhood.

Since 2018, the Developer and Metro staff have conducted extensive outreach events to incorporate community input from the Boyle Heights Design Review Advisory Committee, Boyle Heights Neighborhood Council, the business community, and local stakeholders. The Developer will continue building on the years of prior community outreach established for the Project in the forthcoming JDA extension period.

The Developer has committed to conducting additional public outreach with local residents and business owners in late 2026 through early 2027 once a tax credit award is received. Engagement efforts will focus on announcing the public art selection process, the construction schedule, and Project updates. This will include collecting community feedback to potentially reimagine the Project's name, away from its current designation as Chavez Gardens. Lastly, the Developer will provide a separate meeting at least 3 months before construction completion to inform local neighbors on how to apply for the income-restricted apartments. As in previous JD outreach efforts, engagement will be conducted in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders.

As the Project progresses to construction, staff will work with the Developer and its general contractor to minimize any traffic impacts, dust, and noise associated with the Project’s construction. These mitigation measures will be identified in the construction work plans and health and safety plans and reviewed by Metro staff before the execution of the Ground Lease documents.

Once completed, the 109 units of affordable housing will be protected by a long-term affordability restriction that is consistent with the term of the 75-year Ground Lease.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT

reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001 and 2019.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and partnership activities that will benefit and further encourage transit ridership, ridesharing, and active transportation by utilizing Metro-owned land adjacent to a major transit hub to advance transit-oriented communities. The Project also proposes Transportation Demand Management strategies, including limited parking supply, permitting residential-area parking, promoting and marketing various modes of travel, providing bicycle parking per the Los Angeles Municipal Code, and improving the pedestrian network. These Project attributes reflect best practices in transit-oriented development, design, and management and, collectively, will encourage transit utilization. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support the Metro Vision 2028 Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity," specifically Initiative 3.2, which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The Project will deliver several community benefits, including transit-accessible affordable housing and new commercial/community space.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the execution of the recommended actions. Staff does not recommend this option because the proposed Project is the product of competitive solicitation and extensive community engagement and is consistent with the goals of Metro's Joint Development Policy. Electing not to proceed would unnecessarily delay the development of the Site and jeopardize the build-out of 110 in-demand housing units, 109 of which are covenanted to extremely low- and very low-income households.

NEXT STEPS

The Developer will submit final construction drawings for Metro and City of Los Angeles approval, complete the conditions precedent to the close of Ground Lease escrow, execute the Ground Lease, and commence construction in 2027. The construction period is expected to last approximately 24 months.

Developer-led outreach efforts will continue throughout the term of the JDA to keep the community informed of the Project's progress, leading to the execution of the Ground Lease and the eventual

start of construction. Targeted outreach to Boyle Heights residents who may qualify to live in the new housing was initiated with the construction of the adjacent La Veranda joint development and will continue through the construction of the Chavez Gardens Project.

ATTACHMENT

Attachment A - Site Plan and Renderings

Prepared by: Jeffrey Ross, Manager, Transportation Planning, Countywide Planning & Development, (213) 547-4200
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie Wiggins
Chief Executive Officer

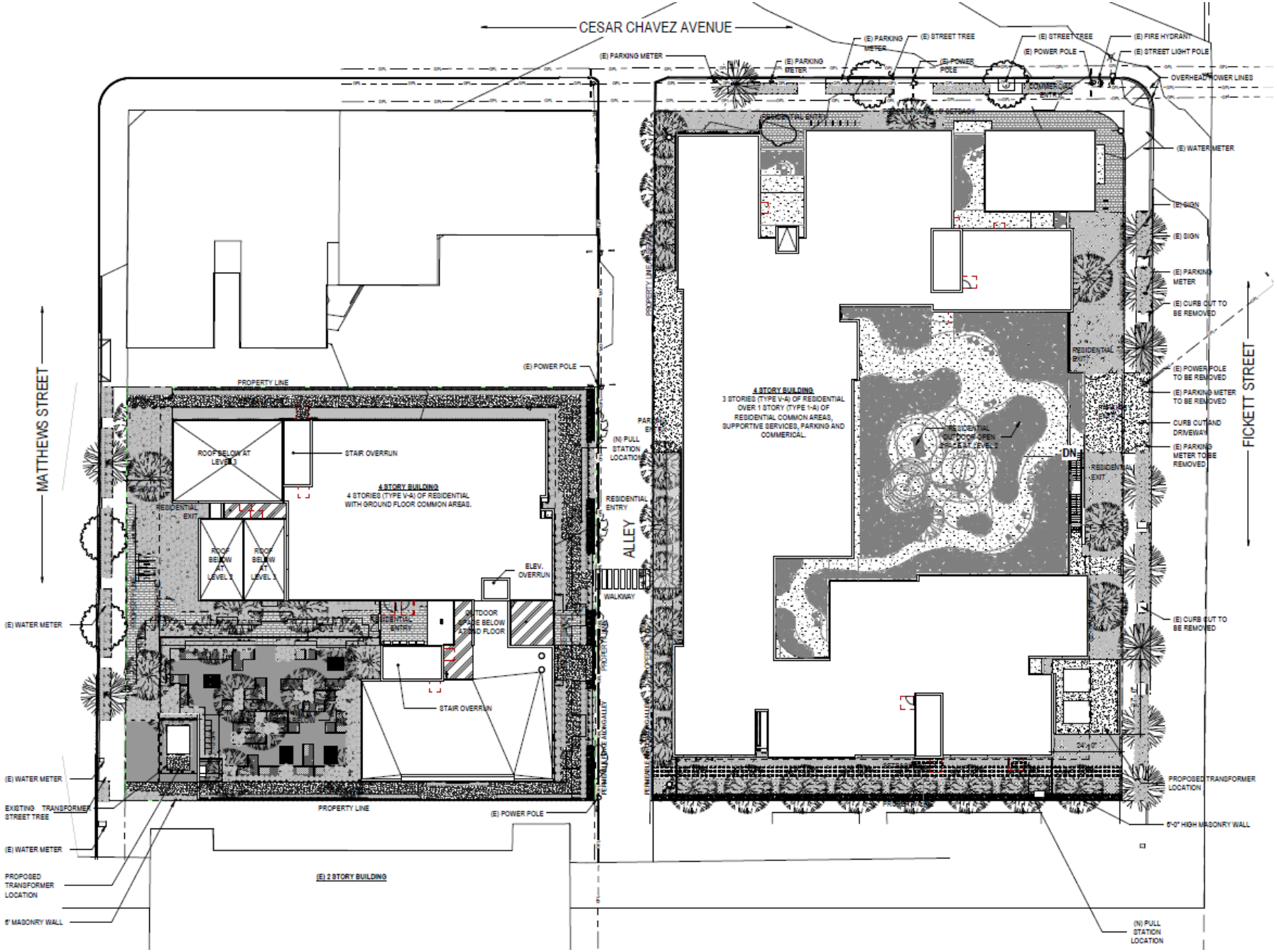
Attachment A
Site Plan and Renderings



Site location



Project rendering from Mathews Street facing east


CESAR CHAVEZ AVENUE
MATTHEWS STREET
FICKETT STREET
ALLEY
PROPERTY LINE
(E) PARKING METER
(E) STREET TREE
(E) POWER POLE
(E) FIRE HYDRANT
(E) STREET LIGHT POLE
OVERHEAD POWER LINES
(E) WATER METER
(E) SIGN
(E) CURB CUT TO BE REMOVED
(E) POWER POLE TO BE REMOVED
(E) PARKING METER TO BE REMOVED
CURB CUT AND DRIVEWAY
(E) PARKING METER TO BE REMOVED
PROPOSED TRANSFORMER LOCATION
6'-0" HIGH MASONRY WALL
(N) PULL STATION LOCATION
4 STORY BUILDING
3 STORIES (TYPE V-A) OF RESIDENTIAL OVER 1 STORY (TYPE I-A) OF RESIDENTIAL COMMON AREAS, SUPPORTIVE SERVICES, PARKING AND COMMERICAL.
RESIDENTIAL OUTDOOR OPEN SPACE AT LEVEL 1
DN
RESIDENTIAL ENTRY
RESIDENTIAL EXIT
4 STORY BUILDING
4 STORIES (TYPE V-A) OF RESIDENTIAL WITH GROUND FLOOR COMMON AREAS.
ROOF BELOW AT LEVEL 3
STAIR OVERRUN
ROOF BELOW AT LEVEL 2
ROOF BELOW AT LEVEL 1
ELEV. OVERRUN
WALKWAY
OUTDOOR SPACE BELOW AT 2ND FLOOR
(N) PULL STATION LOCATION
EXISTING TRANSFORMER
STREET TREE
6' MASONRY WALL
(E) 2 STORY BUILDING

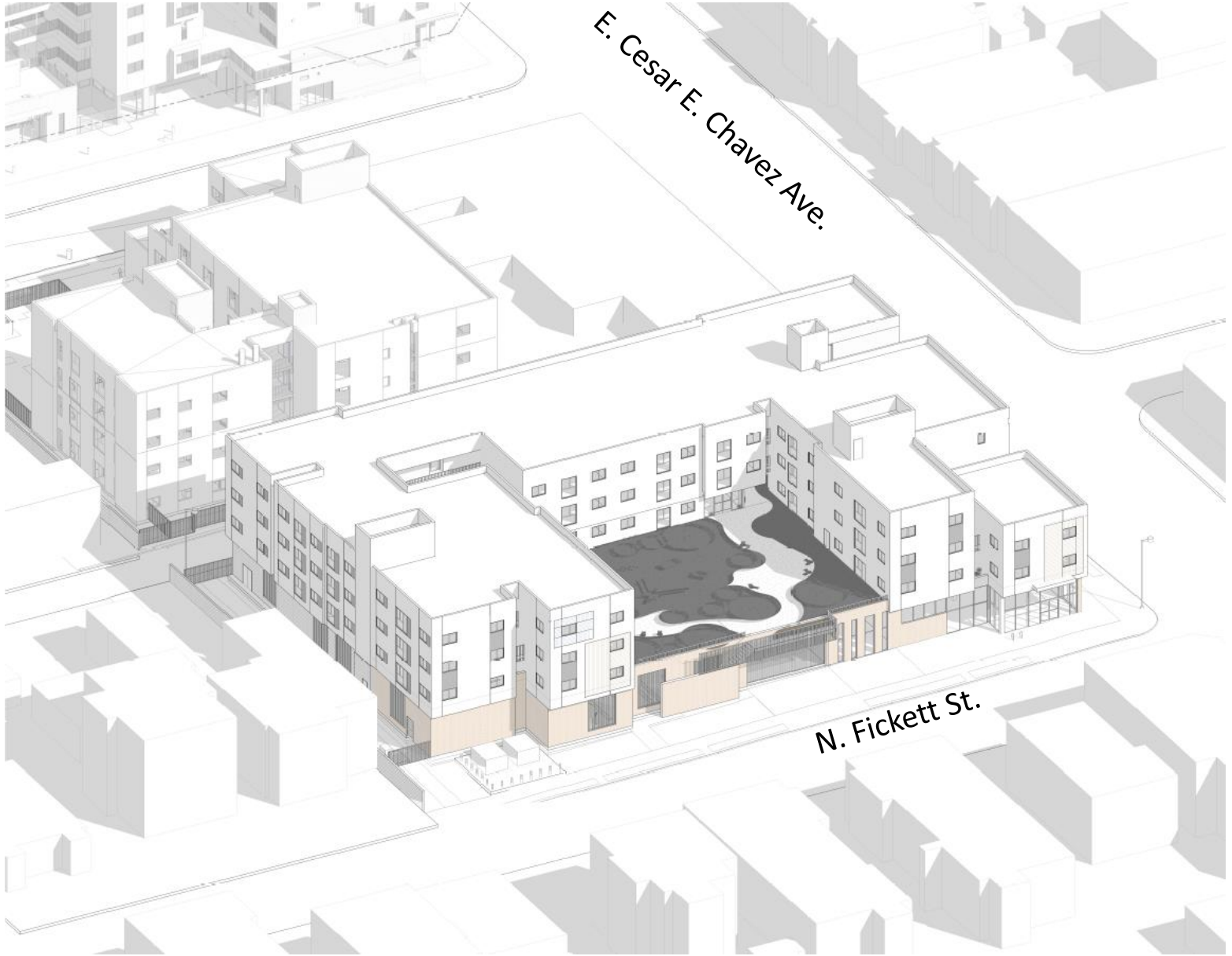
Site Plan



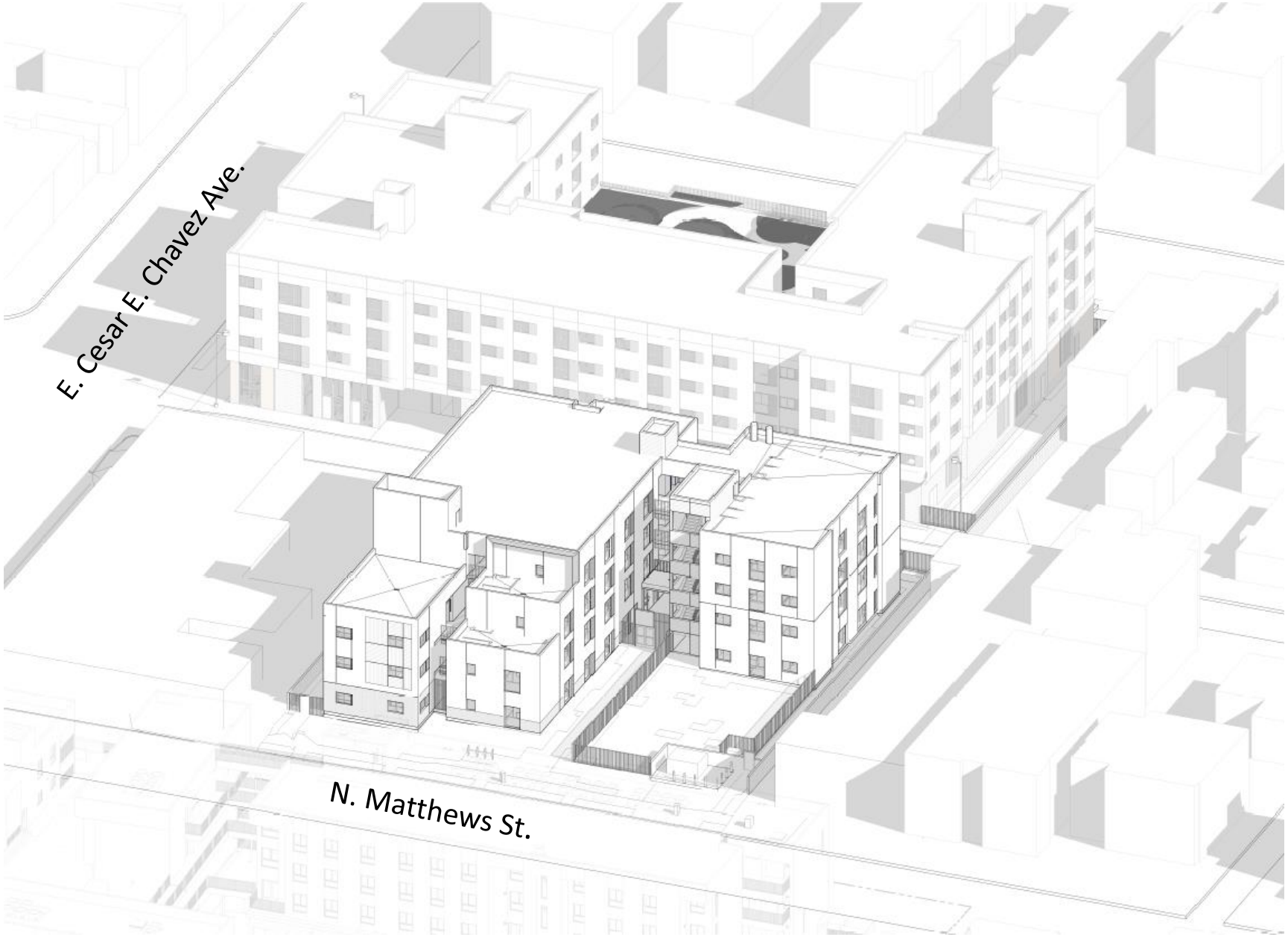
View from corner of Cesar Chavez Avenue and Fickett Street facing southwest



View from Fickett Street facing west



Axonometric view facing west



Axonometric view facing east



Axonometric view facing south



Next stop: building communities.

Amendment to the Chavez/Fickett Project Joint Development Agreement

Planning & Programming Committee

September 16, 2026

Legistar File # 2026-0407

Metro

Recommendation

AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with the option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project);

Chavez/ Fickett Project Overview

Developer: Abode Communities

Project Size: 1.56 acres

Units:

> 110 total units
> 109 affordable, 30-50% AMI
> 1 manager's unit

Commercial: 3,000 sq ft

Parking:

> 44 residential
> 6 commercial

Amenities:

> Community Garden
> Ground Floor Commercial





View from corner of Cesar Chavez Avenue and Fickett Street facing southwest

Metro

Outreach

2016
- Community forums to inform Development Guidelines
- Online emails and regular mail updates
- Design Review Advisory Committee (DRAC) formed to review schematic design
- Development Guidelines adopted by the Board (Jan. 2017)

2018
- Four developer-led workshops
- Two DRAC meetings

2022
- Schematic Design approved by the DRAC
- BHNC coordination culminating with a presentation and project update

2023
- Virtual meeting targeting nearby business owners and related stakeholders
- In-person community engagement meeting to discuss design, residential programming, on-site services, and potential ground-floor commercial options

2026 (Forthcoming) In-person community engagement covering upcoming public art process, ground floor commercial options, construction schedule, and project updates

2028 (Prior to construction completion) Educational community engagement sessions to inform local neighbors how to apply for the income-restricted apartments

Next Steps

Upon Board approval:

- Continue neighborhood outreach and seek community input on the commercial uses
- Secure financing and permitting approvals
- Refine project design and satisfy conditions under the JDA
- Execute the Ground Lease
- Start construction

Board Report

File #: 2026-0532, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule, as shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, attached to the Measure M Ordinance. All MSP funds are limited to capital projects. This update allows the North County subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work, project budgets, and schedule for previously funded projects. Funds are programmed through Fiscal Year (FY) 2028-29. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $200.13 million was forecasted to be available for programming for the subregion for FY 18 to FY 30. In prior actions, the Board approved programming $108.55 million in support of 30 projects. Therefore, $91.58 million is available to the subregion for programming as part of this update. To date, $34.41 million (38% of programmed funds) has been expended. Five projects have been completed and three of these projects are in the close-out audit process. Staff will continue working with the implementing agencies to advance the delivery of all projects.

In line with the Metro Board adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Joint Powers Authority (JPA) lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the Subregion. Metro staff worked closely with the North County Transportation Coalition (NCTC) JPA and the implementing agencies on project eligibility reviews of the proposed projects for this update, including changes to the scope of work/schedule and/or funding requests, as applicable.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies to encourage timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation Program (expenditure line 52)

This update includes funding adjustments to two existing and two new projects as follows:

Lancaster

- Program $4,913,184 in FY 29 for MM4501.23 - Equitable Complete Streets for Challenger Way Corridor project. This new project includes improvements that will add wider protected bikeways and a raised median with native plantings with left-turn access along the entire length of the corridor. Additional street lighting will be installed along the corridor, where required, and the existing pavement along the corridor will be rehabilitated. This project will likely decrease VMT. The funds will be used for the project's construction phase.

Santa Clarita

- Program $270,000 in FY 28 for MM4501.24 - Bicycle and Pedestrian Trail Safety Detection project. The new project will install AI cameras at strategic locations to enhance trail-user safety and provide additional trail use data. The camera will also communicate with the traffic signal to improve timing when cyclists are detected. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Plan, Specifications and

Estimates (PS&E) and construction phases.

LA County

- Reprogram previously approved $1,000,000 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1 project. The funds are programmed as follows: $50,000 in FY 20, $300,000 in FY 21, $300,000 in FY 22, $100,000 in FY 23 and $250,000 in FY 28. This existing project includes the design of a Class I bike path on 17th Street East, a new parking lane, curb, gutter, and sidewalk on Avenue Q. Additionally, it includes street crossing improvements such as ADA-compliant curb ramps, pedestrian-activated warning systems, etc. This project will likely decrease VMT. The funds will be used to complete the project's PS&E phase.

- Reprogram previously approved $600,000 to FY 28 for MM4501.16 - 30th Street West Active Transportation Improvements project. This existing project includes the design of the installation of Class IV buffered bikeways and sidewalks along 30th Street West between Avenue H and Avenue N-8. This project will likely decrease VMT. The funds will be used to complete the project's PS&E phase.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects will result in improved safety for pedestrians, bicyclists and people accessing transit.

FINANCIAL IMPACT

In FY 27, $16.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474701), $6.7 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102), and $2.1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The North County subregion comprises three cities and the adjacent unincorporated area of Los Angeles County. Seventeen percent of census tracts in the subregion are designated as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include

Lancaster (32% designated as EFCs) and Palmdale (29% designated as EFCs).

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the North County subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

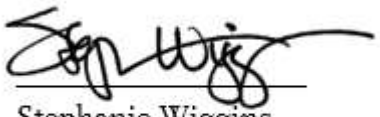
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 27. Program/Project updates will be provided to the Board annually.

ATTACHMENT

Attachment A - Active Transportation Program Project List

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Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction	Audit	$ 1,240,486		$ 1,240,486	$ 1,240,486					
2	Lancaster	MM4501.23	Equitable Complete Streets for Challenger Way Corridor	Construction	New		4,913,184	4,913,184	-					4,913,184
3	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140	2,695,140					
4	Palmdale	MM4501.21	Avenue Q Corridor Improvements (Sierra Hwy. to 35th St. East)	PS&E, ROW Construction		10,613,804		10,613,804	-		1,843,800	2,312,500	6,457,504	
5	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction	Audit	624,000		624,000	624,000					
6	Santa Clarita	MM4501.11/ MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Improvements	PS&E	Cancel	117,943		117,943	117,943					
7	Santa Clarita	MM4501.17	Newhall Area Bicycle Facility	PS&E Construction	Cancel	126,763		126,763	126,763					
8	Santa Clarita	MM4501.18	Saugus Phase I: Bouquet Canyon Trail to Central Park	PS&E, ROW Construction		1,129,130		1,129,130	641,418	487,712				
9	Santa Clarita	MM4501.24	Bicycle and Pedestrian Trail Safety Detection	PS&E Construction	New		270,000	270,000	-				270,000	
10	LA County	MM4501.12	Elizabeth Lake Road Bikeways	PS&E ROW	COMPL	20,741		20,741	20,741					
11	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E	Chg	1,000,000		1,000,000	750,000				250,000	
12	LA County/ Lancaster	MM4501.16	30th Street West Active Transportation Improvements	PS&E	Chg	600,000		600,000	-				600,000	
13	LA County	MM4501.22	The Old Rd over Santa Clara River Phase II - ATP Project *	Construction		8,700,000		8,700,000	-			6,000,000	2,700,000	
			Total Programming Amount			**$ 26,868,006**	**$ 5,183,184**	**$ 32,051,190**	**$ 6,216,490**	**$ 487,712**	**$ 1,843,800**	**$ 8,312,500**	**$ 10,277,504**	**$ 4,913,184**

Measure M Multi-year Subregional Program North County Subregion

Planning and Programming Committee
September 16, 2026

Metro

File# 2026-0532

North County Subregion

- Four Multi-Year Subregional Programs (MSP) available to Subregion
  - Active Transportation Program (expenditure line 52)
  - Transit Program (expenditure line 64)
  - Highway Efficiency Program (expenditure line 81)
  - Subregion Equity Program (expenditure line 68)
- Funds are limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date‡	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ⊛		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

September 2026 Recommendation

CONSIDER:

A. APPROVE programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule, as shown in Attachment A;

B. AUTHORIZE the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to two existing and two new Active Transportation projects.



City of Palmdale - Avenue R Complete Streets and Safe Routes to School Project

* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0585, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Long Beach - 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects shown in Attachment B.

ISSUE

Each year the Board must recertify funding for prior Call projects in order to release the funds to project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to the Metro Technical Advisory Committee (TAC). The Board must also approve major changes to the project scope of work for previously approved Call projects. Staff have evaluated the proposed changes and found that they are consistent with the intent of the original scope of work. The Board must also receive and file the time extensions granted through previously delegated Board authority.

BACKGROUND

The Call, an existing competitive grant program dating back to the early 1990s, programmed $4.7 billion (close to 1,400 projects) in a variety of transportation funds, such as federal Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and local Proposition C 25% funds, to local jurisdictions for regionally significant projects that are often beyond

the financial capabilities of local sponsors at that time. The last Call cycle, including all funding commitments and project scopes of work, was approved by the Board in September 2015. Since the inception of the Call, newer transportation revenues have been made available to the local jurisdictions, including the Measure R and Measure M Subregional Programs that provide greater and more flexible funding. Metro staff continuously collaborate with subregions and local agencies on identifying new capital projects that serve the needs of the communities in the County.

The Call process implements Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP). Since the adoption of the last Call funding commitments in 2015, the Board has reinforced annual authorization and timely use of funds policies. Specifically, Board policy calls for the consideration of the deobligation of funding from project sponsors who have not met lapsing deadlines or have formally notified Metro that they no longer wish to proceed with the project (cancellation). All projects are subject to a close-out audit after completion. Once the project sponsor concurs with the audit findings, remaining funding, if any, is proposed for deobligation. All proposed $2.23 million deobligated funds included in Attachment A are due to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The deobligated funds will be held in the reserve. Currently, there are $16.2 million in reserve ($14.9 million in Proposition C 25% funds and $1.31 million in State Repayment of Capital Project Loan funds), not including the proposed deobligating amount in this report.

DISCUSSION

This report summarizes the 2026 annual review and recommendations.

Staff have been actively working with the local jurisdictions to prioritize and expedite project implementation to meet the Call funding commitments. Quarterly Progress/Expenditures reporting are required on all active projects.

Annually since August 2020, staff also reported completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). Staff updated the table as of June 30, 2026 (see below), which shows that 62 active Call projects totaling $182.9 million are yet to be fully implemented. Since July 2025, project sponsors have completed an additional 39 projects, which include bottleneck intersection improvements, signal, bikeway, and pedestrian improvements, and transit capital projects, with total expenditures/obligations of $47.6 million. Remaining projects across numerous jurisdictions throughout Los Angeles County focus on multimodal improvements and support for the region's mobility needs and support of safe, sustainable, environmentally friendly improvements. All of the remaining 2007 and 2009 Call projects are under construction or in the process of obligating the construction funds. Overall, approximately 26 additional Call projects are expected to be completed within 12 months. Staff will continue working with the project sponsors to advance the delivery of all projects.

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount ($000')	# of Active Projects (June 2025)	# of Active Projects (June 2026)	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	17	9	$ 27,505
2009 Call	133	FY12 - FY15	337,551	18	12	41,201
2011 Call	72	FY15 - FY17	123,516	8	6	8,412
2013 Call	96	FY15 - FY19	199,390	25	13	50,699
2015 Call	88	FY17 - FY21	201,923	33	22	55,106
	558		$1,316,900	**101**	**62**	**$182,923**

Technical Advisory Committee (TAC) Appeals

Projects with significant delays are notified of the potential deobligation and the project sponsors' right to appeal. In May 2026, project sponsors who were required to appear at the Metro Call TAC appeals were notified. On June 3, 2026, the TAC heard sponsor appeals on the proposed deobligation of funding from seven projects (Attachment C). The TAC recognized the progress made to the projects and recommended extensions to 2027 for all seven projects and requested project status updates to TAC at the June 2027 meeting. Staff concurs with these recommendations, as these projects are preparing to start construction within the next 6 to 12 months and cities' commitment to deliver these projects within the revised schedule provided at the TAC appeals.

Project Scope of Work Changes

The City of Long Beach - 1st Street Pedestrian Gallery (#F9628) was programmed through the 2015 Call. As approved, the project covers 0.35 miles of pedestrian improvements - including sidewalks and crosswalks, street and pedestrian lighting, benches, wayfinding and signage, and landscaping on 1st Street in downtown Long Beach between Pacific Ave. and Elm Ave. The city is requesting a revision to the scope of work by removing colored concrete and decorative inlay work (affecting sidewalk replacement and some crosswalks), reducing certain landscaping elements, simplifying streetscape and lighting improvements, and replacing the realignment of 1st Street with a smaller curb bulb-out. The city's recent construction procurement process resulted in a re-evaluation of project costs and subsequent value engineering to preserve the project's key elements. The requested changes would allow the city to deliver the project and improve pedestrian connectivity, enhance safety, and support downtown activation. Staff have evaluated the proposed change in scope and found it consistent with the intent of the original scope of work. Metro will maintain its funding commitment of $2,716,524, and the city will maintain its local match commitment of $905,507 (25%). In addition, the city is committed to covering any future project cost overruns.

Receive and File Time Extensions

During the 2001 Countywide Call Recertification, Deobligation, and Extension, the Board authorized the administrative extension of projects based on the following reasons:

1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the

project sponsor (federal or state delay, legal challenge, Act of God);
2) Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed upon; and
3) The project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 46 projects shown in Attachment B are being granted.

DETERMINATION OF SAFETY IMPACT

The 2026 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons. The Call projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

The amount of $37.4 million is included in the FY 202627 Adopted Budget in Cost Centers 0441 (Subsidies to Others), 0442 (subsidies - Complete Streets & Highway), and 0445 (subsidies budget - ITS) for the Countywide Call, in Project #s 410002, 410007, 410008, 410009, 410018, and 410033. Since these are multi-year projects, the cost center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, and State Repayment of Capital Project Loan Funds. Proposition C 25% funds are eligible for transportation system/demand management (TSM/TDM) programs such as open streets events and are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

Metro's Call program was a competitive process that distributed discretionary capital transportation funds to regionally significant projects that improve traffic flow, reduce congestion, provide access and mobility, connect bikeway networks, and promote walking, etc. The projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As such, Equity Platform criteria were not included in the evaluation of these projects. However, the third pillar of the Equity Platform, "Focus and Deliver" applies to these community-driven projects. Given that no equity analysis occurred during the initial grant process, staff are now working to evaluate the equity impacts from the existing grants. The Equity Focus Communities ("EFCs", adopted as part of the 2020 Long Range Transportation Plan, updated in 2022 and 2025) are being applied to all current Call grants to support the first pillar of the Equity Platform, "Define and Measure". Specifically, the EFCs are a mapping tool that has been added to the Call administration database since July 2021. The analysis of the EFC layer to the Call grants (within a 1-mile radius) provides information about the makeup of the communities being served by these projects. See Attachment D for a map of the remaining 62 projects (84%) in EFCs.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in the implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2026-27 funding commitments rather than authorizing their continued expenditure. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects, right-of-way acquisition particularly, that received multi-year funding.

With respect to deobligation, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistently with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver

them in a timelier fashion. However, this would be disruptive to the process of delivering specific projects currently underway, as approximately 26 projects are now very close to being delivered. On balance, the appeals process between the project sponsors, and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed thus ensuring policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

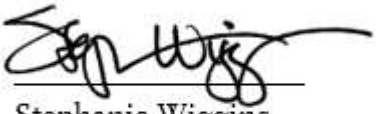
Staff will notify project sponsors of next steps upon Board approval of the 2026 Countywide Call Deobligation and Extension process. Amendments to existing Funding Agreements will be completed for those sponsors receiving time extensions. Metro staff will identify recommended uses for the reserve, including countywide needs, and address subregional cost increases, which are consistent with the prior recommended uses of the Call reserve. Project sponsors whose funds are being deobligated and those receiving date-certain time extension deadlines for executing their agreements will be formally notified of the Board's action.

ATTACHMENTS

Attachment A - FY 2025-26 Countywide Call Deobligation
Attachment B - FY 2025-26 Countywide Call Extensions
Attachment C - Result of TAC Appeals Process
Attachment D - Call and Equity Focus Communities Map

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Programming, (213) 418-3433
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Stephanie Wiggins
Chief Executive Officer

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2025-26 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 19	FY 20	FY 21	FY 22			
1	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT	PC25	RSTI	2,200					425	1,775	CANCELLED
2	F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	LTF	TDM	232					227	5	AUDIT SAVINGS
3	F3609	HUNTINTON PARK	PACIFIC BLVD PEDESTRIAN IMPROVEMENT PROJECT	LTF	PED	2,676					2,227	449	AUDIT SAVINGS
					TOTAL	**$ 5,108**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,879**	**$ 2,229**	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	$ 1,775
PEDESTRIAN IMPROVEMENTS (PED)	449
TRANSPORTATION DEMAND MANAGEMENT (TDM)	5
TOTAL	**$ 2,229**

	PROJ #	*AGENCY*	*PROJECT TITLE*	*FUNDING SOURCE*	*MODE*	*DOLLARS PROGRAMMED AND FISCAL YEARS*					*$ EXPD/ OBLG*	*TOTAL DEOB*	*REASON*
						Prior	*FY 19*	*FY 20*	*FY 21*	*FY 22*			
1	*F9504*	*LA COUNTY*	*E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS*	*CMAQ **	*BIKE*	*408*		*1,394*			*408*	*1,394*	*CANCELLED*

* Permanent Lost of funding, not 'grandfathered' under the 2023 STBG/CMAQ Corrective Action. (Excluded from total deobligation amount)

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2025-26 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2026
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEARS	TOTAL $ PROG	TOTAL $ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT (MONTHS)	REASON FOR EXT 1, 2 OR 3	REVISED LAPSE DATE
1	F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	2018 2019	$1,077	$0	$1,077	12	3	2/28/2027
2	F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	PC25	2019 2021	$2,278	$328	$1,950	12	1	2/28/2027
3	F7709	GLENDALE	REGIONAL BIKE STATIONS (CALL MATCH MR310.34)	LTF	2018	$747	$0	$747	12	2	6/30/2027
4	F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	PC25	2021	$3,070	$2,801	$269	12	3	2/28/2027
5	8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS(INCLUDING F1209)	PC25	2023	$7,107	$5,763	$1,344	12	1	6/30/2027
6	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	PC25	2021	$1,000	$0	$1,000	12	3	2/28/2027
7	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT (LRTP PROGRAM)	CMAQ	2024	$5,724	$1,732	$3,992	6	3	12/31/2026
8	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT	CMAQ RSTP	2024	$1,367	$0	$1,367	6	3	12/31/2026
10	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	CMAQ	2024	$1,190	$0	$1,190	6	3	12/31/2026
11	F7707	LA CITY	LAST MILE FOLDING BIKE INCENTIVE PROGRAM (PLUS F9803)	LTF	2017 2018 2019	$1,518	$0	$1,518	12	3	2/28/2027
12	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2020 2021	$6,986	$1,389	$5,597	12	3	2/28/2027
13	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	PC25	2019 2020 2021	$4,179	$441	$3,738	12	1	2/28/2027
14	F9805	LA CITY	VENICE - LA EXPRESS PARK	PC25	2024	$873	$29	$844	20	1	2/29/2028
15	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	PC25	2024	$916	$0	$916	20	1	2/29/2028
16	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2020 2021	$2,709	$2,110	$599	12	3	2/28/2027
17	F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2021	$13,399	$13,398	$1	12	3	2/28/2027
18	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	$14,929	$14,928	$1	12	3	2/28/2027

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2025-26 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2026
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEARS	TOTAL $ PROG	TOTAL $ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT (MONTHS)	REASON FOR EXT 1, 2 OR 3	REVISED LAPSE DATE
19	F3136	LA COUNTY	THE OLD ROAD FROM MAGIC MOUNTAIN PARKWAY TO TURNBERRY LANE	PC25	2024	$15,001	$0	$15,001	20	3	2/29/2028
20	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	$19,849	$11,464	$8,385	12	3	2/28/2027
21	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRODORS PROJ, PHASE VI	PC25	2021	$13,419	$12,396	$1,023	12	3	2/28/2027
23	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT (INCLUDE MM5507.07)	PC25	2020 2021	$10,383	$6,418	$3,965	12	3	2/28/2027
24	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	2020 2021	$4,423	$0	$4,423	12	3	2/28/2027
25	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	PC25	2024	$5,599	$0	$5,599	20	1	2/29/2028
26	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	PC25	2021	$3,238	$1,421	$1,817	12	3	2/28/2027
27	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	$2,928	$1,052	$1,876	12	3	2/28/2027
28	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	$3,624	$1,115	$2,509	12	3	2/28/2027
29	F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	PC25	2020 2021	$2,744	$1,165	$1,579	12	3	2/28/2027
30	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (THE MR FUNDS ARE THE MATCH MR312.52)	PC25	2020 2021	$3,062	$3,061	$1	12	3	2/28/2027
31	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	2020 2021	$907	$0	$907	12	3	2/28/2027
32	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021 2022 2023 2024	$7,307	$457	$6,850	20	1	2/29/2028
33	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2020 2021 2022 2023 2024	$4,059	$661	$3,398	20	1	2/29/2028
34	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2020 2021 2022 2023 2024	$6,137	$680	$5,457	20	1	2/29/2028
35	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	PC25	2020 2021 2022 2023 2024	$2,206	$625	$1,581	20	1	2/29/2028
36	F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	2024	$2,959	$0	$2,959	12	1	6/30/2027

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2025-26 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2026
($000')

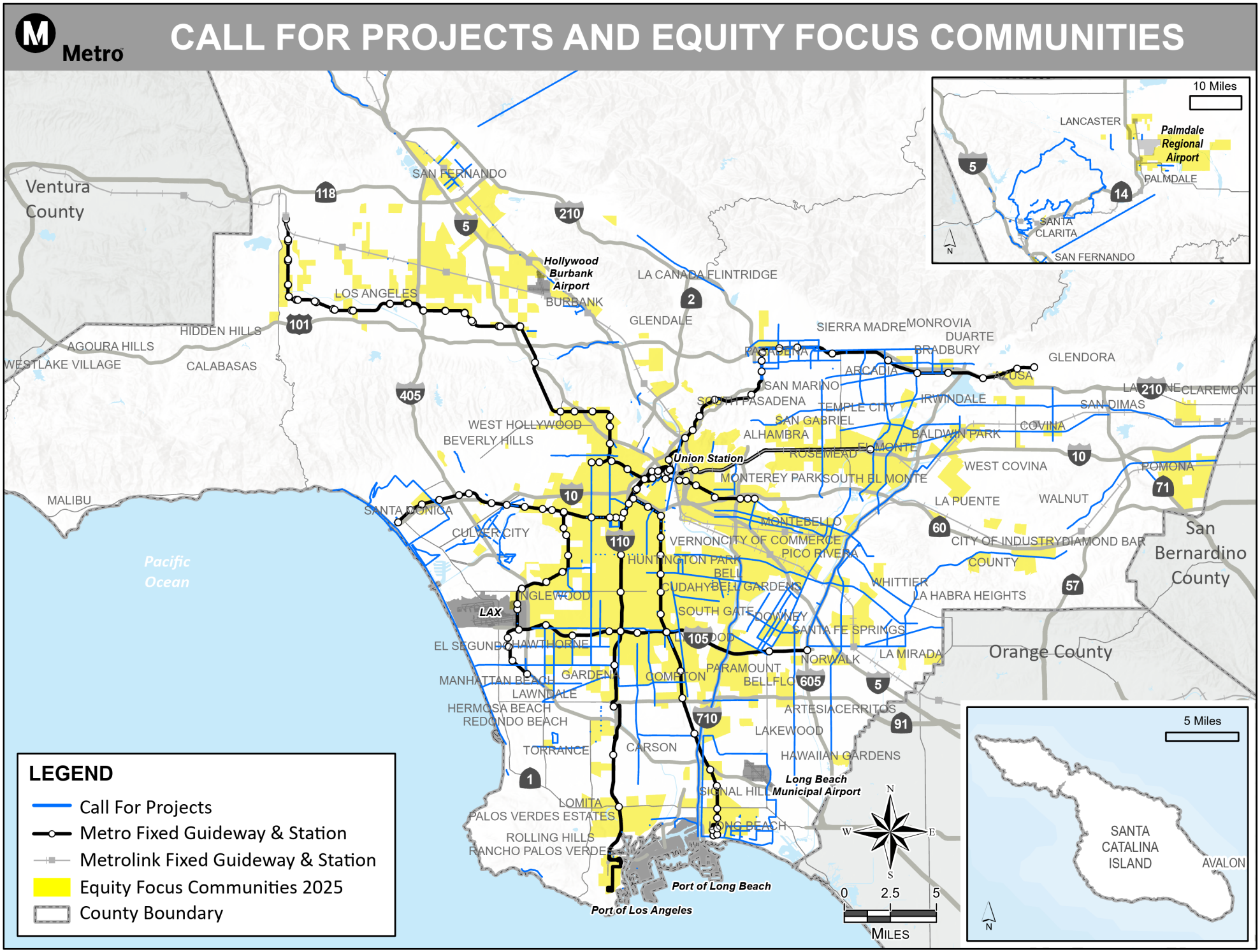
	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEARS	TOTAL $ PROG	TOTAL $ EXP/ OBLIG	AMT SUBJECT TO LAPSE	RECOM EXT (MONTHS)	REASON FOR EXT 1, 2 OR 3	REVISED LAPSE DATE
37	F9101	LAWNDALE	REDONDO BEACH BOULEVARD IMPROVEMENTS	PC25	2022	$3,363	$1,682	$1,681	12	3	2/28/2027
38	F7316	LONG BEACH	ARTESIA "GREAT" STREET PROJECT (CFP F7316/F9130 + MR312.70/MR315.70 + MM5509.09)	PC25	2020 2021	$6,527	$6,526	$1	12	3	2/28/2027
39	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	$2,606	$291	$2,315	12	1	2/28/2027
40	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	PC25	2019 2020	$2,717	$0	$2,717	12	1	2/28/2027
41	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2018 2019 2020	$12,424	$8,613	$3,811	12	3	2/28/2027
42	F7317	PASADENA	PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY	PC25	2018 2019	$1,158	$361	$797	12	3	2/28/2027
43	F9122	PICO RIVERA	TELEGRAPH ROAD BRIDGE REPLACEMENT	PC25	2024	$2,299	$97	$2,202	20	1	2/29/2028
44	F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION-GOLDEN VALLEY ROAD TO RAINBOW GLEN	PC25	2024	$11,577	$0	$11,577	20	1	2/29/2028
45	F7105	SANTA CLARITA	13TH STREET/DOCKWEILER DRIVE EXTENSION	PC25	2024	$8,164	$0	$8,164	20	1	2/29/2028
46	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	PC25	2024	$5,475	$0	$5,475	20	1	2/29/2028

Metro

June 2026 Technical Advisory Committee (TAC) Appeals
Sorted by Agency
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	TOTAL PROG $	LAPSING FUND YEAR(S)	TOTAL EXP/OBLIG/ ALLOC $	PROG $ SUBJECT TO LAPSE	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE
1	F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	$1,077	2018 2019	$0	$1,077	Did not meet Lapsing Policy	One-year extension to February 28, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
2	8075/ F1209	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	$7,107	2023	$5,763	$1,344	Did not meet Lapsing Policy	One-year extension to June 30, 2027.	Concur with TAC recommendation.
3	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	$6,986	2019 2021	$1,389	$5,597	Did not meet Lapsing Policy	One-year extension to February 28, 2027.	Concur with TAC recommendation.
4	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	$4,423	2020 2021	$0	$4,423	Did not meet Lapsing Policy	One-year extension to February 28, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
5	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	$907	2018 2021	$0	$907	Did not meet Lapsing Policy	One-year extension to February 28, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
6	F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	$2,959	2023 2024	$0	$2,959	Did not meet Lapsing Policy	One-year extension to June 30, 2027 and provide project status update at the 2027 TAC appeal.	Concur with TAC recommendation.
7	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	$2,606	2020	$291	$2,315	Did not meet Lapsing Policy	One-year extension to February 28, 2027.	Concur with TAC recommendation.

CALL FOR PROJECTS AND EQUITY FOCUS COMMUNITIES



Map Produced By Countywide Planning and Development, LACMTA, July 2025
Thomas Bros. Data Used With Permission.

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Countywide Call for Projects

Planning and Programming Committee
September 16, 2026

Metro

File# 2026-0585

September 2026 Recommendation

CONSIDER:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Long Beach – 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects shown in Attachment B.

Active Call for Projects as of June 30, 2026

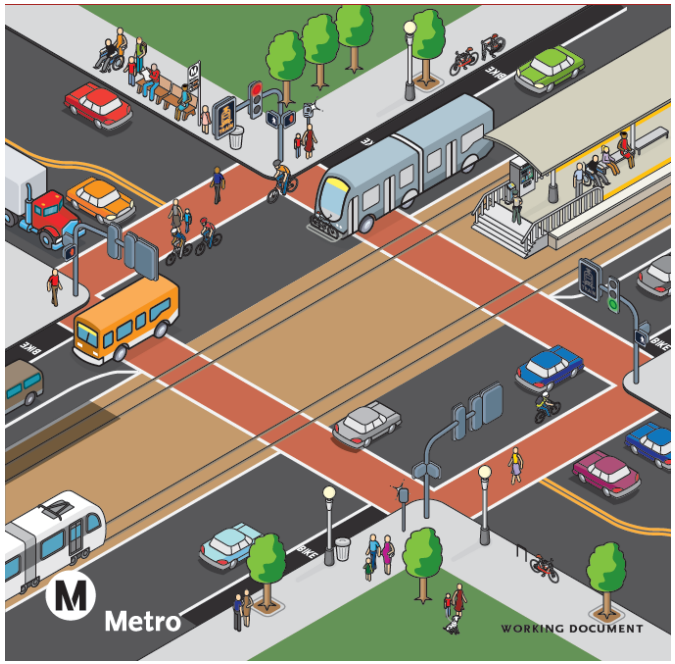
Fiscal Year 2026 (July 1, 2025 – June 30, 2026)

- 39 projects completed by project sponsors
- $47.6 million expended/obligated

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount ($000')	# of Active Projects (June 2025)	# of Active Projects (June 2026)	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	17	9	$ 27,505
2009 Call	133	FY12 - FY15	337,551	18	12	41,201
2011 Call	72	FY15 - FY17	123,516	8	6	8,412
2013 Call	96	FY15 - FY19	199,390	25	13	50,699
2015 Call	88	FY17 - FY21	201,923	33	22	55,106
	558		$1,316,900	**101**	**62**	**$182,923**

Next Steps

- Execute Funding Amendments with the project sponsors receiving time extensions.
- Continue working with the project sponsors to expedite project deliveries.
- Return to the Board annually for updates.



Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0467, **File Type:** Resolution **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: CAP-AND-INVEST LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of $58,909,350 in California Cap-and-Invest (formerly California Cap-and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

ISSUE

The Low Carbon Transit Operations Program (LCTOP), a California Cap-and-Invest (formerly California Cap-and-Trade) program established in 2014, provides operating and capital assistance funds to public transportation agencies to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving State-designated disadvantaged communities, which partially overlap with Metro's Equity Focus Communities (EFC). To secure these funds, Metro must submit a complete package, which includes an adopted Board resolution certifying compliance with all LCTOP conditions. Therefore, Metro Staff seeks approval of the Resolution contained in Attachment A.

BACKGROUND

Created by California Senate Bill 862 (2014), LCTOP provides proceeds from California's Cap-and-Invest Program to support transit agency investment in various projects intended to reduce greenhouse gas emissions. Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation in coordination with the California Air Resources Board (CARB) and the State Controller's Office (SCO).

Under SB 840 (2025) and AB 1207 (2025), changes to the Cap-And-Invest rules, which took effect on July 01, 2026, require the State to change the timing for releasing Cap-And-Invest proceeds. To ensure proper distribution and timely access to funds, the FY 2025-26 LCTOP allocation is split into two separate cycles - Cycle A, a regular Call for Projects carrying approximately $132M, and Cycle B, a second Call for Projects carrying an estimated $85M. On February 27, 2026, the State notified eligible agencies of their FY 2025-26 Cycle A fund allocation amounts, including $32,138,535 apportioned to Metro. On September 1, 2026, the State released the Cycle B amounts which provides $20,590,955 to Metro. In addition, 17 Los Angeles County municipal operators requested to transfer to Metro $3,766,614 and $2,413,246 from their Cycles A and B FY 2025-26 LCTOP fund allocations in exchange for more flexible local funds. The total State FY25-26 LCTOP funding available to Metro, including funding exchanges with other municipal operators is $58,909,350.

DISCUSSION

To claim the total $58,909,350 grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP proceeds. The complete allocation request package must include a Board resolution that: 1) authorizes the CEO or their designee to claim $58.9 million in FY 2025-26 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2025-26 LCTOP funds to Metro by the 17 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align the total $58,909,350 to A Line Operations.

LCTOP Program Funding

In FY 2025-26, $217.8 million was allocated to LCTOP statewide for Cycles A and B, with $52.7 million allocated to Metro. Transit agencies receiving funds from the LCTOP must submit proposals listing projects that meet any of the following criteria:

Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;

Operational expenditures that increase transit mode share; and

Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero emission buses.

Additional Project Eligibility Criteria

For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility. All projects are required to benefit disadvantaged communities, low-income

communities, and/or low-income households.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors to identify recommended projects to utilize the FY 2025-26 LCTOP funding, evaluating both new requests and potentially viable grant uses collected during prior years' LCTOP efforts. Projects that were analyzed included several Metro rail line operations, Access Services, electrification of various Metro Divisions, and Open and Slow Streets events. Factors including project readiness, project schedule, locations serving disadvantaged communities, GHG emissions reductions, and overall LCTOP program project eligibility, resulted in not selecting those projects. The analysis included an evaluation of each potential recipient project's alignment with Metro's Strategic Vision, project and program costs, Vehicle Miles Traveled (VMT) impacts, equity, community engagement undertaken, and the extent to which allocating LCTOP funding improves the balance between Metro's financial commitments and funding availability. As a result of this analysis, staff recommends Metro A Line operations. Further proposal details are outlined below:

Metro A Line Operations:

Metro's A-Line, which operates from Long Beach to Pomona, spans 57.7 miles of track and includes 48 stations. Across the Metro rail system, the A-Line leads in both high ridership and operational demand. Recent expansions have significantly enhanced the line's reach and utility. The Regional Connector, which opened to the public on June 16, 2023, enabled Metro to provide new service in Downtown Los Angeles and successfully consolidated three train lines into two (the A and E Lines). The Pomona Extension, which opened to the public on September 19, 2025, created 9.1 miles of new track and four at-level stations. This extension enables a vital new service in the San Gabriel Valley.

Together, these expansions facilitate a seamless, one-seat ride across Pomona, Downtown Los Angeles, and Long Beach, bridging additional connections to regional rail networks. The new/expanded and enhanced rail service has helped increase rail ridership on the A-Line by 16% in the first half of FY26. Both the Regional Connector and Pomona Extension were designed and built with significant community input. With the opening of the new Pomona Extension and the continued operation of 57.7 miles of track and 48 stations on the A-Line, it is considered new or expanded service within five years per LCTOP guidelines and aligns well with LCTOP eligibility requirements. The A-Line with the new Pomona Extension also aligns well with the current practice of programming available funds to eligible operations costs.

Metro-A Line operates in neighborhoods designated as disadvantaged or low-income per SB 535 and AB 1550, particularly the 28 stations located within Metro's EFCs across Long Beach, South Los Angeles, East Los Angeles, and Pomona. Census tracts along the A-Line EFC boundaries average 57% low-income households, 85% Black, Indigenous, and People of Color (BIPOC), and 22% Zero-Vehicle households.

Multiple public engagement opportunities were initiated for these communities, drawing 229 participants to the Regional Connector and an average of 65 to the Pomona Extension.

DETERMINATION OF SAFETY IMPACT

The requested actions will not impact the safety of Metro customers or employees.

FINANCIAL IMPACT

Claiming the LCTOP funds will positively impact the agency's budget by making $58.9 million available to Metro for new or enhanced transit service.

Impact to Budget

LCTOP funds are eligible for either bus and rail operations or capital expenditures. .

EQUITY PLATFORM

Senate Bill 525 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged and low-income communities.

The California Environmental Protection Agency (CalEPA) provides tools, such as CalEnviroScreen 4.0, for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. As the lead agency, Metro must select the document information to show that a proposed project meets all DAC and other priority population requirements. Staff considered both projects by utilizing the CalEnviroScreen 4.0 mapping tool, Metro's EFCs Map, and engagement from the Regional Connector Project.

The Metro A Line is located in or adjacent to neighborhoods designated as disadvantaged and/or low-income communities per SB 535 and AB 1550. Forty-Eight (48) stations along the A Line are located within Metro's Equity Focus Communities in (EFCs) in Long Beach, South Los Angeles, East Los Angeles, and Pomona. Stations in census tracts along the A Line's EFC boundaries have an average of 57 percent of low-income households and an average of 22 percent of zero-vehicle households. At least 80 percent of the A Line is located within a DAC as defined by CalEnviroScreen 4.0. The proposed grant funding will help Metro fund the continued operations of the A Line, which will benefit the impacted communities by providing direct, safe, and reliable transit service to major centers in Long Beach, Downtown Los Angeles, Pasadena, Azusa, and Pomona. The opening of the new Pomona Extension increases access to available multi-modal transit service to the greater San Bernardino area. Robust public engagement opportunities were initiated for communities in the extended corridor area, including public scoping meetings that drew 229 participants and an average of 65 participants per meeting for the Pomona Extension.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT. Implementing the GETS will reduce the vehicle miles traveled during the Games time by providing alternatives to driving and parking directly at venues.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT, as it is related to investment activities that will benefit and encourage taking transit, including rail.

This item supports Metro's systemwide strategy to reduce VMT through operational activities and infrastructure. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT and meet the State's requirements. Staff calculated VMT associated with the proposal to show that the net effect of this multi-modal item is to decrease VMT. The California Air Resources Board's GHG Benefits Calculator (QM-Tool) is used in the LCTOP Allocation Request to demonstrate GHG and VMT reductions. Based on projected ridership numbers and estimated annual fuel use for A Line operations, the estimated VMT reduction is 92,209,745 miles.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1 to provide high-quality mobility options that enable people to spend less time traveling, and goal #3, enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of $58.9M in State FY 2025-26 LCTOP funding - $52.7M allocated directly and $6.1M in funds transferred by 17 municipal operators to Metro.

NEXT STEPS

- August/September 2026: Caltrans and CARB approve List of Projects and submit it to SCO for Cycle A
- October 2026: Metro submits LCTOP Cycle B allocation request to Caltrans.
- September/October 2026: SCO releases approved project list for Cycle A
- January/February 2027: Caltrans and CARB approve the List of Projects and submit it to SCO for Cycle B
- February/March 2027: SCO releases approved project list.

ATTACHMENT

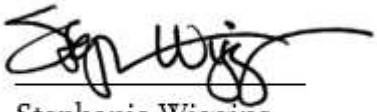
Attachment A - Board Resolution to Execute LCTOP Project

Prepared by: Wendy San, Manager, (213) 547-4321
Cameron Schreiter, Principal Transportation Planner, (213) 922-2630

Justin Tsang, Transportation Planner, (213) 547-4376
Shawn Atlow, Executive Officer, Countywide and Development (213) 547-4322
Laurie Lombardi, Senior Executive Officer, Countywide and Development (213) 418-3251

Reviewed by:

Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Projects:

Metro A Line Operations - $58,909,350

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, 17 Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer $6,179,860 in PUC 99314 FY2025-26 LCTOP funds to Metro for Metro's FY 2025-26 LCTOP A Line Operations Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or their designee; and

WHEREAS, Metro wishes to implement the following LCTOP projects also listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or their designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2025-26 LCTOP funds:

Project Name: A Line Operations
LCTOP Funds Requested: $58,909,350 comprised of Metro's allocation of $52,729,490 and PUC 99314 allocations transferred to Metro from 17 Los Angeles County LCTOP Contributing Sponsors totaling $6,179,860 for Metro's FY 2025-26 LCTOP Project.
Description: Operations of Metro's A Line light rail service.
Benefit to Priority Populations: The project improves connectivity and provides one-seat rides within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria.
Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, City of Gardena, City of Glendale, City of La Mirada, Foothill Transit Zone, Long Beach Public Transportation Company, City of Montebello, City of Norwalk, City of Redondo Beach, City of Santa Clarita, City of Santa Monica, and City of Torrance

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, September 24, 2026.

By: _____
Collette Langston, Board Clerk
Los Angeles County Metropolitan Transportation Authority

Dated:

(SEAL)



CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

PLANNING AND PROGRAMMING COMMITTEE

SEPTEMBER 16, 2026

Metro

APPROVE RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of $58,909,350 in California Cap-and-Invest (formerly California Cap and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B.CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

LCTOP ELIGIBILITY REQUIREMENTS

> LCTOP can fund eligible operating and capital projects for transit agencies – with a priority on serving disadvantaged communities – that reduce greenhouse gas emissions (GHG) and improve mobility.

> Eligible projects include:

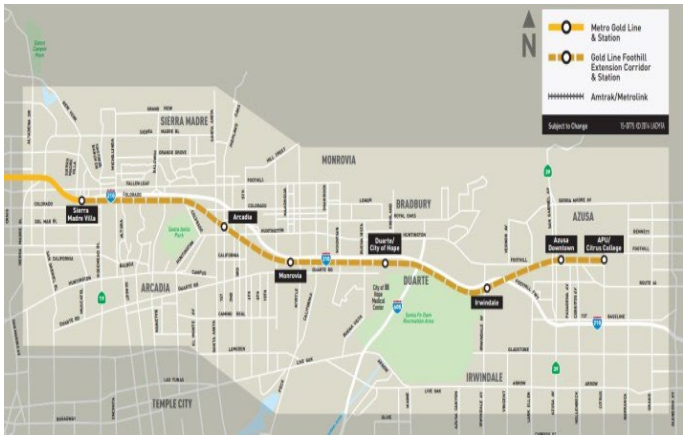
- New or expanded bus, rail, water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure.



Airport Metro Connector

PRIOR LCTOP-FUNDED PROJECTS

- Gold Line Foothill Extension 2A Operations (OPS) – 2015-19
- Expo Phase 2 Ops – 2016-19
- Division 9 Electric Bus Charging Infrastructure – 2020
- Crenshaw/LAX Transit Corridor Ops and/or Fareless Initiative Pilot – 2021-22
- Division 8 Charging Infrastructure for North San Fernando Valley Transit Corridor – 2023-24
- E-Line Operations – 2024
- A-Line Operations – 2025
- Special Event Supplementary Bus Service - 2025



Gold Line Foothill



K- Line

RECOMMENDATIONS

A Line Operations

The A Line is located within Metro's Equity Focus Communities boundaries and would provide a one-seat ride between Long Beach and Pomona. This light rail-line is estimated to reduce VMT by 94,209,584, as well as result in a reduction in greenhouse gas emissions.



Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0584, **File Type:** Program **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project schedule, shown in Attachment D; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs and Measure R South Bay Transit Investments Programs, whose funds are limited

to capital uses, are included in the Measure M and/or Measure R Expenditure Plans. The annual update allows the South Bay subregion and implementing agencies to approve new eligible projects for funding and revise scopes of work, schedules, and project budgets for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A, B, C and D), which will serve as the basis for Metro to enter into funding agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of $627.68 million in Measure M MSP was forecasted to be available for programming for the South Bay Subregion from FY 2017-18 to FY 2029-30. In prior actions, the Board approved programming of $396.89 million in support of 91 projects. Therefore, $230.79 million of Measure M MSP funds is available to the Subregion for programming as part of this update. Over the last eight years, $67.07 million or 17% of the $396.89 million programmed has been expended. Two projects are closed, and five others have been completed and are initiating or in the close-out audit process.

At its July 2021 meeting, the Board approved the Measure R Ordinance Amendment that authorized the transfer of up to $400 million from the Measure R Highway Capital Subfund to eligible Transit Capital projects. In prior actions, the Board approved programming of $376.84 million in support of 11 projects. Therefore, $23.16 million of Measure R South Bay Transit Investment Program funds is available to the Subregion for programming as part of this update. Over the last five years, $100.94 million or 27% of the $376.84 programmed has been expended. All projects are in the implementation phase.

In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highway Investments <<https://boardagendas.metro.net/board-report/2022-0302/>>, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments (COG) lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

Findings

Metro staff works closely with the South Bay COG and the implementing agencies on project eligibility reviews preparing for the annual update, including changes to the project scope of work/schedule and/or funding requests, as applicable. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for

the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines and/or the Measure R Transit Investments Program Guidelines. Staff expect the collection of the project details in advance of Board action to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSP and Measure R funds must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff continue working with the implementing agencies and encouraging timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50). This type of inter-program borrowing is acceptable under the Board-adopted Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain Metro Board approval. In April 2026, the SBCCOG Board approved the inter-program borrowing.

Considerations

Transportation System and Mobility Improvements Program (Expenditure Line 50)

This update includes funding adjustments to six existing and eight new projects as follows:

Hawthorne

- Program $1,898,850 in FY 27 for a new project: MM5502.14 - Hawthorne Mobility Hub. The new project includes the design of a new two-story, 400 space parking structure in the southeast corner of the Hawthorne Memorial Center that will serve as a park-and-ride hub near major bus and Metro routes as well as regional transit. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Project Approval and Environmental Document (PAED) and Plans Specification and Estimates (PS&E) phases.

Inglewood

- Program $5,500,000 for a new project: MM5502.15 - Aviation Boulevard Improvement Project. Funds are to be programmed as follows: $2,000,000 in FY 27 and $3,500,000 in FY 28. The new project will rehabilitate and enhance the corridor between Arbor Vitae Street and Manchester Boulevard, integrating improvements designed to meet current standards and serve both local and regional traffic. These improvements will strengthen pedestrian connectivity, facilitate seamless transit access to the LAX/Metro Transit Center Station and Westchester/Veterans K Line Station, and enhance safety for pedestrians and vehicles along the corridor. This project will likely decrease VMT. The funds will be used for the project's construction phase.

LA City

- Program an additional $6,859,898 and reprogram $6,038,091 previously awarded funds for MM4601.01- San Pedro Pedestrian Improvements. Funds are programmed as follows:

$1,207,619 in prior years, $3,372,445 in FY 26, $3,295,098 in FY 27, $6,087,531 in FY 28, $142,915 in FY 29 for a revised total grant of $14,105,608. The project limits are approximately one-half square mile area, that serves a low-income and transit-dependent neighborhood in the Los Angeles community of San Pedro. The existing project includes new crosswalks, pedestrian security lighting, curb extensions, Americans with Disabilities Act (ADA) compliant curb ramps, and bicycle racks which will create a complete street environment that encourages increased walking, bicycling and public transit use. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

- Program an additional $15,200,000 and reprogram $10,207,400 previously awarded funds for MM4601.03 - Avalon Promenade and Gateway. Funds are programmed as follows: $6,643,000 in FY 27, $8,823,000 in FY 28, and $9,941,400 in FY 29 for a revised total grant of $25,407,400. The existing project will construct a dedicated pedestrian/cycling bridge over the active freight railroad tracks and approximately 12-acres of open public space adjacent to the pedestrian bridge. This project will likely decrease VMT. The funds will be used for the project's construction phase.

- Program $719,000 for a new project: MM4601.24 - Anaheim Street and Sampson Avenue Pedestrian Hybrid Beacon. Funds are programmed as follows: $144,000 in FY 28, $287,500 in FY 29, and $287,500 in FY 30. The new project includes constructing a new Pedestrian Hybrid Beacon at the intersection of Anaheim Street and Sampson Avenue to add a new crossing that will increase the safety of pedestrians who are crossing north/south and directly serve local and regional transit riders. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

- Program $3,500,000 for a new project: MM5502.16 - Lomita Blvd Grade Separation. Funds are programmed as follows: $1,242,860 in FY 27, $1,925,720 in FY 28, and $331,420 in FY 29. This new project includes a grade separated overpass at the eastern terminus of Lomita Boulevard connecting to Alameda Street, diverting commercial truck traffic away from residential streets in East Wilmington. This overpass is expected to reduce idling and collisions, improve traffic flow, and mitigate concentrated emissions in a community disproportionately burdened by industrial pollution. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and Right-of-Way (ROW) phases.

LA County

- Program an additional $2,235,000 and reprogram $660,000 previously awarded funds for MM4601.06 - El Camino Village Traffic and Pedestrian Safety Enhancements. Funds are programmed as follows: $378,000 in prior year, $176,000 in FY 25, $484,000 in FY 26, $1,370,000 in FY 27, $865,000 in FY 28 for a revised total grant of $3,273,000. The existing project includes high-visibility crosswalks, curb extensions, curb ramps, refuge islands, signal improvements, and ADA sidewalk upgrades along three major roadways in the community. This project will likely decrease VMT. The funds will be used for the project's PAED and PS&E phases.

- Program $945,000 for a new project: MM5502.17 - Rosecrans (West) TSSP. Funds are programmed as follows: $150,000 in FY 27, $600,000 in FY 28, and $195,000 in FY 29. This new project includes the construction of multijurisdictional traffic signal synchronization and intersection improvements at 13 signalized intersections, including, but not limited to pedestrian safety improvements, traffic signal synchronization and coordinated signal timing including communications, detection hardware and software improvements, safety lighting and signing and striping upgrades for all auto and non-auto users a long a 3-mile corridor. This project will likely increase VMT. The funds will be used for the project's construction phase.

- Program $1,250,000 for a new project: MM5502.18 - Redondo Beach TSSP. Funds are programmed as follows: $230,000 in FY 27, $870,000 in FY 28, and $150,000 in FY 29. This new project includes the construction of multijurisdictional traffic signal synchronization and intersection improvements at 19 signalized intersections, including, but not limited pedestrian safety improvements, traffic signal synchronization and coordinated signal timing including communications, detection hardware and software improvements, safety lighting and signing and striping upgrades for all auto and non-auto users a long a 4-mile corridor. This project will likely increase VMT. The funds will be used for the project's construction phase.

Lomita

- Program $4,789,234 for a new project: MM4601.25 - School Zone Safety Improvements. Funds are programmed as follows: $800,000 in FY 27 and $3,989,234 in FY 28. This new project includes multimodal infrastructure improvements such as pedestrian hybrid beacons, pedestrian refuge islands, ADA-compliant curb ramps, a parking-protected bicycle lane, intersection realignment, and sidewalk expansions, that are intended to enhance safety, comfort, and accessibility for people walking and bicycling. This project will likely decrease VMT. The funds will be used to complete the project's PS&E and construction phases.

SBCCOG

- Reprogram previously awarded $738,513 for MM5502.01 - Planning Activities for Subregion's Measure M MSP development process. Funds are programmed as follows: $386,319 in prior years, $88,000 in FY 27, $88000 in FY 28, $88,000 in FY 29, and $88,194 om FY 30.

Torrance

- Program an additional $8,111,591 and reprogram $10,372,609 previously awarded funds for MM4601.08 - Torrance School Safety and Accessibility Program (Phase 2). Funds are programmed as follows: $3,169,283 in FY 26, $5,403,842 in FY 27, and $9,911,075 in FY 28 for a revised total grant of $18,484,200. The existing project includes construction of new sidewalks in existing gap areas within the path of travel, eliminating barriers in the sidewalk infrastructure, installing pedestrian signal equipment at existing signalized intersections, installing high visibility crosswalk striping and signage at stopped controlled intersections, installing bicycle signage for new Class III bike routes, and installing new bicycle racks surrounding three Torrance Elementary schools. This project will likely decrease VMT. The funds will be used to complete the project's PS&E and construction phases.

- Program an additional $44,450,000 and reprogram $2,550,000 previously awarded funds for MM5502.11 - Torrance Fiber Network and Traffic Signal Optimization. Funds are programmed as follows: $123,376 in FY 25, $276,624 in FY 26, $850,000 in FY 27, $14,800,000 in FY 28, $20,500,000 in FY 29, and $10,450,000 in FY 30 for a revised budget of $47,000,000. The existing project includes enhancing traffic signal communications within the City by establishing a fiber optic interconnect infrastructure. The proposed Intelligent Transportation System (ITS) improvements will modernize signalized intersection and corridor operations. Implementation of update Timing and Transit Signal Priority (TSP) will improve travel time reliability and schedule adherence, supporting increased transit ridership and will likely increase VMT. The funds will be used to complete the project's PS&E and construction phases.

- Program $1,116,000 for a new project: MM5502.19 -Traffic Signal Safety Improvement Project. Funds are programmed as follows: $96,000 in FY 27 and $1,020,000 in FY 28. This new project includes traffic signal safety improvements at five intersections such as the installation of ADA-compliant pedestrian push buttons, new pedestrian signal heads, ADA curb ramps, and the implementation of protected left-turn phasing. This project will likely decrease VMT. The funds will be used to complete the project's for PAED and PS&E phases.

South Bay Highway Operational Improvements (Expenditure Line 63)

This update includes funding adjustments to two new projects as follows:

LA City

- Program $7,000,000 for a new MSP funded project: MM5507.26 - Anaheim Street Widening, an existing project also funded by Measure R (MR312.51). The MSP funds are programmed as follows: $2,000,000 in FY 27 and $5,000,000 in FY 28. This project includes widening Anaheim Street from four to six traffic lanes between Farragut Avenue and Sampson Avenue in the community of Wilmington. The project also includes constructing new sidewalks along the south side of Anaheim Street, featuring a shared-use bike path with buffered bike lanes along both the south and north sidewalks within the project limits. This project will likely increase VMT. The funds will be used to complete the project's construction phase.

LA County

- Program $1,700,000 for a new project: MM5507.27 - Systemwide Coordination Timing Enhancement. Funds are to be programmed as follows: $600,000 in FY 28, $600,000 in FY 29, and $500,000 in FY 30. This new project includes upgrading the area-wide coordination timing on arterial routes in the South Bay area by reviewing traffic counts and radar speed checks; determining cycle lengths, phase splits, and offsets for the peak and off-peak periods; optimizing the network signal timing; preparing time-space diagrams; preparing timing sheets; installing timing in the field controllers; adjusting timing in the field as necessary; and evaluate travel time after implementation. This project will likely increase VMT. The funds will be used to complete the project's PS&E phases.

Transportation System & Mobility Improvements Program (Expenditure Line 66)

This update includes funding adjustments to six existing projects as follows:

Hawthorne

- Program an additional $2,500,600 and reprogram $3,120,000 previously awarded funds for MM4602.03 - Hawthorne Moneta Garden Improvements. Funds are programmed as follows: $200,000 in prior years, $66,449 in FY 24, $1,823,623 in FY 26, $2,452,464 in FY 27, and $1,278,064 in FY 28 for a revised total grant of $5,820,600. This existing project includes upgrading concrete infrastructure to meet ADA requirements, traffic signal work, and streetlight work to provide improved lighting conditions at 11 unsignalized intersections. This project will likely decrease VMT. The funds will be used to complete the project's PS&E, ROW and construction phases.

LA City

- Program an additional $615,000 in FY 27 for MM5508.01 - Signal Operational Improvements for a revised budget of $3,115,000. The existing project includes the installation of a new traffic signal, curb extensions, and ADA-compliant curb ramps to improve pedestrian safety. It will also add left-turn signals at two locations for northbound and southbound traffic. This project will likely increase VMT. The funds will be used to complete the project's construction phase.

- Reprogram previously awarded $17,518,670 for MM5508.14 - Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd, an existing project also funded by Measure R (MR312.48). Funds are reprogrammed as follows: $2,919,779 in FY 28, $9,489,279 in FY 29, and $5,109,612 in FY 30. The existing project includes widening and improvement of Alameda Street to a Modified Major Highway Class II Street from two lanes to three lanes in each direction between Harry Bridges Boulevard and Anaheim Street. The purpose of this project is to improve the freight line movement along Alameda Street due to the Port of Los Angeles Berth 200 Rail Yard expansion project and increased 18-wheeler truck traffic on the Alameda corridor. This project will likely increase VMT. The funds will be used to complete the project's construction phase.

Manhattan Beach

- Program an additional $2,285,000 and reprogram $16,613,000 previously awarded funds for MM5508.04 - Advanced Traffic Signal System Project. The Funds will be reprogrammed as follows: $1,100,000 in FY 20, $413,032 in FY 21, $8,910,000 in FY 26, and $9,574,868 in FY 27 for a revised total grant of $19,998,000. The project includes the design of the City's fiber network, as well as the design and construction of associated ITS improvements, including traffic signal communication upgrades, Changeable/Dynamic Message Signs, cameras, and signal timing improvements. Funds are being reprogrammed to address unforeseen circumstances in construction, the construction phase which required a higher level of

engineering review, redesign and construction support than originally anticipated. This project would likely increase VMT. This fund will be used to complete project's PS&E and construction phases.

Palos Verdes Estates

- Reprogram previously awarded $5,517,000 for MM5508.11 - Palos Verdes Drive West Corridor Expansion. Funds are reprogrammed as follows: $304,172 in FY 21, $950,000 in FY 27, $1,300,000 in FY 28, and $2,962,828 in FY 29. The project was originally planning to install either a roundabout or a traffic signal at the Via Corta intersection. However, based on community outreach, stakeholder engagement, and further technical analysis, the city revised the scope of work to a dual phase approach to implement improvements at PVDW/ Via Corta and PVDW/ Palos Verdes Drive North (Triangle) intersections. These improvements will enhance pedestrian and bicycle safety and improve vehicular operations and will better reflect community preferences while advancing safety and operational improvements. This project will likely increase VMT. The funds will be used for project's PAED and PS&E phases.

Rolling Hills Estates

- Reprogram previously approved $4,698,650 for MM4602.10 - Rolling Hills Road Bike Lanes. Funds are reprogrammed as follows: $229,450 in prior years, $778,200 in FY 27, $2,912,800 in FY 28 and $778,200 in FY 29. This existing project includes proposed bike lanes and multimodal shared use trails that would connect the existing bike lanes and multimodal shared use trails on Palos Verdes Drive North to the future bike route on Rolling Hills Road. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E and construction phases.

Measure R South Bay Transit Investment Program

This update includes funding adjustments to one existing projects as follows:

Carson

- Program an additional $4,000,000 and reprogram $11,420,661 previously awarded funds for MR524.02- Victoria Transit Center (formerly known as Carson Circuit: Fashion Outlet Regional Transit Center). The funds are programmed as follows: $56,339 in FY 23, $318,661 in FY 25, $1,100,000 in FY 26, $11,350,000 in FY27, and $2,652,000 in FY 28 for a revised total grant of $15,477,000. This existing project includes design and construction of the overall mobility hub that addresses the much needed, multi-modal transportation accommodations linking the bus terminal like, bike lanes, ride share station, pedestrian accessibility, walking and jogging paths, wayfinding, short term parking, and shuttle bus stops. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E, ROW and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP and Measure R Transit Investments funds to the South Bay Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 27, $13.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for South Bay Transit Investment Program (Project #465524); $1.6 million is budgeted in Cost Center 0442 (subsidies - Complete Streets & Highway), and $1.2 million is budgeted in Cost Center 0445 (subsidies budget - ITS) for the Transportation System Mobility Improvement Program (Project #475502); $2.1 million is budgeted in Cost Center 0442 (subsidies - Complete Streets & Highway), and $1.7 million is budgeted in Cost Center 0445 (subsidies budget - ITS) for the South Bay Highway Operational Improvements Program (Project #475507); and $1.6 million is budgeted in Cost Center 0442 (subsidies - Complete Streets & Highway), and $2.5 million is budgeted in Cost Center 0445 (subsidies budget - ITS) for the Transportation System Mobility Improvement Program (Project #475508). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441, 0442 and 0445. Since these are multi-year projects, Cost Centers 0441, 0442 and 0445 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure R Transit Capital. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The South Bay subregion comprises 15 cities and the adjacent unincorporated area of Los Angeles County. Thirty-five percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include Gardena (37.5%), Hawthorne (60%), Inglewood (80.8%), City of Los Angeles (48.2%), and the unincorporated County of Los Angeles (57.7%). As part of this report, additional funds are allocated to many of the communities with EFCs, including Hawthorne, Inglewood, City of Los Angeles, and the unincorporated County of Los Angeles.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion. Many of the projects listed above include accessibility improvements, which ensure compliance with ADA requirements and a more dignified experience for people with disabilities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to achieving the Board-adopted VMT Reduction Targets, these targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro operates under a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP and Measure R Transit Investments Program projects for the South Bay Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures, as well as the Measure R Transit Investments Program Guidelines

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2026-27.

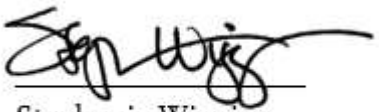
Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Transportation System and Mobility Improvements Program (Expenditure Line 50) Project List
Attachment B - South Bay Highway Operational Improvements Program (Expenditure Line 63) Project List
Attachment C - Transportation System and Mobility Improvements Program (Expenditure Line 66) Project List
Attachment D - Measure R Transit Investments Program Project List

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Stephanie Wiggins
Chief Executive Officer

South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 50)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	CARSON	MM4601.09	BIKE LANE INSTALLATION - CARSON ST., FIGUEROA ST., MAIN ST., VICTORIA ST.	CONSTRUCTION		$ 10,620,270		$ 10,620,270		$ 5,628,743	$ 4,991,527			
2	CARSON	MM4601.10	BIKE LANE INSTALLATION - 223RD ST., AVALON BLVD., CENTRAL AVE., DEL AMO BLVD., UNIVERSITY DR.	CONSTRUCTION		6,834,692		6,834,692		3,280,652	3,554,040			
3	CARSON	MM4601.17	SOUTH BAY LOCAL TRAVEL NETWORK IN CARSON	PS&E, CONSTRUCTION		4,512,915		4,512,915	450,000	4,062,915				
4	EL SEGUNDO	MM4601.11	SOUTH BAY LOCAL TRAVEL NETWORK IN EL SEGUNDO	PS&E, CONSTRUCTION		925,000		925,000	925,000					
5	EL SEGUNDO	MM4601.19	DOWNTOWN MOBILITY IMPROVEMENT PROJECT	PS&E		1,000,000		1,000,000		300,000	400,000	300,000		
6	EL SEGUNDO	MM4601.20	SAFE ROUTES TO SCHOOLS	PS&E, CONSTRUCTION		400,000		400,000			400,000			
7	HAWTHORNE	MM5502.14	HAWTHORNE MOBILITY HUB	PAED, PS&E	New		1,898,850	1,898,850			1,898,850			
8	HERMOSA BEACH	MM5502.12	HERMOSA AVENUE SAFETY IMPROVEMENTS	PAED, PS&E		440,000		440,000		108,000	332,000			
9	INGLEWOOD	MM5502.02	ITS (GAP) CLOSURE IMPROVEMENTS	CONSTRUCTION	Audit Compl	13,500,000		13,500,000	13,500,000					
10	INGLEWOOD	MM5502.03	INGLEWOOD INTERMODAL TRANSIT/PARK AND RIDE FACILITY	PAED, PS&E, CONSTRUCTION	Clsd	4,933,310		4,933,310	4,933,310					
11	INGLEWOOD	MM5502.09	PRAIRIE AVE. DYNAMIC LANE CONTROL SYSTEM	PS&E, CONSTRUCTION		13,120,000		13,120,000			13,120,000			
12	INGLEWOOD	MM5502.15	AVIATION BOULEVARD IMPROVEMENT PROJECT	CONSTRUCTION	New		5,500,000	5,500,000			2,000,000	3,500,000		
13	LA CITY	MM4601.01	SAN PEDRO PEDESTRAIN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	7,245,710	6,859,898	14,105,608	1,207,619	3,372,445	3,295,098	6,087,531	142,915	
14	LA CITY	MM4601.02	WILMINGTON NEIGHBORHOOD STREET IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		3,000,600		3,000,600			1,500,300	1,500,300		
15	LA CITY	MM4601.03	AVALON PROMENADE AND GATEWAY	CONSTRUCTION	Chg	10,207,400	15,200,000	25,407,400			6,643,000	8,823,000	9,941,400	
16	LA CITY	MM4601.24	ANAHEIM ST. & SAMPSON AVE. PEDESTRIAN HYBRID BEACON	PAED, PS&E, Construction	New		719,000	719,000				144,000	287,500	287,500
17	LA CITY	MM5502.16	LOMITA BOULEVARD GRADE SEPARATION	PAED, PS&E, ROW	New		3,500,000	3,500,000			1,242,860	1,925,720	331,420	
18	LA COUNTY	MM4601.04	WESTMONT/WEST ATHENS PEDESTRIAN IMRROVEMENTS	PAED, PS&E, CONSTRUCTION		14,207,097		14,207,097	2,600,000	2,000,000	2,000,000	3,000,000	4,607,097	

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
19	LA COUNTY	MM4601.06	EL CAMINO VILLAGE TRAFFIC AND PEDESTRIAN SAFETY ENHANCEMENTS	PAED, PS&E	Chg	1,038,000	2,235,000	3,273,000	554,000	484,000	1,370,000	865,000		
20	LA COUNTY	MM4601.12	LENNOX VISION ZERO TRAFFIC ENHANCEMENTS	PAED, PS&E		1,206,000		1,206,000	479,000	300,000	427,000			
21	LA COUNTY	MM5502.04	182ND ST/ ALBERTONI ST. TRAFFIC SIGNAL SYNCH PROGRAM	PAED, PS&E, CONSTRUCTION		4,228,500		4,228,500	950,000	3,278,500				
22	LA COUNTY	MM5502.06	VAN NESS TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,702,000		1,702,000	535,000	1,167,000				
23	LA COUNTY	MM5502.07	DEL AMO BLVD. (EAST) TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,324,500		1,324,500	460,000	864,500				
24	LA COUNTY	MM5502.17	ROSERANS (WEST) TSSP	CONSTRUCTION	New	-	945,000	945,000			150,000	600,000	195,000	
25	LA COUNTY	MM5502.18	REDONDO BEACH TSSP	CONSTRUCTION	New	-	1,250,000	1,250,000			230,000	870,000	150,000	
26	LAWNDALE	MM4601.21	SOUTH BAY LOCAL TRAVEL NETWORK IN LAWNDALE	PS&E, CONSTRUCTION		1,648,000		1,648,000		40,000	240,000	1,200,000	168,000	
27	LOMITA	MM4601.18	SOUTH BAY LOCAL TRAVEL NETWORK & RELATED SAFETY ENHANCEMENTS IN LOMITA	PS&E, CONSTRUCTION		6,651,895		6,651,895	709,390	5,942,505				
28	LOMITA	MM4601.25	SCHOOL ZONE SAFETY IMPROVEMENTS	PS&E, Construction	New	-	4,789,234	4,789,234			800,000	3,989,234		
29	MANHATTAN BEACH	MM4601.13	HIGHLAND AVE CORRIDOR IMPROVEMENTS	PAED, PS&E		500,000		500,000	500,000					
30	REDONDO BEACH	MM4601.14	PEDESTRIAN ENHANCEMENTS ON AVIATION BLVD.	PS&E, CONSTRUCTION		1,500,000		1,500,000	125,000	687,500	687,500			
31	REDONDO BEACH	MM4601.15	RIVIERA VILLAGE PEDESTRIAN AND MULTI-MODAL ENHANCEMENTS	PAED, PS&E		4,000,000		4,000,000	1,500,000	2,000,000	500,000			
32	REDONDO BEACH	MM4601.16	SOUTH BAY LOCAL TRAVEL NETWORK IN REDONDO BEACH	PS&E, CONSTRUCTION		1,272,700		1,272,700	1,272,700					
33	REDONDO BEACH	MM4601.22	REDONDO BEACH BLVD CORRIDOR (MAT #C1104)	CONSTRUCTION		4,000,000		4,000,000		1,000,000	3,000,000			
34	REDONDO BEACH	MM4601.23	SCHOOL SAFETY AND ACCESSIBILITY	PS&E, CONSTRUCTION		600,000		600,000			200,000	400,000		
35	REDONDO BEACH	MM5502.13	REDONDO BEACH AVE BIKE IMPROVEMENTS & PEDESTRIAN SAFETY	PAED, PS&E, CONSTRUCTION		4,000,000		4,000,000		500,000	500,000	3,000,000		
36	ROLLING HILLS ESTATES	MM5502.08	PALOS VERDES DRIVE NORTH AT DAPPLEYGRAY SCHOOL	PAED, PS&E, ROW, CONSTRUCTION		4,480,252		4,480,252	298,627	993,073	1,984,146	1,204,406		
37	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT	Chg	92,095		92,095	49,832		10,560	10,560	10,560	10,583

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
38	SBCCOG	MM5502.05	SOUTH BAY FIBER NETWORK	CONSTRUCTION		6,889,365		6,889,365	6,889,365					
39	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		171,991		171,991	171,991					
40	TORRANCE	MM4601.05	TORRANCE SCHOOLS SAFETY AND ACCESSIBILITY PROGRAM	PS&E CONSTRUCTION		13,785,000		13,785,000	3,926,463	2,357,170	7,501,367			
41	TORRANCE	MM4601.07	TRANSPORTATION OPEN SPACE CORRIDOR MULTI-USE TRAIL	PAED, PS&E		650,000		650,000	650,000					
42	TORRANCE	MM4601.08	TORRANCE SCHOOL SAFETY AND ACCESSIBILITY PROGRAM - PHASE II	PS&E, CONSTRUCTION	Chg	10,372,609	8,111,591	18,484,200		3,169,283	5,403,842	9,911,075		
43	TORRANCE	MM5502.11	TORRANCE FIBER NETWORK AND TRAFFIC SIGNAL OPTIMIZATION	PS&E CONSTRUCTION	Chg	2,550,000	44,450,000	47,000,000	123,376	276,624	850,000	14,800,000	20,500,000	10,450,000
44	TORRANCE	MM5502.19	TRAFFIC SIGNAL SAFETY IMPROVEMENT PROJECT	PAED, PS&E	New	-	1,116,000	1,116,000			96,000	1,020,000		
			TOTAL PROGRAMMING AMOUNT			**$163,609,901**	**$ 96,574,573**	**$260,184,474**	**$ 42,810,673**	**$41,812,910**	**$65,328,090**	**$63,150,826**	**$36,333,892**	**$10,748,083**

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure M Multi-Year Subregional Plan - South Bay Highway Operational Improvements (Expenditure Line 63)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocatiion	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	CARSON	MM5507.02	CARSON STREET ITS PROJECT	PAED, PS&E, CONSTRUCTION		$ 997,012		$ 997,012	$ 101,000	$ 896,012				
2	CARSON	MM5507.03	SEPULVEDA BLVD. WIDENING FROM ALAMEDA ST. TO THE EAST CITY LIMIT	PAED, PS&E, CONSTRUCTION		24,370,039		24,370,039	1,110,788	6,724,718	11,611,790	4,922,744		
3	CARSON	MM5507.10	TRAFFIC SIGNAL UPGRADE -- AVALON BLVD. AND GARDENA BLVD.	CONSTRUCTION		1,000,000		1,000,000		1,000,000				
4	CARSON	MM5507.23	LENARDO DRIVE STREET CONSTRUCTION	CONSTRUCTION		8,000,000		8,000,000		8,000,000				
5	CARSON	MM5507.24	CARSON "OLYMPICS READY!" SMART TRANSPORTATION NETWORK	PAED, PS&E		750,000		750,000		250,000	500,000			
6	GARDENA	MM5507.04	REDONDO BEACH BLVD. ARTERIAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		11,242,000		11,242,000	11,242,000					
7	GARDENA	MM5507.25	TRAFFIC SIGNAL NETWORK UPGRADE	PAED, PS&E		1,827,000		1,827,000		400,000	600,000	827,000		
8	HAWTHORNE	MM5507.01	NORTH EAST HAWTHORNE MOBILITY IMPROVEMENT PROJECT	PS&E, ROW, CONSTRUCTION		2,986,591		2,986,591	2,986,591					
9	HAWTHORNE	MM5507.16	JACK NORTHROP IMPROVEMENTS	PAED, PS&E		200,000		200,000	80,000	40,000	80,000			
10	HAWTHORNE	MM5507.17	VAN NESS IMPROVEMENTS	PAED, PS&E		200,000		200,000	80,000	40,000	80,000			
11	HAWTHORNE	MM5507.18	135TH STREET IMPROVEMENTS	PAED, PS&E		160,000		160,000	80,000	40,000	40,000			
12	HAWTHORNE	MM5507.19	INGLEWOOD AVENUE IMPROVEMENTS	PAED, PS&E		130,000		130,000	80,000	40,000	10,000			
13	INGLEWOOD	MM5507.05	MANCHESTER BLVD./PRAIRIE AVE. ITS & TRAFFIC SIGNAL IMPROVEMENTS	PAED, PS&E		1,500,000		1,500,000	1,500,000					
14	INGLEWOOD	MM5507.06	DOWNTOWN ITS	PAED, PS&E, CONSTRUCTION		13,000,000		13,000,000	13,000,000					
15	INGLEWOOD	MM5507.11	CRENSHAW BLVD. ITS	CONSTRUCTION		14,000,000		14,000,000	14,000,000					
16	LA CITY	MM5507.26	ANAHEIM STREET WIDENING (MR312.51)	CONSTRUCTION	New		7,000,000	7,000,000			2,000,000	5,000,000		

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocatiion	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
17	LA COUNTY	MM5507.07	AVALON BLVD. TSSP IN THE CITY OF CARSON	PAED, PS&E, CONSTRUCTION		5,601,223		5,601,223	2,429,828	3,171,395				
18	LA COUNTY	MM5507.20	ADVANCED TRAFFIC CONTROL UPGRADES	PAED, PS&E, CONSTRUCTION		2,130,000		2,130,000		1,278,000	852,000			
19	LA COUNTY	MM5507.27	SYSTEMWIDE COORDINATION TIMING ENHANCEMENT	PS&E	New		1,700,000	1,700,000				600,000	600,000	500,000
20	MANHATTAN BEACH	MM5507.12	MANHATTAN BEACH BLVD. AT PACIFIC AVE. IMPROVEMENTS	PS&E, CONSTRUCTION		1,200,000		1,200,000	1,200,000					
21	MANHATTAN BEACH	MM5507.13	MANHATTAN BEACH BLVD. AT PECK AVE. TRAFFIC SIGNAL IMPROVEMENTS (MR312.87)	CONSTRUCTION	Audit	740,000		740,000	740,000					
22	MANHATTAN BEACH	MM5507.14	MAHATTAN BEACH BLVD. TRANSPORTATION CORRIDOR IMPROVEMENTS	PS&E		400,000		400,000	400,000					
23	METRO	MM5507.08	I-110 SOUTHBOUND OFF-RAMP TO PCH	PAED, PS&E		5,781,000		5,781,000	5,781,000					
24	METRO	MM5507.09	405/110 SEPERATION	PAED, PS&E		17,500,000		17,500,000	17,500,000					
25	REDONDO BEACH	MM5507.21	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E		160,000		160,000	80,000	80,000				
26	REDONDO BEACH	MM5507.22	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM PHASE 2	PAED, PS&E		2,630,000		2,630,000	2,630,000					
27	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT	Chg	131,564		131,564	68,169		15,840	15,840	15,840	15,875
28	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		245,703		245,703	245,703					
29	TORRANCE	MM5507.15	RIGHT TURN LANE AT LOMITA BLVD./182ND ST.	PAED, PS&E, CONSTRUCTION		1,000,000		1,000,000	755,000	245,000				
			TOTAL PROGRAMMING AMOUNT			**$117,882,132**	**$ 8,700,000**	**$ 126,582,132**	**$ 76,090,079**	**$ 22,205,125**	**$ 15,789,630**	**$ 11,365,584**	**$ 615,840**	**$ 515,875**

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	BEACH CITIES HEALTH DISTRICT	MM4602.01	DIAMOND STREET BIKE PATH PROJECT	PS&E CONSTRUCTION	Clsd	$ 1,734,974		$ 1,734,974	$ 1,734,974	$ -	$ -	$ -	$ -	
2	EL SEGUNDO	MM4602.02	EL SEGUNDO BLVD	PAED, PS&E, CONSTRUCTION	Audit	4,050,000		4,050,000	4,050,000					
3	HAWTHORNE	MM4602.03	HAWTHORNE MONETA GARDEN MOBILITY IMPROVEMENTS	PS&E, ROW, CONSTRUCTION	Chg	3,320,000	2,500,600	5,820,600	266,449	1,823,623	2,452,464	1,278,064		
4	HAWTHORNE	MM5508.07	ROSECRANS AVE MOBILITY IMPROVEMENT PROJECT, PHASE II FROM PRAIRIE AVE TO CRENSHAW BLVD	PAED, PS&E		260,000		260,000	260,000					
5	HAWTHORNE	MM5508.08	CRENSHAW BLVD SIGNAL IMPROVEMENT AND INTERSECTION	PAED, PS&E		260,000		260,000	260,000					
6	HERMOSA BEACH	MM5508.09	MOBILITY AND ACCESSIBILTY IMPROVEMENTS PROJECT	PID, PAED		4,800,000		4,800,000	1,800,000		3,000,000			
7	INGLEWOOD	MM4602.06	FIRST/LAST MILE IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		6,500,000		6,500,000	6,500,000					
8	INGLEWOOD	MM5508.10	CHANGEABLE MESSAGE SIGNS	PAED, PS&E		1,000,000		1,000,000	100,000	900,000				
9	LA CITY	MM4602.04	CROSSING UPGRADES AND PEDESTRIAN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		5,613,932		5,613,932	1,559,646	784,436	868,692	1,172,549	1,228,609	
10	LA CITY	MM5508.01	SIGNAL OPERATIONAL IMPROVEMENTS	PAED,PS&E, CONSTRUCTION	Chg	2,500,000	615,000	3,115,000	2,500,000		615,000			
11	LA CITY	MM5508.02	ATSAC COMMUNICATION SYSTEM IMPROVEMENT IN SAN PEDRO	PS&E, CONSTRUCTION		2,250,000		2,250,000	2,250,000					
12	LA CITY	MM5508.03	ASTAC COMMUNICATIONS NETWORK INTEGRATION WITH LA COUNTY	PAED, PS&E, CONSTRUCTION		1,750,000		1,750,000	1,750,000					
13	LA CITY	MM5508.14	ALAMEDA ST (SOUTH) WIDENING FROM ANAHEIM ST TO HARRY BRIDGES BLVD (MR312.48)	CONSTRUCTION	Chg	17,518,670		17,518,670	-			2,919,779	9,489,279	5,109,612
14	LA COUNTY	MM4602.05	DOMINGUEZ CHANNEL GREENWAY	PAED, PS&E, CONSTRUCTION		3,600,000		3,600,000	214,000	211,000	121,000	150,000	2,904,000	
15	LA COUNTY	MM4602.07	WESTMONT/WEST ATHENS PEDESTRIAN IMPROVEMENTS, PHASE II	PAED, PS&E, CONSTRUCTION		1,165,000		1,165,000	785,000	380,000				
16	LACMTA	MM5508.18	RIITS NETWORK ENHANCEMENTS	CONSTRUCTION		500,000		500,000	500,000					
17	MANHATTAN BEACH	MM5508.04	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E, CONSTRUCTION	Chg	17,713,000	2,285,000	19,998,000	1,513,032	8,910,000	9,574,968			

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
18	MANHATTAN BEACH	MM5508.15	AVIATION BLVD. EAST BOUND LEFT-TURN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		1,200,000		1,200,000	1,200,000					
19	PALOS VERDES ESTATES	MM5508.11	PALOS VERDES DRIVE WEST CORRIDOR EXPANSION PROJECT	PAED, PS&E	Chg	5,517,000		5,517,000	304,172		950,000	1,300,000	2,962,828	
20	RANCHO PALOS VERDES	MM5508.12	WESTERN AVE CONGESTION IMPROVEMENTS (25TH TO PV DR) **	PSR, PAED PS&E CONSTRUCTION		4,980,000		4,980,000	1,000,000	1,930,000	2,050,000			
21	REDONDO BEACH	MM4602.08	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- FELTON LN TO INGLEWOOD AVE	PAED, PS&E, CONSTRUCTION		2,200,000		2,200,000	500,000	1,700,000				
22	REDONDO BEACH	MM4602.09	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- INGLWOOD AVE.	PAED, PS&E, ROW, CONSTRUCTION		5,735,000		5,735,000	1,555,091	429,909	3,750,000			
23	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSIT CENTER AND PARK AND RIDE	ROW, CONSTRUCTION		7,750,000		7,750,000	7,750,000					
24	REDONDO BEACH	MM5508.13	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM	PAED, PS&E, CONSTRUCTION		5,300,000		5,300,000	2,901,375	2,398,625				
25	ROLLING HILLS ESTATES	MM4602.10	ROLLING HILLS ROAD BIKE LANES	PAED, PS&E CONSTRUCTION	Chg	4,698,650		4,698,650	229,450		778,200	2,912,800	778,200	
26	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT	Chg	514,854		514,854	268,318		61,600	61,600	61,600	61,736
27	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		333,626		333,626	333,626					
28	TORRANCE	MM5508.06	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	PS&E, CONSTRUCTION	Audit	390,000		390,000	390,000					
29	TORRANCE	MM5508.16	TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (MR312.23)	CONSTRUCTION		1,631,000		1,631,000	1,631,000					
30	TORRANCE	MM5508.17	IMPROVMENTS FROM DEL AMO TO DOMINGUEZ ST (MR312.60)	CONSTRUCTION	Compl	609,000		609,000	609,000					
			TOTAL PROGRAMMING AMOUNT			**$115,394,706**	**$ 5,400,600**	**$ 120,795,306**	**$ 44,715,133**	**$ 19,467,593**	**$ 24,221,924**	**$ 9,794,792**	**$ 17,424,516**	**$ 5,171,348**

** Metro may procure services for the project development phases.
^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure R South Bay Transit Investments Program

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	CARSON	MR524.02	VICTORIA TRANSIT CENTER (FORMERLY: CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER)	PAED, PS&E ROW, CON	chg	$ 11,477,000	$ 4,000,000	$ 15,477,000	$ 375,000	$ 1,100,000	$ 11,350,000	$ 2,652,000		
2	GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	PS&E CONSTRUCTION CAPITAL		12,375,000		12,375,000	$ -		700,000	6,500,000	5,175,000	
3	GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E CONSTRUCTION		7,500,000		7,500,000	$ 811	2,999,189	3,000,000	1,500,000		
4	INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED, PS&E ROW, CON		250,000,000		250,000,000	$ 250,000,000					
5	REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E CONSTRUCTION		32,090,555		32,090,555	$ -	5,150,000	8,838,734	17,677,469	424,352	
6	SBCCOG	MR524.01	MEASURE R SOUTH BAY TRANSIT INVESTMENTS PROGRAMS ADMIN SUPPORT ^	PLANNING DEVELOPMENT		159,024		159,024	$ 108,008	25,132	25,884			
7	TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	CONSTRUCTION CAPITAL		4,500,000		4,500,000	$ 4,500,000					
8	TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	CONSTRUCTION CAPITAL		20,000,000		20,000,000	$ 20,000,000					
9	TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	PAED CONSTRUCTION CAPITAL		35,000,000		35,000,000	$ 35,000,000					
10	TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT PROGRAM	CONSTRUCTION CAPITAL		240,000		240,000	$ 240,000					
11	TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	CONSTRUCTION CAPITAL		3,500,000		3,500,000	$ 3,500,000					
			TOTAL PROGRAMMING AMOUNT			**$ 376,841,579**	**$ 4,000,000**	**$ 380,841,579**	**$ 313,723,819**	**$ 9,274,321**	**$ 23,914,618**	**$ 28,329,469**	**$ 5,599,352**	**$ -**

^ Subregion Planning Activities (0.5%) for Measure R Transit Investments Program.

Measure M Multi-year Subregional Program
Measure R Transit Investments Program
South Bay Subregion

Planning and Programming Committee
September 16, 2026

Metro

File# 2026-0584

South Bay Subregion

- Three Multi-Year Subregional Programs (MSPs) available to Subregion
  - Transportation System & Mobility Improvements (expenditure line 50)
  - Highway Operational Improvements (expenditure line 63)
  - Transportation System & Mobility Improvements (expenditure line 66)
- Measure R Transit Investments
- Funds are limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ In thousands)

ATTACHMENT A

Groundbreaking Sequence

(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date*	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2015 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

September 2026 Recommendation

A. APPROVING:

1. Programming an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project schedule, shown in Attachment D; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to eight Active Transportation, eight Multi-modal Highway, six ITS, and one Transit projects.





City of Redondo Beach - North Redondo Beach Bikeway Extension Project

* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0662, **File Type:** Project **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN HIGHWAY CAPITAL FUNDING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. PROGRAMMING an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment (Attachment A);

B. AMENDING the FY 2027 Budget to accommodate this programming action; and

C. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach.

ISSUE

The Board previously approved and programmed $9 million in funding for the Shoreline Drive Realignment Project (Project) to support the city of Long Beach's efforts to complete the design phase in time to maintain a federal funding award and implement the Project in time for the 2028 Los Angeles Olympic and Paralympic Games (2028 Games). The Project currently faces a $35 million shortfall, which jeopardizes the federal funding award of $30 million and the Project's opening date. Staff recommend augmenting the prior funding allocation by an amount not-to-exceed $35 million to cover this shortfall, with contingencies included as outlined in Attachment A.

BACKGROUND

The Project will realign Shoreline Drive to reduce speeds and traffic impacts, and create a larger, more functional, and more connected park space adjacent to the Los Angeles River at the point where Interstate 710 (I-710) connects to Downtown Long Beach via the Shoemaker Bridge. The Project also includes upgraded signal and intelligent transportation system infrastructure and approximately 1.5 miles of protected bicycle and pedestrian facilities that connect the city's

Downtown and waterfront, the Los Angeles River trail system, and neighborhoods west of I-710.

Measure R (2008) allocated $590 million in Highway Capital funds for the I-710 South and/or Early Action Projects. These funds were divided into two subfunds: $430 million for the I-710 South Freeway project, and $160 million for Non-Freeway/Early Action Projects (EAPs) to be sponsored and programmed by local jurisdictions adjacent to I-710. The funding available from the former subfund ($243 million) ultimately became absorbed into the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) after the Board, in May 2021 <https://boardagendas.metro.net/board-report/2021-0368/>, suspended the I-710 South EIS/EIR and directed staff to develop a multimodal, community-focused investment strategy. The latter subfund was designed to enable local jurisdictions to make recommendations to Metro through the I-710 Technical Advisory Committee to advance their sponsored EAPs, including the Project, which was sponsored by the city of Long Beach. To date, the Project has received $4.7 million in Measure R funding from Metro through the EAP subfund and is awaiting audit for final close-out, as these funds have been spent on earlier Project development phases.

In 2023, the city of Long Beach secured a $30 million award from the United States Department of Transportation's Reconnecting Communities Pilot Program. This federal funding award leveraged local funding from the city and Metro to implement the Project by 2028. Failure to meet the grant requirements will result in the loss of this funding for the Project.

At its April 2024 meeting <https://boardagendas.metro.net/board-report/2023-0594/>, the Board approved the Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (CMIP), which programmed approximately $743 million in Measure R and Measure M funds previously dedicated to the I-710 South Corridor freeway project to a multimodal array of priority projects, programs, and community initiatives within the LB-ELA Corridor. Approval of the CMIP resulted in the allocation of approximately $493 million in available CMIP funds for the Initial Investment Projects and Programs (including Community Programs) and reserved the remaining $250 million in Measure M funds, which will not be available for construction until FY 2032, for future programming consideration. This action confirmed that the remaining $243 million of funds from the $430 million Measure R subfund for the I-710 South Freeway project were transferred to and programmed through the CMIP by Metro Board action.

One of the Initial Investment Projects and Programs identified in the CMIP is the Shoreline Drive Realignment Project, which (along with the connected Shoemaker Bridge Project) was recommended to receive $9 million for pre-construction activities such as design, as requested by the city of Long Beach during development of the CMIP. The Project was selected following a rigorous community engagement effort, including direct participation by members of local impacted communities through the Community Leadership Committee, as well as a prioritization process that used multimodal benefit and equity-focused evaluative quantitative and qualitative criteria to identify projects to receive funding through the Initial Investment Projects and Program portion of the CMIP.

In September 2024, the City requested that Metro distribute the full $9 million for the Shoemaker Bridge design phase, a request the Board approved at its April 2025 meeting. In that correspondence, dated September 9, 2024, the city also requested that Metro allocate an additional $24 million for the Project to finalize its design and construction. This request for additional funding

was made in addition to the funding identified for the Project in the Board-approved CMIP. Metro began evaluating various funding options to support the City's effort to implement the project at the time.

The City followed up on this request with another letter dated October 13, 2025, informing Metro that their need for additional Project funding remained and that the total was now $30 million, reflecting an increase of $6 million from the prior letter due to inflation and construction management costs. In the letter, the city offered to repay $8 million of this request from its Capital Improvement Program, starting in FY 2028 and concluding in FY 2031, with principal and interest, loan structure, and detailed terms to be determined in a subsequent agreement. The remaining $22 million was requested as an allocation without a repayment agreement.

Metro responded to the City in a letter dated January 12, 2026, stating that it had reviewed the request, available funding options, and prior Board policy and precedent related to local jurisdiction projects that incur cost increases, and had determined that sufficient City local return funds were available across all four Metro sales tax measures (Propositions A and C and Measures R and M) to provide the necessary cashflow needed to cover the $30 million shortfall. This proposal aligned with the precedent Metro had established through its work with the cities of Norwalk, La Puente, Lynwood, Montebello, Downey, and Monterey Park, which used their local return funds in a similar fashion. At the time, Metro and the City could not come to an agreement on using the City's local return funds to cover the entire $30 million request through a loan or other financial mechanism.

In September 2026, the City again reached out to Metro and identified that the Project shortfall was now $35 million based on the latest cost estimates, and that this additional funding would be needed imminently to avoid losing the USDOT funding award and to deliver the Project before the 2028 Games.

DISCUSSION

In response to the City of Long Beach's request for additional funding to secure the Project's funding plan, maintain the USDOT grant award, and deliver the project in time for the 2028 Games, Metro examined multiple funding sources for eligibility and capacity to meet the Project's needs. While Metro and the city could not come to an agreement to use city local return funds for the entire amount requested (initially $24 million but now $35 million), the City did indicate its willingness to repay a significant portion (33.3%) of its original request with local return funds starting in FY 2033.

Considerations

The Project is an identified CMIP priority project that was selected through rigorous community participation, evaluation, and consensus-based discussion with the LB-ELA Corridor Task Force and Community Leadership Committee. The CMIP's intention in allocating the prior $9 million in CMIP funds to the Project and Shoemaker Bridge was to support the City's effort to leverage the USDOT funding award, ensure the Project's delivery by the 2028 Games, and provide long-term transportation and quality of life benefits for equity-focused communities in the Project area. With the project funding and schedule at risk, staff recommend that the Board augment the original $9 million funding allocation for the Project and Shoemaker Bridge by an additional $35 million, for a total of

$44 million programmed for the Project through the CMIP, subject to the contingencies listed in Attachment A. The contingencies include a written commitment by the City of Long Beach to repay a portion of the $35 million with Local Return (Attachment B).

DETERMINATION OF SAFETY IMPACT

Once implemented, the Project will improve safety for users of Shoreline Drive and surrounding communities accessing parks and trails in the vicinity. The Project features safety- and speed-reduction design, upgraded signals, and ITS to improve safety for all users of the multimodal transportation network in the Project area.

FINANCIAL IMPACT

Approval of staff recommendation would allocate $35 million in previously unprogrammed Measure M Highway Funds that are dedicated to the LB-ELA CMIP. These funds would be partially offset by the city of Long Beach's future repayment of $11.5 million starting in FY 2028.

Impact to Budget

The proposed programming action will require an amendment to the FY 2027 budget. The source of funds for this recommendation is Measure M Highway Funds dedicated to the LB-ELA CMIP, which are not eligible for bus and rail operating expenditures.

EQUITY PLATFORM

The Shoreline Drive Realignment Project aligns with the Equity Guiding Principle developed by the LB-ELA CMIP Task Force and approved by the Board at its September 2022 meeting <https://boardagendas.metro.net/board-report/2022-0330/>, along with the Sustainability Guiding Principle and the LB-ELA Corridor vision and goals that collectively became part of the framework to develop, evaluate, prioritize, fund, and implement CMIP projects and programs. These values were developed with the support of the Office of Equity and Race's robust leadership and participation in the development of the CMIP process and outcomes, including the use of the Rapid Equity Assessment tool and the Equity Platform Evaluation Tool in pilot format.

The LB-ELA CMIP Equity Guiding Principle is centered around three commitments: (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and (3) eliminate disparities in project processes, outcomes, and community results. The Equity Guiding Principle also included four dimensions of equity: procedural, distributive, structural, and restorative. The development of the CMIP also included intentional, accessible, and representative participation by communities most impacted by I-710 through the Community Leadership Committee.

The Project's focus on expanding local equity-focused community access to expanded parkland, trails, and the LA River through reshaping the highway facility to serve local community needs led to it being awarded funding from the USDOT's Reconnecting Communities Pilot program and prioritized by the LB-ELA Task Force and Community Leadership Committee as a project that met the needs of the communities through an prioritization process that relied on equity-focused evaluative criteria

supported and developed by local community members and regional stakeholders.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board -adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports implementing a multimodal system improvement that will provide safer trips, offer alternative mobility options, and increase access to more parkland in the city of Long Beach in advance of the 2028 Games, for which the city will host multiple venues. Board action would be consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board could decide to not program CMIP funding for this purpose. The CMIP and its Vision, Guiding Principles, and Values created a framework whereby funding allocated for the future Modal Programs would be programmed by the Board in a future action based on staff recommendations developed in partnership with local communities, cities, and stakeholders convened through the implementation phase of the CMIP. While this programming action conflicts with that understanding of how future CMIP funds will be allocated, staff believe that the urgency to fully fund the Project now to maintain its existing USDOT funding award and to be opened before the 2028 Games is a mitigating circumstance aligned with the Board's prior intent for investing CMIP funding for the

Project, supported by the City's intention of repaying 33.3% of the funding allocated with Local Return funds.

NEXT STEPS

Upon Board approval, the CEO will negotiate and execute a funding agreement with the City of Long Beach for $35 million, inclusive of the contingencies outlined in Attachment A.

Staff will amend the FY 2027 budget to reflect Board action.

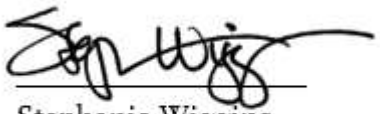
ATTACHMENTS

Attachment A - Contingencies for $35 Million of CMIP Funding
Attachment B - City of Long Beach: Project Funding Details

Prepared by:

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Michelle Navarro, Chief Financial Officer (interim), (213) 922-3056



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Contingencies

This $35 million programming recommendation includes several contingencies to help ensure that this Board action (1) remains consistent with its prior policy decisions regarding the CMIP's values and funding priorities, and (2) that the City of Long Beach repays a portion of the funding recommendation that augments funding approved in prior Board action.

The contingencies attached to this funding recommendation for the Shoreline Drive Realignment Project (Project) are as follows:

1. The City will repay $11.5 million (or 33.3%) of this $35 million funding allocation through its Local Return funds, starting in FY 2033 when the City's Capital Improvement Program is available for programming, with principal and interest, loan structure, and detailed terms to be determined as part of the Project funding agreement to be executed between Metro and the City.
2. Metro's funding participation in this Project will be capped by the net total allocation provided through this Board action. Any future cost overruns or funding shortfalls will be the City's responsibility to resolve.
3. All funds provided through this Board action can only be used for the Project. No funds may be redirected to support the Shoemaker Bridge replacement project or other projects outside the aforementioned Project's scope of work.
4. No CMIP Initial Investment Projects and Programs priorities, including the CMIP Community Programs and START-UP Program, will be displaced, delayed, or deferred because of this programming action. Staff will develop an appropriate cash flow analysis to ensure the Project's funding needs align with the overall CMIP implementation schedule and to provide transparency for CMIP communities and stakeholders.
5. The additional $35 million programmed at the outset for the Project by this action will be sourced from the Measure M Highway Contingency Subfund to fund the inflation adjustments for this Project. Measure M funding for the I-710 South Corridor Project is dedicated to the CMIP for construction beginning in FY 2026, as identified in the Measure M Expenditure Plan (Attachment A, Line 20). The Project is eligible for inflation adjustments, as less than two-thirds of the Measure M funding will be spent prior to FY 2027. This total funding allocation will be partially offset by the $11.5 million in funds repaid by the city.
6. For purposes of the CMIP's geographic balance in funding allocations, the programming action and the net total funding allocated will be considered as a pre-existing City of Long Beach allocation when future Modal Program recommendations are brought to the Board for consideration.

MAYOR REX RICHARDSON
CITY OF LONG BEACH

September 10, 2026

Stephanie Wiggins
CEO, Los Angeles County Metropolitan Transportation Authority

RE: Shoreline Drive Realignment: Proposed $35 million Funding Details

Dear Ms. Wiggins,

As outlined in a separate letter, the Shoreline Drive Realignment Project is in need of $35 million to fully fund the construction phase of the project, preserve the significant federal investment, and complete a transformative regional mobility and community-connection project in Downtown Long Beach.

To address the remaining funding needed for the Project, the City respectfully submits the following draft term sheet for Metro's Board of Directors' consideration:

Total Project Cost
- $73 million estimated total project costs based on the recent construction bids received.

Available Project Funding
- $30 million from U.S. Department of Transportation Reconnecting Communities Grant Program.
- $4,700,000 Metro Measure R
- $3,300,000 Traffic mitigation, TDA, local Measure A, & gas tax funds

Total Amount Requested:
- $35 million

Agreement Type:
- Structured as a grant, with local return match requirements.

Disbursement Terms:
- Metro to provide $35 million in funding to the City in Fiscal Year 2027, to allow construction to be fully funded and phase 1 to begin immediately.

City Repayment Terms:
- The City will contribute $11.5 million in future Metro Local Return funding.
- The City will begin repayment in FY 2033. Funding up through FY2032 has already been programmed as part of the City's Capital Improvement Program (CIP). Repayment

starting in 2033 will be captured and taken into account during future CIP planning process.
- Beginning in FY 2033, the City will repay $1.15 million annually in local return Metro Measure R and/or Measure M funds to Metro through FY 2042 (10 years total = $11.5 million in payments).
- Payment structure and detailed terms to be determined and outlines in a subsequent agreement.

This funding structure provides Metro with assurance of the City's continued financial commitment while making resources available immediately to advance the Project into construction. The City believes this approach appropriately balances the need for near-term project delivery with Metro's long-term regional funding priorities. The $35 million will solely be utilized for the Shoreline Drive Realignment Project and any available funding leftover will be returned and will not be utilized for any other project, including the Shoemaker Bridge Replacement Project.

The City remains committed to delivering this transformational project for Long Beach residents and visitors. The Shoreline Drive Realignment Project advances our shared mobility, safety, sustainability, and equity goals and represents a timely, high-impact regional investment ahead of the 2028 Summer Games. Metro's support would also help protect the $30 million federal grant from expiring or going unused.

I look forward to continuing our partnership and working collaboratively with Metro staff to finalize a mutually agreeable terms sheet for consideration and approval by the Metro Board of Directors and the Long Beach City Council. If you have any questions, please contact Sarah Patterson, Manager of Strategic Partnerships and Government Affairs, at Sarah.Patterson@LongBeach.gov.

Sincerely,

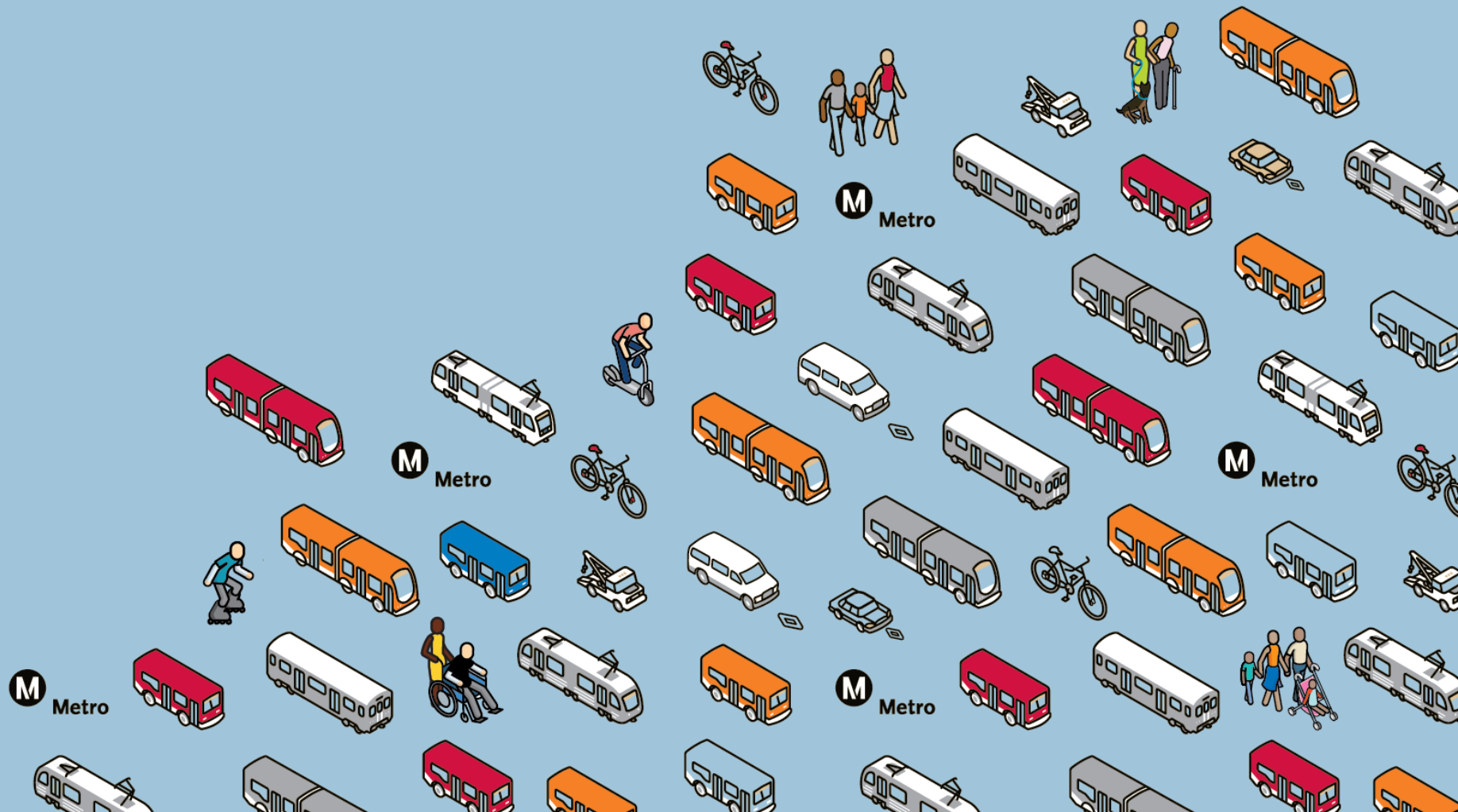


Rex Richardson
Mayor of Long Beach

cc: April Walker, Assistant City Manager, City of Long Beach
Joshua Hickman, Director of Public Works, City of Long Beach
Dawn Henderson, Deputy Director of Public Works, City of Long Beach
Sarah Patterson, Manager of Strategic Partnerships and Government Affairs, City of Long Beach

Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) Highway Capital Funding

Planning & Programming Committee
September 16, 2026



Recommendations

A. **Programming** an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment

B. **Amending** the FY 2027 Budget to accommodate this programming action

C. **Authorizing** the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach

Metro

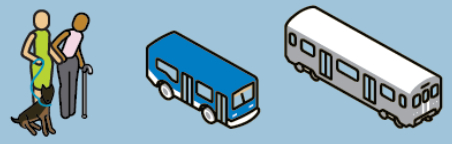


Project Background

The Shoreline Drive Realignment Project (Project):

- Is a CMIP priority project for initial investment – funded by up to $9 million to support design and implementation
- Received a $30 million USDOT Reconnecting Communities Pilot program award, which is at risk without additional funding
    - Strong equity focus providing active transportation options and expanded park space for equity-focused communities.
- Has a strong nexus to the 2028 Games venues in Long Beach.
    - Metro funding would allow the first phase to open in time.
- Was vetted through rigorous community engagement and participation, Community Leadership Committee review, and equity analysis to support Project status as a priority for CMIP funds.

Metro



Contingencies (Attachment A)

To ensure consistency with prior policy decisions regarding the CMIP's values and funding priorities, this programming action is contingent upon the following conditions:

- Long Beach will repay $11.5 million (33.3%) of the $35 million funding allocation over time
- Metro's funding participation for the Project will be capped by the net total allocation
- All funds provided can only be used for the Project, and no funds may be redirected to support the Shoemaker Bridge replacement project or other projects outside the Project's scope of work.

Metro



Contingencies (cont.)

- No CMIP Initial Investment Projects and Programs, including the Community Programs and START-UP Program will be displaced, delayed, or deferred
- Funding source will be Measure M Highway Contingency Subfund available for this project
- For purposes of LB-ELA Corridor geographic balance in CMIP investments, this action will be considered as a pre-existing City of Long Beach allocation when future Modal Program recommendations are brought to the Board for consideration

Metro



Next Steps

- Upon Board approval, the CEO will negotiate and execute a funding agreement with the City of Long Beach for (up to) $35 million, inclusive of the contingencies outlined in Attachment A.
- Staff will amend the FY2027 budget to reflect Board action.

Metro



Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0563, **File Type:** Contract **Agenda Number:** 11.

CONSTRUCTION COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: A & E LINE INTERLOCK PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC**,** for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $1,000,000, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for two items in support of the A&E Line Interlock Project (Project): (1) to award a Construction Manager/General Contractor (CM/GC) contract; and (2) to establish a Preconstruction Budget. The Preconstruction Budget is inclusive of this and all previously awarded contracts, expenses incurred to date, and anticipated additional preconstruction activities performed by the CM/GC and existing design and professional services contracts for the Project, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

The 2028 Olympic and Paralympic Games will require a coordinated regional mobility program capable of moving spectators, athletes, workforce, volunteers, media, and everyday riders safely and efficiently across Los Angeles County. Metro, in coordination with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, the City of Los Angeles Mayor's Office, the Southern California Association of Governments, venue cities, Councils of Governments, and other regional

partners, has been advancing the 2028 Games Mobility Concept Plan (MCP) to support a transit-first Games and deliver permanent mobility improvements that remain as a regional legacy after 2028. In December 2022, the Board approved the Prioritized MCP Project List. In October 2024, the Board authorized advancement of Metro-led Games Mobility Executives (GME) Surface Transportation Priority (STP) projects, including the environmental phase of light rail transit operational improvements.

As part of MCP, the A&E Line Interlock Project (Project) will improve rail operational flexibility, enhance system reliability, support shorter single-tracking headways during maintenance activities, strengthen incident recovery and turnback operations, accommodate additional train staging during demand surges, and support safe and efficient Games-time mobility operations. The Project scope includes construction of the Anaheim Street Interlock and Avenue 34 Interlock on the A Line and the Expo Bundy Interlock and Degnan Siding and Interlock on the E Line. These improvements will add new interlock, crossover, and siding infrastructure at strategic locations throughout the Metro rail network to support operational needs during routine service, maintenance activities, special events, and the 2028 Olympic and Paralympic Games. During the planning stage, the total Project cost was estimated at approximately $147.2 million and was included in the January 2026 MCP Prioritization and Funding Strategy.

DISCUSSION

The Project is currently advancing through final design, during which contractor input is critical in terms of constructability, construction phasing, schedule, and cost estimates. Early engagement of the contractor will support procurement of long-lead materials and advancement of early work, helping maintain the Project schedule and readiness for construction, considering the fixed delivery window associated with the 2028 Games.

The proposed Preconstruction Budget is an interim budget to advance the Project through Phase 1 and does not represent the future Life of Project (LOP) budget. The total Project cost estimate will be refined as final design and Phase 1 preconstruction progress.

In order to move into this phase of preconstruction services, the Project will utilize the CM/GC contract that is the subject of this action and will continue to utilize support from Metro labor and previously awarded and existing contracts and agreements, as listed below and further explained in Attachment A.

- Construction Management Support Services (CMSS) provided by Zephyr-UAS, Inc (Contract No. AE128436MC085)
- Final design services provided by HNTB Corporation (Contract No. AE128314E0132)
- Systems engineering and support services provided by SECOTrans (Contract No. AE47810E0128)
- Program Controls Support Services (PCSS) from KKCS/Triunity Joint Venture (Contract No. PS89856000)

Considerations

Staff selected the CM/GC delivery method for A&E Line Interlock Project because the Project includes multiple scopes, multiple jurisdictions, active station and public right-of-way environments, utility and third-party interfaces, grant requirements, long-lead materials, and a fixed delivery window associated with the 2028 Games. Early contractor involvement will allow Metro to make informed decisions during final design, improve construction quality, encourage value engineering, provide greater certainty on final construction costs and delivery schedule, and reduce risks associated with change orders, disputes, third-party delays, and constructability issues during construction.

The CM/GC will deliver the Project in two distinct contract phases. The Preconstruction Budget establishes Phase 1, which allows the contractor to work with the design consultant and Metro to identify risks, provide cost estimates, and refine the project schedule. During Phase 1, Metro will work with the contractor to explore opportunities to accelerate the delivery schedule, execute Early Works Packages (EWPs) to advance eligible field work and early procurement, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC contractor and Metro will negotiate the contract price for Phase 2, the Construction Phase.

If both the CM/GC and Metro reach an agreement on the Construction Phase costs and additional funding for construction of the improvements is secured, staff will return to the Board with a recommendation to approve the LOP budget and authorize the Phase 2 Contract Supplement. With Board approval, Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2 and then the second contract phase (Construction Phase) will begin.

At any stage during the Preconstruction design period, Metro can exercise an “off-ramp” and seek another contractor by competitively bidding on the Project’s final design, while still benefitting from the previous work performed by the contractor. The CM/GC Phases are described in more detail below:

- The CM/GC contract expressly sets out the work that the contractor will perform, such as design review, cost estimating, schedule, maintenance of traffic plans and execution of EWPs.
- Upon issuance of NTP for Phase 1, the contractor, design consultant, CMSS, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 construction to the contractor. If not, Metro will have the option to terminate the contract with the contractor and package the design documents into a separate bid package. This off-ramp will be available for Metro throughout Phase 1 as staff evaluates each OPC.
- Throughout Phase 2 negotiations, Metro will maintain the following parameters to mitigate

discrepancies and to increase the likelihood of project success:

- The contractor's fee and margin initially proposed will be retained in all OPCs.
- The Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro.
- The CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the contractor is required to submit.
- The CM/GC contract sets out a clear governance structure for managing Phase 1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties.
- The process for establishing all OPCs will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Project, the contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses. As the Project consists of multiple interlocks, crossover, and siding improvements located along the Metro A and E Lines within existing Metro right-of-way, the Project will be implemented through multiple design and construction packages. Metro anticipates issuing EWPs from the established Phase 1 Preconstruction Budget to procure long-lead materials and equipment, including special trackwork, switches, signal systems, and related rail infrastructure components, in advance of final design completion to reduce schedule risk and support timely project delivery.

As detailed in Attachment A, the proposed Preconstruction Budget of $27,290,000 is inclusive of the following:

- All expenses incurred to date during the planning, preliminary engineering, and contract development stages.
- Phase 1 preconstruction contractor expenses (constructability reviews, cost estimating, etc.).
- Final design services and design support services during construction of Early Works Packages.
- Construction management support, program management, project controls, agency labor, and other professional services to support work through Phase 1.
- Third party expenses to support final design and Early Works Packages.
- Long-lead procurement required to meet the project schedule.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

Adoption of this action would authorize award of Contract No. PS140835000 to RailWorks Track Services, LLC for Phase 1 Preconstruction Services in the amount of $1,000,000 and establish a Preconstruction Budget in the amount of $27,290,000.

The funds in the amount of $3.96 million reside under Cost Center 8510 Project number 222028, under various accounts, including professional and technical services. Annual budgeting within the approved budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Preconstruction Budget is anticipated to be funded through a combination of federal, state, and local funds, including $19.6 million in Surface Transportation Block Grant (STBG) funds, $4.7 million in Fiscal Year (FY) Congressional appropriations, and 3.0 million in Proposition A 35%.

EQUITY PLATFORM

The Project advances Metro's equity goals by improving the reliability, resiliency, and operational flexibility of the A and E Lines, which serve diverse communities throughout Los Angeles County, including many transit-dependent riders. Through the construction of new interlocks, crossovers, and siding infrastructure, the Project will support more efficient maintenance activities, reduce the impacts of service disruptions, enhance incident recovery, and improve overall rail system performance. These improvements will help provide more reliable access to jobs, education, healthcare, and other essential destinations while delivering long-term benefits to riders during and beyond the 2028 Olympic and Paralympic Games.

No Disadvantaged Business Enterprise (DBE) goal is provided for Phase 1 of the contract. The U.S. Department of Transportation issued an Interim Final Rule that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff's recommendation, RailWorks Track Services, LLC listed three certified small businesses to participate in Phase 1 of this contract.

The CM/GC RFP evaluation criteria included consideration of the proposed firm's approach to supporting Metro's community benefits and workforce development goals across all phases of the Project. During performance of the work, the CM/GC contractor will be required to collaborate with Metro and other Metro contractors to support community meetings, public notification, outreach materials, construction notices, and coordination with affected riders, businesses, stakeholders, and jurisdictions.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

* Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

As part of these ongoing efforts, the A&E Line Interlock Project is expected to contribute to further reductions in VMT through planning, operational, customer experience activities that will improve and further encourage transit ridership, ridesharing, bicycling, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- **Strategic Plan Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling. The Project will improve rail service reliability, operational flexibility, incident recovery, maintenance efficiency, and train headways on the A and E Lines, enabling customers to spend less time traveling.
- **Strategic Plan Goal 2:** Deliver outstanding trip experiences for all users of the transportation system. The Project includes new interlocks, crossovers, and siding improvements that will enhance service reliability, reduce the duration and impacts of service disruptions, support maintenance activities, and improve the overall customer experience on the A and E Lines.
- **Strategic Plan Goal 3:** Enhance communities and lives through mobility and access to opportunity. The Project will improve the reliability and performance of rail service connecting riders to jobs, education, services, and regional destinations throughout Los Angeles County, providing long-term benefits beyond the 2028 Games.
- **Strategic Plan Goal 4:** Transform LA County through regional collaboration and national leadership. The Project advances regional coordination for the 2028 Games while delivering permanent rail infrastructure improvements across multiple jurisdictions.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended because it would delay preconstruction services, final design coordination, constructability reviews, cost estimating, phasing, risk management, and early work package planning, increasing the risk that key elements cannot be delivered before the 2028 Games.

The Board may direct staff to deliver the Project using a traditional design-bid-build approach. This is not recommended because the A&E Line Interlock Project includes multiple project types, jurisdictions, third-party interfaces, active transit environments, funding constraints, grant requirements, and an accelerated delivery schedule. A traditional delivery approach would limit early contractor input and reduce Metro's ability to manage constructability, cost, schedule, and phasing risks before construction.

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NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS140835000 with RailWorks Track Services, LLC and issue a Notice to Proceed for Phase 1 Preconstruction Services. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and CMSS consultant to advance completion of the final design. Staff will continue to pursue and secure the gap funding necessary to support Phase 2 construction and will return to the Board in FY27 to seek approval of the LOP budget and authorization to advance the corresponding Phase 2 Contract Supplement.

ATTACHMENTS

Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan

A & E Line Interlock Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY26	FY27
Planning, Enviromental and Preliminary Engineering Services	$ 3,405,000	$ 945,000	$ 2,460,000
Phase 1 - Preconstruction Services			
CM/GC Preconstruction Services	$ 1,000,000		$ 1,000,000
Final Design Services	$ 4,300,000		$ 4,300,000
CMSS Services	$ 360,000		$ 360,000
Early Works Packages (Procurement of Long Lead Items)	$ 11,980,000		$ 11,980,000
Other Professional Services	$ 530,000		$ 530,000
Third Party	$ 1,700,000		$ 1,700,000
Right Of Way	$ 0		$ 0
Agency Costs	$ 1,635,000	$ 155,000	$ 1,480,000
Contingency			
Contingency (10%)	$ 2,380,000		$ 2,380,000
Total Preconstruction Services Budget	**$ 27,290,000**	**$ 1,100,000**	**$ 26,190,000**
Source of Funds	**Total**		
Surface Transportation Block Grant (STBG) funds	$ 19,600,000	$ 1,100,000	$ 18,500,000
Fiscal Year (FY) Congressional appropriations	$ 4,700,000		$ 4,700,000
Proposition A 35%	$ 2,990,000		$ 2,990,000
Total Project Funding	**$ 27,290,000**	**$ 1,100,000**	**$ 26,190,000**

PROCUREMENT SUMMARY

A&E LINE INTERLOCK PROJECT
CONSTRUCTION MANAGER/GENERAL CONTRACTOR / PS140835000

1.	**Contract Number**: **PS140835000**	
2.	**Recommended Vendor**: RailWorks Track Services, LLC	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: April 9, 2026	
	B. Advertised/Publicized: April 9, 2026	
	C. Pre-Proposal Conference: April 23, 2026	
	D. Proposals Due: June 11, 2026	
	E. Pre-Qualification Completed: July 15, 2026	
	F. Ethics Declaration Forms submitted to Ethics: June 11, 2026	
	G. Protest Period End Date: September 22, 2026	
5.	**Solicitations Downloaded**: 98	**Proposals Received**: 4
6.	**Contract Administrator**: Victor Zepeda	**Telephone Number**: (213) 922-1458
7.	**Project Manager**: Rafie Zamani	**Telephone Number**: (213) 418-3140

A. Procurement Background

This Board Action is to approve Contract No. PS140835000 issued to RailWorks Track Services, LLC to upgrade Lines A&E at four locations by adding interlock mechanisms to make Lines A&E more efficient in preparation for the 2028 Olympics. Board approval of the contract award is subject to resolution of any properly submitted protest, if any.

To generate interest in this specialty type project, a pre-solicitation meeting (in-person/virtual) was held on March 20, 2026. Request for Proposals (RFP) No. PS140835 was issued on April 9, 2026 in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) goal for Phase 1 and reserved its right to establish a goal for Phase 2 or Early Works Package.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 4, 2026, provided a revision to the 15% conceptual design and updated the Project Requirements (Exhibit 3).

A total of 98 downloads of the RFP were included in the Planholders' list.

A virtual pre-proposal conference was held on April 23, 2026, with 40 participants representing 14 firms. There were 39 questions received for this RFP and responses were provided prior to the proposal due date.

A total of four proposals were received on June 11, 2026, and are listed below by alphabetical order:

1. Balfour Beatty Infrastructure, Inc. (Balfour)
2. HCC/HTI, A Joint Venture (Herzog)
3. RailWorks Track Services, LLC (RailWorks)
4. Stacy-Modern Transit Constructors (SMTC)

B. Evaluation of Proposals

The Proposal Evaluation Team (PET) consisting of staff from Program Management, Project Controls, and Construction Management was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

• Capability and Experience	290 Points
• Project Understanding	80 Points
• Project Approach	390 Points
• Community Benefits and Workforce Development	40 Points
• Price	200 Points

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Project Approach.

The price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee (range between $1,000,000 and $2,500,000).
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 45 days of Compensable Delay during Phase 1 (for evaluation purposes only) and an amount of no less than $4,000 per day.
3. Phase 2 Management Lump Sum Fee (range between $168,000 and $288,000 per month), assuming a 12-month period of performance for Phase 2 work (for evaluation purposes only).

4. Phase 2 Margin Percentage, assuming a construction cost of $39,000,000 (for evaluation purposes only).

Of the four proposals received, three were determined to be within the competitive range and are listed below in alphabetical order:

1. Herzog
2. RailWorks
3. SMTC

Balfour proposed a cost element outside of the allowed range and proposed a Safety Manager without the required certifications or experience. Consequently, Balfour was deemed non-responsive to the RFP requirements and was excluded from further evaluation.

On July 9, 2026, the PET requested clarifications from firms in the competitive range in lieu of conducting interviews. Based on the responses received on July 10, the PET finalized their scores, and RailWorks was determined to be the highest ranked proposer.

Qualifications Summary of Recommended Firm:

RailWorks is a light and heavy rail contractor with experience in working in active operating environments. RailWorks has experience working on Metro's Blue Line Track and System Refurbishment and will serve as the CM/GC lead for its team. The firm has assembled the following team members:

1. L.K. Comstock National Transit LLC (LK Comstock) a signal, train control, communication, and traction power subcontractor (and a RailWorks company).

2. B&C Transit Inc. who will be responsible for integrating signals, system engineering, interface management, and cutover planning. The firm has participated in other Metro's projects such as Regional Connector, Blue Line modernization, and Expo Line I and II.

3. Quality Engineering Inc. will be developing the quality control plan and implementing the plan for review, conformance, NCR tracking, and close-out documentation. Similar services were provided on Expo and Crenshaw/LAX Light Rail projects.

4. American Safety Group provides safety inspection and other services on high visibility projects. American Safety Group participated in the LAX Automated People Mover and currently on Metro's East San Fernando Vally Light Rail Transit project.

5. Modern Times, Inc., will be tasked with small business strategy development to ensure adequate small business participation and compliance. Modern Times is part of the other Metro CM/GC contracts, providing similar services.

A summary of the PET recommendation for the top-ranked firm is provided below:

1	Firm	Maximum Points	Earned Points	Total Points	Rank
2	**RailWorks**				
3	Capability and Experience	290	250.20		
4	Project Understanding	80	66.66		
5	Project Approach	390	335.77		
6	Community Benefits and Workforce Development	40	35.00		
7	Price	200	200.00		
8	**Total**	**1000**		**887.63**	**1**
9	**Herzog**				
10	Capability and Experience	290	260.90		
11	Project Understanding	80	70.67		
12	Project Approach	390	344.73		
13	Community Benefits and Workforce Development	40	36.00		
14	Price	200	142.27		
15	**Total**	**1000**		**854.57**	**2**
16	**SMTC**				
17	Capability and Experience	290	245.50		
18	Project Understanding	80	67.47		
19	Project Approach	390	335.70		
20	Community Benefits and Workforce Development	40	36.20		
21	Price	200	110.83		
22	**Total**	**1000**		**795.70**	**3**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), price analysis, and fact finding.

Proposer Name	Proposal Amount	Metro ICE (range)	Award Amount
RailWorks	$1,000,000 (Phase 1 Preconstruction Lump Sum Fee)	$1,000,000 to $2,500,000	$1,000,000 (Phase 1 Preconstruction Lump Sum Fee)
	$4,000/day (Delay Compensation for Phase 1)	$4,000 (not less than)	$4,000/day (Delay Compensation for Phase 1)
	$160,010/month (Phase 2 Management Lump Sum Fee)	$160,000 - $288,000	$160,010/month (Phase 2 Management Lump Sum Fee)
	8% (Phase 2 Margin Percentage)	8% - 12%	8% (Phase 2 Margin Percentage)
Herzog	$1,501,369 (Phase 1 Preconstruction Lump Sum Fee)		
	$10,032/day (Delay Compensation for Phase 1)		
	$180,236/month (Phase 2 Management Lump Sum Fee)		
	10% (Phase 2 Margin Percentage)		
SMTC	$1,403,282 (Phase 1 Preconstruction Lump Sum Fee)		
	$5,000/day (Delay Compensation for Phase 1)		
	$240,000/month (Phase 2 Management Lump Sum Fee)		
	11.5% (Phase 2 Margin Percentage)		

D. Background on Recommended Contractor

RailWorks is headquartered in New York and has a local office in the Los Angeles area. The firm started in 1998 as a conglomerate of L.K. Comstock, PNR Railworks, and 13 other smaller firms. RailWorks specializes in working in active light and heavy rail environments as a railroad construction contractor and a rail maintenance company.

DEOD SUMMARY

A&E LINE INTERLOCK CM/GC PROJECT / PS140835000

A. Small Business Participation

The Disadvantaged Business Enterprise (DBE) goal for Phase 1 of the contract is 0%. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement effective, October 3, 2025. While the DBE commitment is not a factor in the staff's recommendation, RailWorks Track Services LLC (RailWorks) listed three certified small businesses to participate in Phase 1 of this contract.

For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work, and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the terms of the Contract.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Small Business Engagement Outreach Plan (EOP)

Proposers were required to submit, with its proposal, an Engagement and Outreach Plan (EOP). RailWorks submitted an EOP, as a part of its Project Approach, describing its plan for engagement and outreach to the small business community on contracting opportunities for all phases of the Work.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1 work. However, for Phase 2 Work (including any Works Packages valued at $25 Million or more), the Contractor will be required to mentor at least two (2) certified small business firms in connection with any applicable Early Works Package and five (5) certified small business firms in connection with the Phase 2 Work, as well as host at least one small business outreach event no later than 30 days prior to submission of its Phase 2 Works Package Proposal.

E. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

G. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

H. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



2026-0563 A & E Line Interlock Project
Construction Manager / General Contractor (CM/GC)

CONSTRUCTION COMMITTEE
SEPTEMBER 16TH, 2026

Metro

BACKGROUND

The A & E Line Interlock Project consists of constructing interlock improvements (cross-overs, overhead catenary system, train control systems, and associated infrastructure) on the Metro A & E Lines:

- Anaheim Street (A Line)
- Avenue 34 (A Line)
- Expo/Bundy, Centinela (E Line)
- Degnan (E Line)

The Project will improve operations, safety, and service reliability by:

- Supporting shorter single-tracking headways for maintenance
- Allowing for staging trains to provide additional capacity during demand surges.



PROCUREMENT EVALUATION

Evaluation Criteria	Maximum Points	RailWorks	Herzog	SMTC
Capability and Experience	290	250.20	260.90	245.50
Project Understanding	80	66.66	70.67	67.47
Project Approach	390	335.77	344.73	335.70
Community Benefits and Workforce Development	40	35.00	36.00	36.20
Price	200	200.00	142.27	110.83
Total	**1000**	**887.63**	**854.57**	**795.70**

Evaluation Criteria	Range	RailWorks	Herzog	SMTC
Phase 1 Preconstruction Lump Sum Fee	$1,000,000 – $2,500,000	$1,000,000	$1,501,369	$1,403,282
Delay Compensation for Phase 1	Not less than $4,000 Per Day	$4,000	$10,032	$5,000
Phase 2 Management Lump Sum Fee	$160,000 to $288,000 Per Month	$160,010	$180,236	$240,000
Phase 2 Margin Percentage	8% – 12%	8%	10%	11.5%

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $ 1,000,000. subject to the resolution of any properly submitted protest(s), if any.

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000.

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

PHASE 1 PRECONSTRUCTION BUDGET

Use of Funds	Total	Inception thru FY26	FY27
Planning, Environmental and Preliminary Engineering Services	$ 3,405,000	$ 945,000	$ 2,460,000
Phase 1 - Preconstruction Services			
CM/GC Preconstruction Services	$ 1,000,000		$ 1,000,000
Final Design Services	$ 4,300,000		$ 4,300,000
CMSS Services	$ 360,000		$ 360,000
Early Works Packages (Procurement of Long Lead Items)	$ 11,980,000		$ 11,980,000
Other Professional Services	$ 530,000		$ 530,000
Third Party	$ 1,700,000		$ 1,700,000
Right Of Way	$ 0		$ 0
Agency Costs	$ 1,635,000	$ 155,000	$ 1,480,000
Contingency (10%)	$ 2,380,000		$ 2,380,000
Total Preconstruction Services Budget	**$ 27,290,000**	**$ 1,100,000**	**$ 26,190,000**

Source of Funds	Total	Inception thru FY26	FY27
Surface Transportation Block Grant (STBG) Funds	$ 19,600,000	$ 1,100,000	$ 18,500,000
Fiscal Year (FY) Congressional Appropriations	$ 4,700,000		$ 4,700,000
Proposition A 35%	$ 2,990,000		$ 2,990,000
Total Project Funding	**$ 27,290,000**	**$ 1,100,000**	**$ 26,190,000**

NEXT STEPS

- Upon Board approval, staff will execute CM/GC Contract No. PS140835000 to RailWorks Track Services, LLC and issue Notice to Proceed for Phase 1 Preconstruction Services.
  - Staff will engage the CM/GC contractor to begin constructability reviews, cost estimating, schedule development, risk management, phasing and packaging analysis, and early works package planning to support ongoing design development activities and long-lead-item procurement.

- Staff will return to the Board to seek approval of the Life-of-Project (LOP) budget and authorization to advance the Phase 2 Contract Supplement.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0529, **File Type:** Project **Agenda Number:** 13.

CONSTRUCTION COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

ISSUE

The Doran Street Grade Separation Project (Project) has completed 100 percent final design plans, and it is in receipt of construction bids for the Segment 1 - City of Glendale portion of the Project. A phased and segmented procurement strategy is being implemented to meet financial, regulatory, right-of-way, and third-party coordination requirements. Staff is requesting Board approval of the LOP, which includes all phases of the Project from environmental, planning, and design to construction, including all third-party and soft costs.

Establishing the LOP budget is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the State Transit and Intercity Rail Capital Program (TIRCP) funds.

BACKGROUND

The Project serves a critical rail corridor utilized by Metrolink, Amtrak, Union Pacific, and future operations of the California High-Speed Rail. The Project will construct a new vehicle bridge

extending from West San Fernando Road in the City of Glendale, passing underneath State Route 134, and connecting to the existing Fairmont Avenue Bridge.

At its May 2011 meeting, the Board authorized $6.6 million to improve safety at the intersection of Doran Street and the Metro-owned right-of-way. In 2014, the Broadway/Brazil crossing improvements were completed to provide the first safety enhancements for the project area. Due to the West San Fernando Road and Broadway/Brazil Street signalized intersection changing from stop control to a signalized configuration, the crossing experienced significant traffic congestion and a high volume of complaints from the public and business owners. Due to this congestion and associated safety issues, CPUC has required the closure of this crossing and to provide an alternate access to the affected public and business owners.

In 2015 (SB 348), the California Public Utilities Commission (CPUC) identified the Doran Street at-grade crossing as one of the most unsafe rail crossings in California. With 18 recorded pedestrian and vehicular incidents since 1976, the CPUC issued an initial ruling that Doran Street should be converted to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built.

At its January 2017 meeting, the Board advanced the Doran Street and Broadway/Brazil Grade Separation Project that proposed the elimination of two at-grade rail crossings at the Doran Street and Broadway/Brazil Street intersections to alleviate traffic delay and congestion, reduce train horn noise, and improve vehicle and pedestrian safety and mobility. At its January 2021 meeting, the Board approved the advancement of the Doran Street Grade Separation Project and authorized advancement of final design and project development.

Environmental clearance for the Project has been completed. The Project received a California Environmental Quality Act (CEQA) Notice of Exemption in 2019 and a National Environmental Policy Act (NEPA) Categorical Exclusion determination from the FRA in 2025.

DISCUSSION

Findings

The Project addresses one of the most heavily trafficked and high-risk rail crossings in the region, where frequent train movements create conflicts with vehicles, pedestrians, and cyclists. The Project will eliminate the existing at-grade crossing and replace it with a grade-separated vehicle bridge, improving safety, reducing traffic delays, and enhancing rail operations and reliability.

Key components of the Project include construction of a grade-separated crossing, new roadway alignments, pedestrian and bicycle improvements, and coordination with regional rail operators.

The Project is being delivered using a Design-Bid-Build approach and is currently advancing through PS&E and Right-of-Way acquisition. To maintain project momentum and address differences in jurisdictional readiness, construction will be implemented in two segments, both of which are included in the requested LOP:

- Segment 1, within the City of Glendale, is further advanced and will proceed to construction first.
- Segment 2 within the City of Los Angeles is expected to be advertised for construction in Fall 2026.

Considerations

Approval of this action will allow Metro to proceed with construction activities while maintaining the project schedule.

The Project is partially funded through the State of California TIRCP funds. Establishing the LOP budget is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the TIRCP funds. Delays in advancing the Project, including delays in executing the grant agreement, would jeopardize access to committed State funding.

The proposed action will establish the LOP budget based on Metro Independent Cost Estimate for Segment 1, updated cost estimates associated with design development, and estimated construction costs of Segment 2, right-of-way activities, construction planning, and third-party coordination. Establishment of the LOP will support the timely advancement of the Project into construction.

The proposed LOP budget is comprehensive for the Project and encompasses phases from environmental review, planning, and design through construction. It includes all third-party and soft costs.

DETERMINATION OF SAFETY IMPACT

The Doran Street at-grade railroad crossing has a documented and longstanding history of serious safety incidents that establishes a clear and compelling need for grade separation. Since 1976, the crossing has experienced 18 train vehicle or train pedestrian collisions, resulting in five fatalities and at least one serious injury, prompting formal safety hearings and arbitrations by the CPUC. The crossing carries approximately 90 passenger and freight trains per day, including Metrolink commuter rail, Amtrak intercity service, and heavy freight traffic, a level of rail activity that the CPUC has consistently identified as presenting elevated and unacceptable risk for roadway users and pedestrians. Based on this collision history and operational context, the CPUC has repeatedly

classified Doran Street as a high-risk and hazardous crossing where continued at-grade operation poses ongoing safety concerns. CPUC Order Instituting Investigation on the Commission's Own Motion into Closure of the Highway-Rail At-Grade Crossing at West Doran.

The CPUC has further determined that interim safety measures are insufficient to address the long-term risks at the Doran Street crossing and has directed Metro to advance permanent grade separation as the sole effective safety remedy. Through multiple decisions and enforcement actions, including Resolution TED300 and Decision 1901008, the CPUC has conditioned continued interim operations on demonstrated progress toward ultimate closure of the at-grade crossing, most recently granting a time extension in January 2024 only after full construction funding was secured. The project also addresses broader regional and statewide rail safety objectives, as the corridor is expected to support increased passenger rail service and future highspeed rail operations, which are incompatible with at-grade roadway crossings. Accordingly, the Doran Street Grade Separation Project is necessary to comply with CPUC safety directives, eliminate a known collision hazard, and protect roadway users, pedestrians, and rail passengers both now and as rail service expands in the future.

Approval of this item advances the elimination of an at-grade crossing, directly reducing the potential for rail-related incidents and improving response times for emergency services. The Project is being designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

Adoption of the Project LOP would enable award of the construction contract for Segment 1, City of Glendale, thereby, assisting Metro achieve the period of performance requirements of the TIRCP grant ($21,300,000) and be able to expend this grant to the extent possible.

Upon Board approval, the additional funds required for FY27 will be added to the adopted budget.

Since this is a multi-year project, the Chief Program Management Officer and Project Manager will be responsible for budgeting the costs in future years.

Impact to Budget

The Project is fully funded with $116,242,594 in local, state and federal grants as shown in Attachment A - Funding and Expenditure Plan. These sources are not eligible for Metro bus or rail operating purposes.

EQUITY PLATFORM

The Project operates on Metrolink's Antelope Valley Line and is located at the boundary of the City of Glendale and the City of Los Angeles (Atwater Village area) serving areas designated as "moderate need" under the Metro Equity Need Index (MENI). The surrounding communities to the south, southeast, and north of the project area include approximately 68% low-income households, 20% households with no access to a vehicle, and up to 82% Black, Indigenous, and other People of Color (BIPOC) residents.

By eliminating the at-grade crossing, the Project will directly benefit communities in the Cities of Glendale and Los Angeles by improving safety, mobility, and access across a heavily utilized rail corridor.

The Project will more broadly benefit and serve commuters on a critical rail corridor utilized by Metrolink and Amtrak, Metrolink serves as a primary commuter rail system connecting various counties and cities, including Los Angeles. According to Metrolink's 2025 Onboard Survey, the median household income of Antelope Valley Line riders is $40,823. Systemwide, 39% of Metrolink riders report annual household incomes below $50,000. The survey also found that the average Metrolink rider is 51 years old and that Hispanic riders comprise 40% of systemwide ridership, making them the largest ethnic group of Metrolink riders.

This Project will enhance accessibility in alignment with American with Disabilities Act (ADA) requirements by acquiring right of way to construct sidewalks and ADA ramps.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes planning that encourages driving

alone or increased vehicle travel by rerouting cars to longer roads and removing some pedestrian and bicycle access which therefore slightly worsens VMT. However, this project does enable some more reliability and possibly more frequent rail service in the future, which could have the effect of reducing VMT, but those improvements to rail service are not included as part of this project. Similarly, future phases of work are planned to build a ped bridge across the soon-to-be-closed west leg of the intersection and the rail crossing. This could mitigate the loss of multimodal access noted above, which could have the effect of reducing VMT, but those improvements to pedestrian access are not included as part of this project.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

The Project will improve safety and mobility by eliminating an at-grade rail crossing and enhancing connectivity for all users, including pedestrians, cyclists, and motorists.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval of the LOP budget. This is not recommended as the LOP is based on actual bids for Phase 1 that provide accurate construction costs. Also, the LOP budget approach is consistent with Metro's capital project delivery approach. Additionally, schedule delays and cost overruns will occur if the LOP budget is not approved

Given the safety concerns at the Doran Street at-grade crossing, not moving forward with this action would not allow Metro to meet CPUC requirements to pursue closure of the at-grade crossing, and would fail to improve safety conditions for vehicles, pedestrians, and rail operations, and would not address ongoing traffic delays or emergency access constraints in the corridor.

Additionally, if this action is deferred, Metro would not be able to meet the grant reimbursement requirements of the State Transit and Intercity Rail Capital Program Cycle 6 award in the amount of $21,300,000. Delays may jeopardize committed State funding and create a potential funding gap.

NEXT STEPS

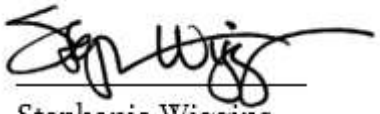
Upon Board approval of the LOP budget, staff will award the construction contract for Segment 1 in the City of Glendale and begin construction of the project. In addition, staff will issue the Invitation for Bid (IFB) documents for Segment 2 in the City of Los Angeles.

ATTACHMENT

Attachment A - Doran Street GS Funding and Expenditure Plan

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ATTACHMENT A

Doran Street Grade Separation Project
Funding/Expenditure Plan

($ in millions)	Proposed LOP Budget	Prior Years	FY27	FY28	FY29	FY30	Total	% of Total
Uses of Funds								
Planning, Environmental & Preliminary Engineering	2.9	2.9	-	-	-	-	2.9	2.5%
Final Design	9.9	5.9	3.2	0.4	0.3	0.1	9.9	8.5%
Right-of-Way	5.9	1.4	3.0	1.5	-	-	5.9	5.1%
Construction Management Support and Other Soft Costs*	24.0	4.8	3.5	7.2	6.5	2.1	24.0	20.7%
Construction	60.8	-	17.5	20.0	14.3	9.0	60.8	52.3%
Contingency	12.7	-	3.2	3.2	3.2	3.2	12.7	10.9%
Total Project Cost	**116.2**	**15.1**	**30.3**	**32.3**	**24.2**	**14.3**	**116.2**	**100.0%**
Sources of Funds								
Measure R 3%	61.8	13.9	7.1	17.6	13.8	9.5	61.8	53.2%
Railroad Crossing Elimination (FRA-RCE)	33.1	0.9	2.3	14.7	10.4	4.9	33.1	28.5%
Transit and Intercity Rail Capital Program (TIRCP)	21.3	0.3	21.0	-	-	-	21.3	18.3%
Total Project Funding	**116.2**	**15.1**	**30.3**	**32.3**	**24.2**	**14.3**	**116.2**	**100.0%**

** Other soft costs include metro labor, legal, 3rd party testing, and etc.*



Los Angeles County Metropolitan Transportation Authority

Metro

2026-0529: ***DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET***

Construction Committee, September 16, 2026

RECOMMENDATION

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

Metro

ISSUE

- The Project has completed 100 percent final design plans, and construction bids have been received for Segment 1 – City of Glendale.
- A phased and segmented procurement strategy is implemented to meet regulatory, right-of-way, and third-party coordination requirements.
- The requested LOP includes all phases of the Project from environmental, planning, and design to construction, including all third-party and soft costs.
- Establishing the LOP is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for TIRCP funds.

BACKGROUND

- In 2015, CPUC identified the Doran Street at-grade crossing as one of the most unsafe rail crossings in California.
- The corridor is utilized by Metrolink, Amtrak, Union Pacific, and future California High-Speed Rail operations.
- The Project will construct a new vehicle bridge from West San Fernando Road in Glendale, passing underneath SR-134, and connecting to the existing Fairmont Avenue Bridge.
- Environmental clearance is complete: CEQA Notice of Exemption (2019) and FRA NEPA Categorical Exclusion (2025).

PROJECT DELIVERY STRATEGY

- Design-Bid-Build approach with construction implemented in two segments.
  - Segment 1 – City of Glendale: further advanced and will proceed to construction first.
  - Segment 2 – City of Los Angeles: expected to be advertised for construction in Fall 2026.
- Delays in advancing the Project would jeopardize access to committed State funding.

NEXT STEPS

Upon Board approval of the Life-of-Project (LOP) budget, staff will:

1. Award the construction contract for Segment 1, City of Glendale.
2. Issue the Invitation for Bid (IFB) for Segment 2, City of Los Angeles.

File #: 2026-0658, **File Type:** Budget **Agenda Number:** 14.

CONSTRUCTION COMMITTEE
SEPTEMBER 16, 2026

SUBJECT: VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project in the amount of $413,786,609; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

ISSUE

At its February 2026 meeting, the Board authorized a Preconstruction Budget for Phase 1 for the Vermont Transit Corridor BRT Project, which included preconstruction services (constructability reviews, construction staging and phasing development, construction scheduling, estimating and price build-up). Since that time, Metro staff have worked with the Construction Manager/General Contractor (CM/GC), Design Consultant, City of Los Angeles and County of Los Angeles to collaboratively advance the design, complete field investigations, undergo constructability reviews and explore scope refinement and value engineering opportunities. The Project is nearing completion of Phase 1 of the CM/GC contract and is now ready to establish the Life-of-Project budget. Establishment of the LOP budget is a required next step to maintain the Project delivery schedule.

BACKGROUND

The Project is a 12.4-mile BRT corridor with 26 stations at 13 major locations along Vermont Avenue. The corridor extends from Sunset Boulevard, connecting to the Vermont/Sunset Metro B Line Station in Hollywood, to 120th Street, south of the Vermont/Athens Metro C Line Station.

The corridor serves densely populated communities including East Hollywood/Los Feliz, Koreatown, University Park/Exposition Park, and South Los Angeles, with approximately 2.5 miles at the southern end extending into the unincorporated West Athens and Westmont communities.

Major destinations along the corridor include the University of Southern California, BMO Stadium, the Exposition Park Museums, Kaiser Permanente Los Angeles, Children's Hospital Los Angeles, and Los Angeles City College.

Metro's existing local and rapid bus services on Vermont Avenue, Lines 204 and 754, currently operate in a very high-ridership corridor with approximately 38,000 weekday boardings, projected to increase to approximately 56,000 by 2045.

Existing service experiences significant performance deficiencies in speeds, schedule reliability, and passenger comfort due to severe congestion and operating conditions. The Project will provide a premium BRT service incorporating dedicated side-running bus lanes, enhanced stations and passenger amenities, transit signal priority, and other improvements intended to increase transit performance and reliability.

The Project is expected to attract approximately 12,000 new daily riders when it opens.

The Project goals are to:

- Improve Transit Performance;
- Enhance Customer Experience; and
- Invest in Community.

The Project also supports Metro Strategic Plan goals to provide high-quality mobility options that enable people to spend less time traveling, deliver outstanding trip experiences for users of the transportation system, and enhance communities and lives through mobility and access to opportunity.

DISCUSSION

To date, the Project has been funded under an authorized initial preconstruction budget of $198.46 million. Staff recommends establishing a $413,786,609 Life-of-Project budget, inclusive of the preconstruction budget of $198.46 million, to provide the comprehensive fiscal framework to complete the Project. The proposed LOP budget encompasses all incurred and forecasted Project cost, including Metro labor and non-labor costs, professional and support services, environmental and planning activities, final design, preconstruction services, utilities, right-of-way, third-party coordination, construction, contingency, and other costs necessary for Project delivery. A detailed breakdown of the proposed LOP budget and funding sources is provided in Attachment A - Funding and Expenditure Plan.

Constructability Reviews and Preconstruction Services

Under the Construction Manager/General Contractor (CM/GC) delivery method, Griffith Company is providing integrated preconstruction services concurrent with advancement of the design. These services include value engineering, constructability reviews, construction phasing, maintenance-of-traffic planning, utility coordination, schedule optimization, and progressive cost estimating.

This collaborative process allows Metro, the designer working under a separate contract, and CM/GC to identify and address constructability, scope, sequencing, and cost considerations as the design advances, reducing the potential for engineering rework and improving construction readiness. Early field investigations and utility coordination are also being advanced to reduce the potential for unforeseen conditions to affect the construction schedule.

Early Works Packages & Field Continuity

The CM/GC delivery framework allows Metro to advance Early Works Packages (EWPs) for time-critical and enabling activities ahead of the primary construction package. Select initial EWPs are funded within the existing preconstruction authorization, while additional packages are currently being developed and are anticipated for authorization and execution beginning in Q4 2026.

Establishing the full Life-of-Project budget at this stage provides the fiscal capacity necessary to transition from preconstruction into successive construction activities as individual packages become ready for execution. This approach reduces the potential for administrative funding constraints to interrupt planned work and supports continuity of construction activities necessary to maintain the Project delivery schedule.

CM/GC Cost Development and Negotiations

Construction pricing is being progressively developed as individual design packages advance. The CM/GC has prepared successive Opinion of Probable Construction Cost (OPCC) estimates through a transparent, open-book process, and Metro is independently evaluating and reconciling those estimates using Independent Cost Estimates (ICE), quantity reviews, constructability analysis, and other cost-validation measures.

The cost estimate developed by Metro to support the Federal Transit Authority (FTA) grant process was subject to FTA review and formed the basis of the Project’s federalized project cost. As design has advanced, the CM/GC’s OPCC cost development has provided an additional market-based validation of that estimate. Current CM/GC cost information is generally aligned with the Project’s established cost framework and together with the Project’s contingency and ongoing cost validation process, provides staff confidence that the recommended Life-of-Project budget is sufficient to complete the Project.

Because CM/GC pricing is developed progressively, final negotiated construction pricing will occur as design packages achieve the appropriate level of maturity. Approval of the proposed LOP budget does not constitute approval or acceptance of the CM/GC's current estimates or final construction pricing. Construction pricing will continue to be independently validated and negotiated in accordance with Metro's established CM/GC processes prior to execution of the applicable construction agreements.

The Federal Transit Authority executed the Single Year Grant Agreement (SYGA) on September 2, 2026, the Project's Total Federalized Project Cost was established at $370.6 million. The recommended $413,786,609 Life-of-Project budget incorporates the $370.6 million federalized project framework together with concurrent non-SYGA project activities. These concurrent activities

include the planning/environmental phase of the Project, real estate, certain community relation expenses, and public artwork which would be locally funded to support the Project's full delivery requirements.

The recommended Life-of-Project budget also includes appropriate contingency and management reserves to address identified and potential Project risks throughout final design and construction. These provisions provide sufficient fiscal capacity to manage uncertainty associated with construction, utilities, third-party requirements, market conditions, and other delivery risks without establishing an expectation that the full authorized amount will be expended.

Establishing the Life-of-Project budget at this stage creates an overall fiscal framework within which Metro can actively manage and advance the Project while CM/GC pricing continues to mature. The Life-of-Project budget establishes the Project's overall funding capacity and does not predetermine the value of the future CM/GC construction agreement. Metro will continue to independently validate and negotiate construction pricing prior to committing funds for subsequent construction packages.

This approach provides sufficient budget authority to maintain continuity of Project delivery while preserving cost discipline, continued FTA coordination, and Metro's ability to negotiate fair and reasonable construction pricing.

Metro Cost Benefit Analysis and Economic Impact

At its July 2025meeting, the Board approved a methodology framework for a Cost Benefit Analysis (CBA) to be conducted on Metro capital projects at key milestones to support investment and funding decisions, such as establishment of Life-of-Project budgets.

As part of the CBA, a Benefit-Cost Ratio (BCR) analysis was conducted to compare monetized costs of the Project, including the Life-of-Project capital cost, as well as anticipated maintenance and operating costs, to a set of monetizable benefits of the Project. While not all project benefits and costs are monetizable, the Metro BCR analysis does include monetized values of travel time savings, accident cost savings, safety benefits, emission cost savings, and active transportation health benefits over a 20-year operating period, through mid-2048.

Regional economic benefits are also included in the CBA, which consist of increased employment and economic output from spending on the capital and operating costs of the project and due to regional mobility improvements that provide greater access to jobs and allow for increased personal consumption.

Together, the CBA and evaluation of economic impact find that with the proposed Life-of-Project budget, the Project performs as follows:

- For every dollar invested, the Project is expected to return $26.60 in monetizable benefits over 20 years following the start of revenue service.
- Direct spending on the Project (including capital, operations and maintenance expenditures) is estimated to generate an annual average of 258 new jobs. The Project also is estimated to

produce about $1.2 billion in economic output for the Los Angeles County economy through 2045 (in 2026 dollars) due to direct spending on construction and operations, indirect spending on supporting industries (materials and services), and induced spending by the workers that are supported by the Project.

- Regional mobility improvements from the Project, as reflected primarily by the 51,676 additional daily boardings systemwide in 2045, are expected to provide access to employment opportunities and create an annual average of 1,876 new jobs. The increased employment and mobility in turn will lead to additional sales and consumption of goods and services, increasing economic output in Los Angeles County. This total economic output is estimated to increase by $25.8 billion (in 2026 dollars) through 2045 because of the Project.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will allow the Project to advance improvements to existing transit facilities, sidewalks, streets, traffic signals, lighting, signs, pavement markings, and related infrastructure along the Vermont Avenue corridor.

The Project will provide enhanced BRT stations and passenger amenities and improve accessibility, transit operations, lighting, visibility, pedestrian movements, and overall passenger safety.

Construction phasing, maintenance-of-traffic planning, utility coordination, and safety considerations are being incorporated during preconstruction to minimize disruption and manage safety risks during construction.

FINANCIAL IMPACT

Impact to Budget

The current fiscal year's budget is allocated under Cost Center 8510, Project No. 471402 and 871402, across various accounts, including Professional and Technical Services. Upon approval of the Life-of-Project budget, staff will manage Project expenditures within the Board-approved fiscal year budgets. As this is a multiyear project, future fiscal year budgets will be the responsibility of the Project Manager, Cost Center Manager, and Chief Program Management Officer. Funding sources for FY27will be comprised of Proposition C, SB1 Local Partnership Program, Small Starts, Congestion Mitigation & Air Quality Program, and FTA Community Project Funding. These funding sources are not eligible to fund operations.

Multiyear Impact

The Project's Total Federalized Project Cost established in connection with the FTA Single Year Grant Agreement is $370.6 million. The proposed $413,786,609 Life-of-Project budget includes the $370.6 million FTA-eligible project cost and $43,186,609 in costs outside of the FTA-eligible project subtotal. These costs include $21,785,380 in pre-award authority costs incurred through FY26 and $21,401,230 in other non-FTA eligible costs required to support comprehensive Project delivery.

The Project funding is programmed from Measure M, Proposition C, SB 1 Local Partnership Program, Transit and Intercity Rail Capital Program, FTA Small Starts, Congestion Mitigation and Air Quality Program, and FTA Community Project Funding.
The proposed $413,786,609 LOP budget is fully funded from a combination of federal, state, and local sources.

- Local - Measure M - $25,000,000
- Local - Proposition C - $44,485,609
- State - SB1 Local Partnership Program - $81,061,000
- State - Transit & Intercity Rail Capital Program - $5,000,000
- Federal - Small Starts - $149,900,000
- Federal - Congestion Mitigation & Air Quality Program - $106,340,000
- Federal - FTA Community Project Funding - $2,000,000

A detailed breakdown of the funding sources and anticipated expenditures by fiscal year is provided in Attachment A - Funding and Expenditure Plan.

Approval of the LOP budget establishes the overall fiscal framework for delivery of the Project and does not constitute authorization to expend the entire LOP amount in a single fiscal year. Project expenditures will be incorporated into and managed through Metro's annual budget process based on the anticipated expenditure schedule .

EQUITY PLATFORM

The Project area is comprised of Equity Focus Communities (EFCs) within the City of Los Angeles and County of Los Angeles and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations via the 13 planned stations located in EFCs.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Korea, and Tagalog to name a few), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit intercept surveys to reach current riders who were otherwise unable to attend meetings.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit. * Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, the Vermont Transit Corridor Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative along Vermont Avenue. This BRT service will enhance transit along the corridor by shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project (as forecasted by the CBM18B model [Metro, 2019b]) by the associated station-to-station (or comparable zone-to-zone) trip distances. The estimated user benefit is a savings of about 85,000 VMT resulting in the removal of 37 metric tons of CO2 daily due to the implementation of the Project. A dedicated BRT lane can move 3 times the number of people per hour than a mixed traffic lane. This analysis was conducted as part of the Vermont Transit Corridor Planning and Environmental Study and aligns with the State statuary goals of reducing greenhouse gas emissions and increasing multimodal transportation networks.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed LOP budget and direct staff to evaluate alternative procurement, scope, or project delivery strategies.

Staff does not recommend this alternative because it could require additional procurement, redesign, negotiation, or project-development activities and could result in schedule delays and increased costs.

The CM/GC delivery strategy was selected in part to support early construction, schedule flexibility, integrated preconstruction services, real-time cost and scope management, early utility-risk mitigation, and segment-by-segment construction advancement.

Delaying establishment of the LOP could affect the Project's ability to maintain its planned delivery schedule.

NEXT STEPS

Upon Board approval of the LOP budget, staff will proceed with the actions described in this report. Construction is anticipated to begin in Fall of 2026, with Revenue Service anticipated in June 2028 in advance of the 2028 Olympic and Paralympic Games.

ATTACHMENT

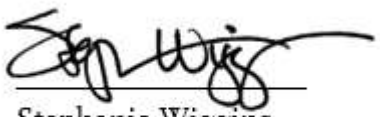
Attachment A - Funding and Expenditure Plan

Prepared by:

Chris Sheaffer, Deputy Executive Officer, Project Management, (213) 505-1634
Michael McKenna, Deputy Chief Program Management, (213) 922-4239
Craig Hoshijima, Executive Officer, Strategic Financial Planning, (213) 547-4290

Reviewed by:

Tim Lindholm, Chief Program Management Officer, (213) 922-7297
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
Vermont Transit Corridor BRT Life-of-Project Budget

Use of Funds	Total	Inception Thru FY26	FY27	FY28	FY29
Planning, Environmental and Preliminary Engineering Services	$ 14,758,037	$ 13,426,189	$ 1,331,848	$ -	$ -
CM/GC Contract					
CM/GC Phase 1 - Preconstruction Services	$ 4,800,000	$ 1,267,449	$ 3,532,551	$ -	$ -
CM/GC Phase 2 - Construction + Early Works Packages	$ 247,416,109	$ -	$ 83,070,745	$ 164,345,365	$ -
Final Design Services	$ 25,436,350	$ 6,369,572	$ 19,066,778	$ -	$ -
CMSS Services	$ 21,356,091	$ 1,564,502	$ 6,212,773	$ 6,808,009	$ 6,770,807
Other Professional Services	$ 13,111,883	$ 441,546	$ 4,166,851	$ 5,025,320	$ 3,478,165
Third Party/Legal Services	$ 4,179,139	$ 586,508	$ 1,127,762	$ 1,235,811	$ 1,229,058
Right of Way	$ 1,883,385	$ 13,275	$ 1,870,110	$ -	$ -
Agency Costs	$ 15,469,931	$ 2,198,710	$ 4,165,966	$ 4,565,101	$ 4,540,155
Contingency					
Contingency	$ 22,189,074	$ -	$ 10,236,396	$ 11,217,129	$ 735,549
FTA Eligible Sub-Total	$ 370,600,000	$ 25,867,751	$ 134,781,780	$ 193,196,734	$ 16,753,734
Pre-Award Authority Costs	$ 21,785,380	$ 21,785,380	$ -	$ -	$ -
Non-FTA Eligible Costs	$ 21,401,230	$ -	$ 10,903,065	$ 6,085,933	$ 4,412,232
Non-FTA Eligible Sub-Total	$ 43,186,609	$ 21,785,380	$ 10,903,065	$ 6,085,933	$ 4,412,232
Total Life-of-Project Budget	**$ 413,786,609**	**$ 47,653,130**	**$ 145,684,845**	**$ 199,282,667**	**$ 21,165,966**

Source of Funds	Total				
Local - Measure M	$ 25,000,000	$ 25,000,000	$ -	$ -	$ -
Local - Proposition C	$ 44,485,609	$ 17,653,130	$ 2,500,000	$ 3,166,513	$ 21,165,966
State - SB1 Local Partnership Program (LPP)	$ 81,061,000	$ -	$ 46,184,845	$ 34,876,155	
State - Transit & Intercity Rail Capital Program (TIRCP)	$ 5,000,000	$ 5,000,000	$ -	$ -	$ -
Federal - Small Starts	$ 149,900,000	$ -	$ 75,000,000	$ 74,900,000	$ -
Federal - Congestion Mitigation & Air Quality Program (CMAQ)	$ 106,340,000	$ -	$ 20,000,000	$ 86,340,000	$ -
Federal - FTA Community Project Funding	$ 2,000,000	$ -	$ 2,000,000	$ -	$ -
Total Project Funding	**$ 413,786,609**	**$ 47,653,130**	**$ 145,684,845**	**$ 199,282,667**	**$ 21,165,966**



We're planning a new way to ride on Vermont.

VERMONT TRANSIT CORRIDOR

Life of Project Budget Presentation
2026-0658 Construction Committee

Metro

Vermont Transit Corridor BRT Project

RECOMMENDATION:

Consider

- ESTABLISH a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit Project in the amount of $413,786,609; and
- AUTHORIZE the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

Vermont Transit Corridor BRT Project



Project Overview

- 12.4-mile BRT corridor
- Sunset Boulevard to 120th Street
- 26 stations at 13 major locations
- Dedicated side-running bus lanes
- Connections to Metro B/D, E and C Lines
- Approximately 38,000 existing weekday boardings

Purpose & Need for Project

- **Growing Travel Market:** High level of transit trips on corridor projected to grow over time; transit use is higher than County average
- **Deteriorating Traffic Conditions:** Constrained right-of-way along segments of corridor results in increased operating conflicts, inefficient movement of people, decreased safety
- **Degrading Transit Reliability:** Transit travel times, service quality and reliability are significantly impacted by traffic congestion all day; causes unreliable travel times and decreases rider confidence in service
- **Increasing Transit Dependency:** Corridor has disproportionately high proportion of transit-dependent riders; communities along corridor more likely to depend on public transit as their only source of transportation
- **Poor Safety and Customer Experience Conditions:** Poor conditions around transit stops or discourage riders; facilities often absent, in poor condition or in disrepair contributing to unsafe or uncomfortable waiting conditions and negative experiences or interactions

Life of Project Budget

Use of Funds	Total
Planning Phase	$14,758,037
CM/GC Contract	
Phase 1 - Preconstruction	$4,800,000
Phase 2 - Construction	$247,416,109
Final Design Services	$25,436,350
CMSS Services	$21,356,091
Other Professional Services	$13,111,883
Third Party/Legal Services	$4,179,139
Right of Way	$1,883,385
Agency Costs	$15,469,931
Contingency	
Contingency	$22,189,074
FTA Eligible Sub-Total	$370,600,000
Pre-Award Authority Costs	$21,785,380
Non-FTA Eligible Costs	$21,401,230
Non-FTA Eligible Sub-Total	$43,186,609
Total Life-of-Project Budget	$413,786,609

Source of Funds

Source of Funds	Total
Local - Measure M	$ 25,000,000
Local - Proposition C	$ 44,485,609
State - SB1 Local Partnership Program (LPP)	$ 81,061,000
State - Transit & Intercity Rail Capital Program (TIRCP)	$ 5,000,000
Federal - Small Starts	$ 149,900,000
Federal - Congestion Mitigation & Air Quality Program (CMAQ)	$ 106,340,000
Federal - FTA Community Project Funding	$ 2,000,000
Total Project Funding	**$ 413,786,609**

Next Steps

Following Board action, staff will:

- Advance additional Early Works Packages and construction activities seamlessly, maximizing field flexibility and capturing potential schedule gains

- Execute Phase 2 Supplement for total project scope

File #: 2026-0386, **File Type:** Agreement **Agenda Number:** 17.

FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: AMENDMENT TO LEASE AGREEMENT WITH DOWNTOWN PROPERTIES, LLC FOR THE OFFICE OF INSPECTOR GENERAL LOCATED AT 818 WEST 7TH STREET IN LOS ANGELES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee to execute Amendment No. 9 to the Lease Agreement with Downtown Properties, LLC ("Lessor"), for the Office of the Inspector General ("OIG") located at 818 West 7th Street in Los Angeles (Attachment A - Location Map), extending the lease term for 65 months (5 years, 5 months), commencing August 1, 2027, at an initial rate of $39,274 per month with 3% annual escalations, for a total of $2,521,267.65 over the 65-month term.

ISSUE

The current lease term for the OIG office space at 818 West 7th Street in Los Angeles ("OIG Office") will expire on July 31, 2027, unless the term is extended. The window for Metro to exercise the option to extend the lease commences August 1, 2026, and closes October 31, 2026. Board approval is needed to allow Metro to timely execute the negotiated lease amendment, obtain favorable lease terms, and allow sufficient time for completion of tenant improvements prior to the commencement of the extended term. Both the term and the value of the proposed amendment exceed the delegated authority of the CEO; therefore Board approval is required.

BACKGROUND

The OIG has occupied office space at 818 West 7th Street in Los Angeles since 1998. The original lease was for 55,560 square feet (SF), but has been reduced by approximately 77% during the lease period to the current size of 12,912 SF. The space is used by OIG staff and OIG consultants and is strategically located directly across from the Metro 7th Street/Metro Center Station. The current lease term expires July 31, 2027..

Prior lease amendments include:

- First Amendment to memorialize the commencement date as March 1,1998 and expiration date of February 28, 2003.

- Second Amendment to reduce the footprint to 32,701 SF.
- Third Amendment to extend the term to February 28, 2005
- Fourth Amendment to extend the term to February 28, 2007
- Fifth Amendment to extend the term to February 29, 2012 and reduce the premises to 12,912 SF
- Sixth Amendment to extend the term to February 28, 2017
- Seventh Amendment to extend the term to February 28, 2022
- Eighth Amendment to extend the term through July 31, 2027

DISCUSSION

OIG has a continued need for the OIG Office to provide ongoing independent oversight duties. OIG requires office space separate from Metro Gateway Headquarters to maintain operational independence, confidentiality, and separation from other Metro departments and functions.

The current OIG Office location has adequately served the needs of OIG since 1998. Continuing operations at the existing OIG Office would provide the least disruption to OIG services and avoid relocation, build-out, furniture, fixtures, IT installation, communications, and service interruption costs that would be incurred if OIG relocated to another location.

Staff has negotiated new lease terms effective August 1, 2027, including an initial rental rate of $36.50 per SF, or approximately $39,274 per month, with 3% annual escalations (See Attachment B - Deal Points). After accounting for five months of free rent as negotiated by staff, the effective rental rate is approximately $33.45 per SF. Metro Real Estate conducted a survey of 12 comparable Downtown Los Angeles office buildings which showed rates ranging from $36 to $49 per SF, thereby validating the proposed rental rate.

The proposed Amendment represents approximately 20% savings from the current rental rate, including eliminating operating expense pass-throughs, five months of free rent and an increase in parking from two to six spaces. The table below shows the comparison between the current annual rent compared to the proposed rent:

Annual Rent	Current Rent	Proposed Rent
Base Rent	$523,172	$432,014
Operating Expense Estimate	$24,168	None
Operating Expense Reconciliation	$3,820	None
Total Annual Rent	**$551,160**	**$432,014**

The Lessor will provide tenant improvements for needed upgrades including adding a door for security and replacing the air conditioning unit in the computer room. Also included is an additional allowance of $96,840 for future needs. The existing space also provides access to other amenities in the 818 building that have served Metro management for off-site retreats and meetings at no additional charge.

The term of the Amendment is five years and five months, which was negotiated to incorporate additional rent concessions. The proposed Amendment also includes, at no additional charge, a 24-month first right of refusal for the remainder of the fifth-floor space. This additional space may be beneficial for future Metro security or operational needs due to its direct view of 7th Street and Figueroa station areas.

DETERMINATION OF SAFETY IMPACT

This Board Action will not have an impact on safety standards for Metro operations.

FINANCIAL IMPACT

The proposed Amendment would commence on August 1, 2027 (FY28) and will be included in Project 100002, Cost Center 0651 during the FY28 Annual budget preparation by the Real Estate staff for applicable fiscal years.

The total cost of the proposed lease amendment is $2,521,267.65 over the 65-month term. This amount reflects the negotiated rental rate, 3% annual escalations, and five months of free rent.

Impact to Budget

The funding for the proposed lease is the General Fund, Right of Way. The funding source is eligible for bus and rail operations and capital projects.

The five-year budget impact will be as follows:

Extended Term Rent:

Period		Rent SF*	Monthly Rent	Annual Rent
Year 1*	8/1/2027 - 7/31/2028	$36.50	$39,274.00	$ 432,014.00
Year 2*	8/1/2028 - 7/31/2029	$37.60	$40,452.22	$ 444,974.42
Year 3*	8/1/2029 - 7/31/2030	$38.72	$41,665.79	$ 458,323.65
Year 4*	8/1/2030 - 7/31/2031	$39.88	$42,915.76	$ 472,073.36
Year 5*	8/1/2031 - 7/31/2032	$41.08	$44,203.23	$ 486,235.56
Year 6	8/1/2032 - 12/31/2032	$42.31	$45,529.33	$ 227,646.65
Total Rent				**$ 2,521,267.65**

*Each year March is rent-free through 2032.

EQUITY PLATFORM

There are no anticipated equity impacts identified as a result of this action. The proposed lease

amendment supports the continued operation of OIG, which provides independent oversight and accountability functions for Metro.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the proposed lease amendment supports the continued operation of OIG, which provides oversight and accountability functions necessary to support Metro's agency-wide operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Metro strategic plan goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the proposed Ninth Amendment. However, the time and resources required to identify another downtown office location, negotiate a new lease, construct tenant improvements, install communications and IT facilities, and relocate OIG staff would far exceed the cost of remaining in the existing location. This alternative is not cost effective and is not recommended.

There is no available space at Gateway Headquarters that would provide comparable operational separation, confidentiality, and independence for OIG operations.

NEXT STEPS

Upon Board approval, staff will execute the Ninth Amendment to Lease Agreement with Downtown Properties, LLC for the Office of Inspector General located at 818 West 7th Street in Los Angeles, as reviewed and approved by County Counsel.

ATTACHMENTS

Attachment A - Location Map
Attachment B - Deal Points

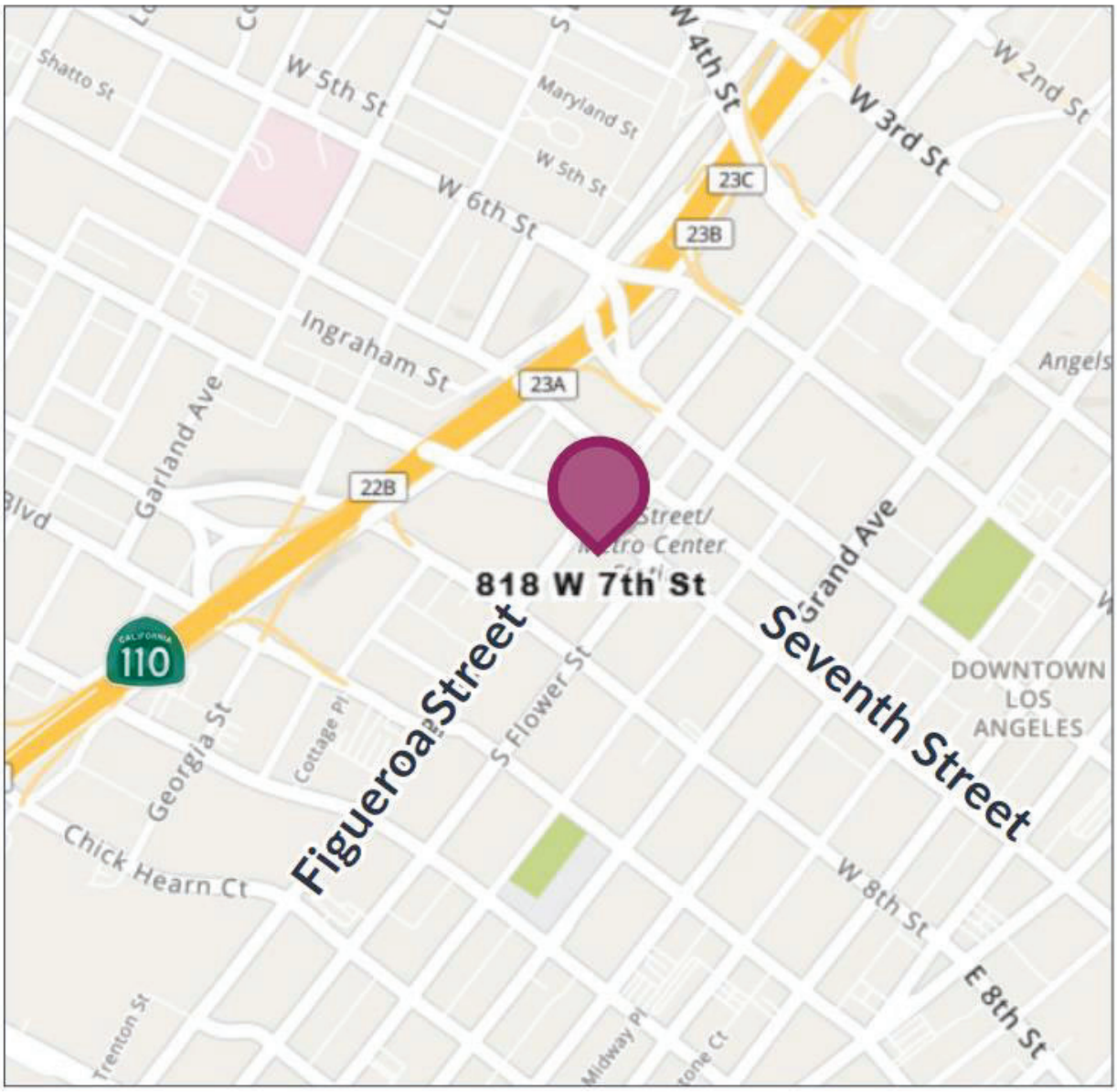
Prepared by: John Beck, Manager, Real Property Management, (213) 922-4435
Craig Justesen, Executive Officer, Real Estate (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Estate and Transit Oriented Communities, (213) 547-4325
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Karen Gorman, Inspector General, (213) 922-2975

Stephanie Wiggins
Chief Executive Officer

Attachment A – Location Map

Location Map



818 W. 7th Street, Suite 500, Los Angeles

Attachment B – Deal Points

New or renewal	Ninth Amendment to Lease
Landlord/Owner	Downtown Properties, LLC
Location	818 W. 7th Street, Los Angeles
Premises	12,912 square feet of office space
Purpose	Office of the Inspector General.
Commencement and Duration (note any extensions)	65 months commencing August 1, 2027.
Total Cost	The total lease value is $2,521,267.65 over the 65-month term.
Early Termination Clauses	None.
Determination of Lease Value	Survey of current market rental rates of similar buildings.
Background with this Landlord	This will be the ninth transaction with the landlord at this location.
Special Provisions	Five months of free rent (March of each year).



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Amendment to Lease Agreement with Downtown Properties, LLC for the Office of Inspector General

Finance, Budget & Audit Committee - September 17, 2026

Legistar File #2026-0386

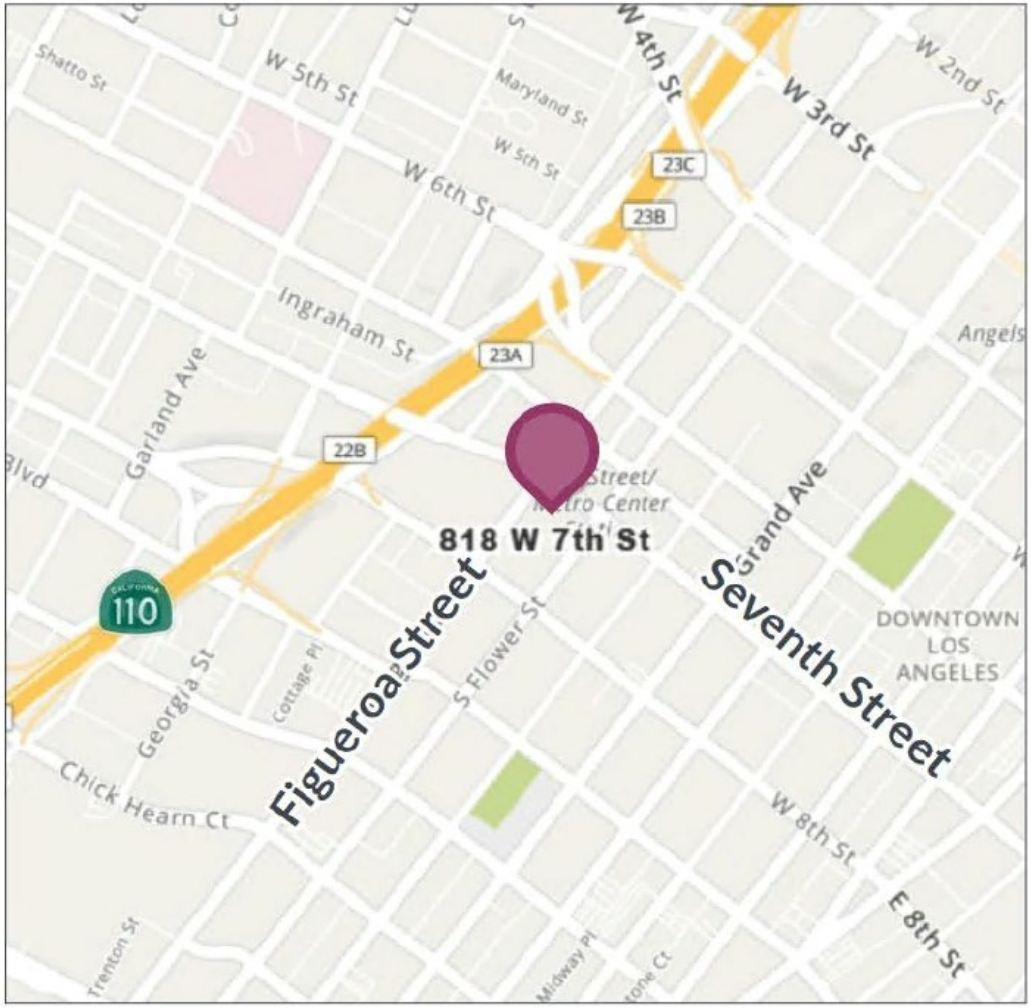
Metro

Recommendation

AUTHORIZE the Chief Executive Officer (CEO) or their designee to execute Amendment No. 9 to the Lease Agreement with Downtown Properties, LLC ("Lessor"), for the Office of the Inspector General ("OIG") located at 818 West 7th Street in Los Angeles (Attachment A - Location Map), extending the lease term for 65 months (5 years, 5 months), commencing August 1, 2027, at an initial rate of $39,274 per month with 3% annual escalations, for a total of $2,521,267.65 over the 65-month term.

Background

- OIG has occupied office space since 1998.
- Used by OIG staff and OIG consultants.
- Strategically located directly across from the Metro 7th Street/ Metro station.
- The current lease term covers the use of 12,912 SF and expires on July 31, 2027.
- Option to extend the lease for five years and five months commences August 1, 2026 and closes October 31, 2026.



Financial Impact & Next Steps

Approximately 20% savings from the current rental rate as shown below:

Annual Rent	Current Rent	Proposed Rent
Base Rent	$523,172	$432,014
Operating Expense Estimate	$24,168	None
Operating Expense Reconciliation	$3,820	None
Total Annual Rent	**$551,160**	**$432,014**

Total proposed rent schedule as shown below:

Extended Term Rent:

Period		Rent SF*	Monthly Rent	Annual Rent
Year 1*	8/1/2027 - 7/31/2028	$36.50	$39,274.00	$ 432,014.00
Year 2*	8/1/2028 - 7/31/2029	$37.60	$40,452.22	$ 444,974.42
Year 3*	8/1/2029 - 7/31/2030	$38.72	$41,665.79	$ 458,323.65
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Year 5*	8/1/2031 - 7/31/2032	$41.08	$44,203.23	$ 486,235.56
Year 6	8/1/2032 - 12/31/2032	$42.31	$45,529.33	$ 227,646.65
Total Rent				**$ 2,521,267.65**

*Each year March is rent-free through 2032.

Metro

Next Steps

Upon Board Approval:

Staff will execute the Amendment to Lease Agreement with Downtown Properties, LLC for the Office of Inspector General located at 818 West 7th Street in Los Angeles, as reviewed and approved by County Counsel.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0601, **File Type:** Program **Agenda Number:** 19.

FINANCE, BUDGET, AND AUDIT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: PHARMACY BENEFIT MANAGEMENT FOR THE WORKERS' COMPENSATION PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS134759000 to Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits, and process and pass through prescription medications for Metro's Workers' Compensation Program (the "Program") in the Not-To-Exceed (NTE) amount of $9,672,000 for the initial three-year base term, $3,256,000 for the first, one-year option, and $3,320,000 for the second, one-year option, for a total NTE amount of $16,248,000, effective October 5, 2026, subject to the resolution of any properly submitted protest(s), if any; and

ISSUE

Metro does not have an established Pharmacy Benefit Management program to efficiently manage workers' compensation (WC) claims. A dedicated contract is an effective tool to control prescription costs, ensure injured employees receive safe, injury-related medication, and streamline the WC claims management process.

BACKGROUND

Metro's FTE workforce of 12,300 employees reports an average of 1,600 WC claims annually, with approximately 2,400 open claims currently managed. The WC division administers the following California mandated benefits:

- Medical Care - Treatment to help an employee recover from a work-related injury or illness, including physician visits, diagnostic tests, medications, medical equipment, and necessary travel costs.
- Temporary Disability Benefits - Wage-replacement payments for employees who are unable to perform their usual job duties during recovery.
- Permanent Disability Benefits - Payments for employees who do not fully recover from their work-related injury, providing compensation for a measurable permanent loss of physical or mental function.

- Death Benefits - Financial support provided to a deceased employee's spouse, children, or other dependents when a work-related injury or illness results in fatality.
- Supplemental Job Displacement Benefit - A voucher to assist with retraining or skill enhancement for eligible employees who do not return to work or receive permanent disability benefits.

The WC division, comprising of 35 FTEs, supports employees injured on the job and processes their benefits. The division also provides responsive customer service, processes medical bills promptly, and reviews all incoming legal and medical correspondence in strict compliance with the California Labor Code timelines.

The WC landscape in California continues to evolve, presenting increasing challenges for employers like Metro with large WC programs. These complexities are largely driven by rising costs of litigation, an increase in complex cumulative trauma claims, and significantly higher state regulatory assessments.

To address these challenges, the WC division is committed to enhancing the delivery of WC benefits by adopting industry best practices, such as implementing a PBM program to ensure employee safety, streamline claims management, and contain costs. Implementation of the PBM will improve the current process which lacks a centralized approach to pharmacy management. The existing process falls upon each individual adjuster to approve over the counter medication and submit all others through Utilization Review. Additionally, each adjuster must field pharmacy or injured employee inquiries regarding prescription dispensing.

DISCUSSION

Pharmacy Benefit Managers (PBMs) act as intermediaries between workers' compensation insurers or employers, pharmacies, and drug manufacturers. In California, they manage the prescription drug portion of injury claims by processing payments, enforcing clinical guidelines to ensure medications are tied to the workplace injury, and managing costs. PBMs perform several core functions, including:

- Claim Adjudication - They verify if an injured worker's claim is open and process and pass through real-time billing directly at the pharmacy counter, so the worker does not pay out-of-pocket.
- Clinical Management - They review prescriptions to prevent dangerous drug interactions, monitor against excessive opioid use, and ensure medications align with the diagnosis.
- Formulary Compliance - They enforce statutory rules (like the California Division of Workers' Compensation Formulary) that dictate which medications are preferred or require prior authorization.
- Network Contracting - They negotiate discounted pricing with a network of retail and mail-order pharmacies.

Staff continues to leverage best practices to enhance the WC program. In FY26, medical costs accounted for 27% of the overall Program costs, of which pharmacy costs are a component. The annual average pharmacy spend from FY22 to FY26 was $1,792,158. Industry benchmarks indicate that PBM partnerships can reduce pharmacy spending by 15% to 25% while improving compliance

and safety. These savings are achieved by enforcing state fee schedules, utilizing customized formularies, and intercepting expensive, non-approved drugs before dispensing. Further, the recently signed California Senate Bill 41 requires that 100% of drug manufacturer rebates be passed directly to the payer.

In addition, PBM implementation will significantly streamline the claims management process for Metro's in-house claims staff. By automating real-time pharmacy-counter eligibility verification, managing the entire prior-authorization workflow for non-formulary drugs, and handling direct pharmacy dispute resolutions, the PBM removes highly technical, manual clerical tasks from Metro's internal team. This automation allows Metro's in-house adjusters to redirect their time toward core case management, accelerating overall claim closures.

The five-year NTE pass-through costs for the base term and option periods is estimated based on annual average projections plus claims experience inflation. Annually, Metro averages about 4,800 prescriptions.

DETERMINATION OF SAFETY IMPACT

Receiving timely medical care is critical to injured Metro employees. Approval of this item will support the WC division's ability to administer claims promptly.

FINANCIAL IMPACT

The FY27 Budget includes $2.1 million for the contract and pass-through pharmacy payment in Cost Center 0531, Non-Departmental - Operations Risk Management, under Project 100004, PRMA - Workers' Compensation.

Since this is a multi-year contract, the cost center manager and the Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funding for this action will come from federal, state, and local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets by promoting the use of industry best practices to reduce costs associated with administering Metro's WC program.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of certified small businesses that perform the required services.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides workers' compensation pharmacy services in accordance with State-approved fee schedules and helps reduce medical expenditures. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals #1), "Provide high-quality mobility options that enable people to spend less time traveling," and #5), "Provide responsive, accountable, and trustworthy governance within the Metro organization." This Board action supports the use of industry best practices that reduce costs associated with the administration of the Program.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendation. This option is not recommended because relying on existing internal process limits Metro's efforts to contain rising Program costs, causes the agency to miss out on significant pharmacy savings through negotiated discounts and fee schedules, fails to capture 100% of drug manufacturer rebates mandated by California law, and results in longer claim closures and limited support for injured employees.

NEXT STEPS

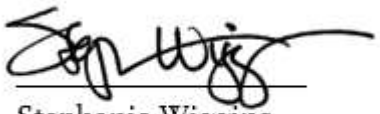
Upon Board approval, staff will execute Contract No. PS134759000, with Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits for Metro's Workers' Compensation Program, effective October 5, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518

Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PHARMACY BENEFIT MANAGEMENT/PS134759000

1.	**Contract Number**: PS134759000	
2.	**Recommended Vendor**: Matrix Healthcare Services, Inc. dba MyMatrixx	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 25, 2025	
	B. Advertised/Publicized: November 25, 2025	
	C. Pre-Proposal Conference: December 5, 2025	
	D. Proposals Due: January 12, 2026	
	E. Pre-Qualification Completed: July 29, 2026	
	F. Ethics Declaration Forms submitted to Ethics: January 13, 2026	
	G. Protest Period End Date: September 22, 2026	
5.	**Solicitations Downloaded**: 21	**Bids/Proposals Received**: 4
6.	**Contract Administrator**: Bryan Truong	**Telephone Number**: (213) 922-4241
7.	**Project Manager**: Claudia Castillo del Muro	**Telephone Number**: (213) 922-4518

A. Procurement Background

This Board Action is to approve Contract No. PS134759000 to administer and manage pharmacy benefits for Metro's Workers' Compensation Program. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On November 25, 2025, Request for Proposals (RFP) No. PS134759 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement.

Five amendments were issued for this RFP:

- Amendment No. 1, issued on December 12, 2025, revised Exhibit 3, Phase 1 Evaluation, Minimum Qualification Requirements, by removing the required registration with the Department of Managed Health Care, updated LOI 01, Notice of Invitation, to clarify that the period of performance is five years, consisting of a three-year base term and two, one-year options, and revised Section 1.2, Proposal Content of the Submittal Requirements, to align with changes to Exhibit 3.
- Amendment No. 2, issued on December 17, 2025, provided clarification to Exhibit 3, Evaluation Criteria, sub-criteria for Management Plan/Approach, and Section 1.2, Proposal Content of the Submittal Requirements.

- Amendment No. 3, issued on December 19, 2025, corrected the numbering for the Exhibit A, Scope of Services, Deliverables section.
- Amendment No. 4, issued on December 29, 2025, extended the proposal due date from January 5, 2026, to January 12, 2026.
- Amendment No. 5, issued on June 2, 2026, revised Exhibit 2, Schedule of Quantities and Prices, to incorporate new regulatory requirements regarding PBM income and pharmacy reimbursements per Senate Bill 41 (SB 41).

A total of 21 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on December 5, 2025, and was attended by five participants representing four firms. There were 42 questions received and responses were issued prior to the proposal due date.

A total of four proposals were received by the proposal due date of January 12, 2026, and are listed below in alphabetical order:

1. Enlyte
2. Matrix Healthcare Services, Inc., dba MyMatrixx
3. PMSI, LLC, dba Optum Workers Compensation Services of Florida
4. Prodigy Care Services, LLC

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Risk Management, County Counsel, and Return to Work Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

From January 26, 2026, through June 8, 2026, the PET independently evaluated the proposals based on the following evaluation criteria:

Phase I: Minimum Qualifications Requirements: Proposers must meet the following minimum qualifications requirements at the time of proposal submittal:

A. Proposer must have a minimum of five years of experience providing Pharmacy Benefits Management (PBM) services.

B. The proposed Account Manager must have a minimum of three (3) years of experience within the last five (5) years in implementing and managing Workers Compensation (WC) PBM programs for clients of similar type, size, scope, and complexity as those required in the Scope of Services.

C. Proposed key personnel (i.e. other than the Account Manager) must have three (3) years of direct experience working with California WC Insurers (i.e. insurance carriers), California Self-Administered and/or Self-Insured Employers, and/ or California Public Agencies (that administer their own WC programs).

D. Proposer's computerized systems must meet technology requirements to interface with Metro's Riskonnect iVOS system, including electronic data interchange (EDI) via file transfer protocol (FTP).

E. Must have a 24/7 Customer Help Desk to respond to questions from injured workers, pharmacies, and Metro Claim Representatives which includes outreach for prior authorizations (PAs).

The PET deemed all four proposals met the Phase I Minimum Qualifications Requirements and continued with the Phase II Technical Evaluation based on the following evaluation criteria:

- Qualifications of Proposed Key Personnel 10%
- Qualifications of the Proposer 40%
- Management Plan/Approach 20%
- Price 30%

Several factors were considered when developing these weights, giving the greatest importance to qualifications of the proposer.

On April 23, 2026, the PET determined that all four firms were within the competitive range and were invited to oral presentations to present their team's qualifications, discuss their technical approach, and respond to the PET's questions.

The procurement timeline was extended due to the March 2026 network outage and complex lengthy fact finding discussions with proposers regarding SB 41 pricing impacts and PBM income and pharmacy reimbursement regulations.

At the conclusion of the evaluation process, the PET determined MyMatrixx to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Matrix Healthcare Services, Inc. dba MyMatrixx

Matrix Healthcare Services, Inc., dba MyMatrixx, founded in 2001 and headquartered in Tampa, Florida, specializes in providing pharmacy benefit solutions for workers' compensation payers and injured workers. MyMatrixx proposed their privately owned network with retail locations in all 50 states including approximately 97% of all pharmacies nationwide. MyMatrixx's key personnel, with a collective 22 years of experience working with California based Workers Compensation accounts, along with an in-house pharmacy network, brings a comprehensive plan to ensure accessibility, cost savings and compliance to California regulations.

MyMatrixx has provided PBM services for Southern California clients, including County of Los Angeles, Athens Administrators, City of Anaheim, City of Burbank, City of San Diego, County of Riverside, County of San Bernardino, California State Compensation Insurance Fund, Disneyland, and Warner Brothers.

PMSI, LLC, dba Optum Workers Compensation Services of Florida (Optum)

PMSI, LLC, dba Optum Workers Compensation Services of Florida (Optum), was founded in April 2011 and is headquartered in Eden Prairie, Minnesota. Optum is a provider of PBM, medical equipment, settlement services, and clinical solutions designed specifically for the workers' compensation and property and casualty insurance industries.

Optum implemented a PBM system for Florida Department of Financial Services, County of San Diego and Secura Insurance.

Enlyte

Enlyte, founded in 1946, is headquartered in San Diego, California. Enlyte is a provider of integrated pharmacy and cost-containment solutions for the workers' compensation, auto, and disability insurance sectors.

Enlyte has provided PBM services to public entities, transportation organizations, and large self-insured employers across California such as Los Angeles Department of Water and Power, California Insurance Guarantee Association, University of California in Oakland, and Sutter Health.

Prodigy Care Services, LLC

Prodigy Care Services, LLC (Prodigy Care Services), was founded in 2020 and is headquartered in Austin, Texas. It is a healthcare services and technology firm focused on PBM, post-acute care, specialty drug management, and ancillary cost-containment solutions.

Prodigy Care Services has provided PBM services to the City of Los Angeles, City of Huntington Beach and EMC Insurance.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**MyMatrixx**				
3	Qualifications of Proposed Key Personnel	79.00	10.00%	7.90	
4	Qualifications of the Proposer	95.83	40.00%	38.33	

5	Management Plan/Approach	87.40	20.00%	17.48	
6	Price	100.00	30.00%	30.00	
7	**Total**		**100.00%**	**93.71**	**1**
8	**Optum**				
9	Qualifications of Proposed Key Personnel	75.00	10.00%	7.50	
10	Qualifications of the Proposer	80.43	40.00%	32.17	
11	Management Plan/Approach	79.65	20.00%	15.93	
12	Price	73.33	30.00%	22.00	
13	**Total**		**100.00%**	**77.60**	**2**
14	**Enlyte**				
15	Qualifications of Proposed Key Personnel	69.30	10.00%	6.93	
16	Qualifications of the Proposer	77.93	40.00%	31.17	
17	Management Plan/Approach	76.40	20.00%	15.28	
18	Price	80.17	30.00%	24.05	
19	**Total**		**100.00%**	**77.43**	**3**
20	**Prodigy Care Services, LLC**				
21	Qualifications of Proposed Key Personnel	49.00	10.00%	4.90	
22	Qualifications of the Proposer	64.58	40.00%	25.83	
23	Management Plan/Approach	50.00	20.00%	10.00	
24	Price	77.20	30.00%	23.16	
25	**Total**		**100.00%**	**63.89**	**4**

C. Price Analysis

The proposed rates have been determined to be fair and reasonable based upon a price analysis, technical evaluation, and fact-finding.

Metro will pay the PBM an administrative fee of $29.50 per prescription and will receive discounts ranging from 19.25% to 92.25% on all prescriptions, depending on the type of drug, that are processed and passed through the PBM.

D. Background on Recommended Contractor

MyMatrixx specializes in providing PBM services tailored for workers' compensation claims and injured employees. Its core expertise includes specialized drug utilization reviews, compliance with California state-specific workers' compensation regulations, the capability to provide injured workers with immediate access to medications right after an accident through a vast nationwide pharmacy network,

and the use of proprietary software to give adjusters predictive analytics on claim costs, duration, and recovery.

The proposed Account Manager has 19 years of experience serving worker's compensation clients and has managed MyMatrixx's largest California-based accounts for the past five years. The proposed Account Manager also has 14 years of experience working in MyMatrixx's contact center and demonstrated a thorough understanding of operational processes and problem resolution.

DEOD SUMMARY

PHARMACY BENEFIT MANAGEMENT
PS134759000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of certified small businesses that perform the required services. It is expected that Matrix Healthcare Services, Inc., dba MyMatrixx, will perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

PHARMACY BENEFIT MANAGEMENT FOR THE WORKERS' COMPENSATION PROGRAM

Metro

Finance, Budget, and Audit Committee
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS134759000 to Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits, and process and pass through prescription medications for Metro's Workers' Compensation Program (the "Program") in the Not-To-Exceed (NTE) amount of $9,672,000 for the initial three-year base term, $3,256,000 for the first, one-year option, and $3,320,000 for the second, one-year option, for a total NTE amount of $16,248,000, effective October 5, 2026, subject to the resolution of any properly submitted protest(s), if any; and

Metro

ISSUE

Metro does not have an established Pharmacy Benefit Management (PBM) program to efficiently manage workers' compensation (WC) claims. A dedicated PBM contract is essential to control prescription costs, ensure injured employees receive safe, injury-related medication, and streamline the WC claims management process.

Metro

DISCUSSION

- Pharmacy Benefit Managers (PBMs) act as intermediaries between workers' compensation insurers or employers, pharmacies, and drug manufacturers.
- PBMs perform several core functions, including claims adjudication, clinical management, formulary compliance, and network contracting.
- Metro's annual average pharmacy spending from FY22 to FY26 was $1,792,158. Industry benchmarks indicate that PBM partnerships can reduce pharmacy spending by 15% to 25% while improving compliance and safety.
- California Senate Bill 41 requires that 100% of drug manufacturer rebates be passed directly to the payer.

Metro

PROCUREMENT EVALUATION

Evaluation Criteria	Max. Points	MyMatrixx	Optum	Enlyte	Prodigy Care Services, LLC
Qualifications of Proposed Key Personnel	10.00	7.90	7.50	6.93	4.90
Qualifications of the Proposer	40.00	38.33	32.17	31.17	25.83
Management Plan/ Approach	20.00	17.48	15.93	15.28	10.00
Price	30.00	30.00	22.00	24.05	23.16
Total Score	**100.00**	**93.71**	**77.60**	**77.43**	**63.89**

Metro

DEOD did not establish an SBE/DVBE goal due to the lack of certified small businesses that perform the required services.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS134759000, with Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits for Metro's Workers' Compensation Program, effective October 5, 2026.

Metro

Thank You!

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0229, **File Type:** Appointment **Agenda Number:** 20.

FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the following recommendations for the Measure M Independent Taxpayer Oversight Committee (MMITOC):

A. Jay Gandhi, the recommended nominee for the area of expertise A, a retired federal or state judge; and

B. Daniel Freeman, the recommended nominee for the area of expertise F, a licensed architect or engineer.

ISSUE

The MMITOC consists of seven members representing various areas of expertise (Attachment A). Currently, there are two open positions on the MMITOC. This action seeks to fill both vacancies

BACKGROUND

The Measure M Ordinance (Ordinance), approved by voters in November 2016, requires the establishment of a Taxpayer Oversight Committee to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The MMITOC carries out the responsibilities laid out in the Ordinance. It plays a valuable and constructive role in the ongoing improvement and enhancement of project delivery contemplated under the Measure M Ordinance. See Attachment A for committee requirements.

The MMITOC is comprised of seven members representing the following areas of expertise (Attachment A):

A. A retired federal or state judge;

B. A professional from the field of municipal/public finance and/or budgeting with a minimum of 10 years of relevant experience;

C. A transit professional with a minimum of 10 years of experience in senior-level decision

making in transit operations and labor practices;

D. A professional with a minimum of 10 years of experience in management and administration of financial policies, performance measurements, and reviews;

E. A professional with demonstrated experience of 10 years or more in the management of large-scale construction projects;

F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of 10 years of relevant experience; and

G. A regional association of business representative with at least 10 years of senior-level decision making experience in the private sector.

In October 2020, the member representing Expertise A - a retired federal or state judge, resigned. In March 2025, the member representing Expertise F - a licensed architect or engineer, notified staff of her intent to resign once a suitable replacement was identified.

The Ordinance states that the Selection Panel, consisting of Metro's Board Chair, Vice Chair, and Second Vice Chair or their designees, shall select the MMITOC Members for approval (Attachment B)**.** On August 13, 2026, staff presented the eligible candidates for these areas of expertise on the MMITOC to the Selection Panel for their review. The Ethics Officer also conducted a screening of the candidates to ensure compliance with the conflict of interest provisions outlined in the Ordinance.

The Board approves recommended candidates by a simple majority in accordance with the Selection Panel guidelines (Attachment B).

DISCUSSION

There are currently two open positions on the MMITOC. This action aims to fill both of those vacancies: a retired federal or state judge and a licensed architect or engineer.

Metro conducted targeted outreach to fill MMITOC vacancies, including issuing a press release, launching an online application system, and engaging professional associations, judicial officers, and industry-specific professionals. An additional press release was issued in December 2025, and Metro continued to highlight the committee's work and impact through sustained communications and outreach. A promotional video was developed to support ongoing outreach and recruitment for current and future vacancies.

Following this outreach process, candidate applications were evaluated, and staff presented eligible candidates to the Selection Panel for review. The Selection Panel reviewed the candidates' qualifications and recommended the following candidates be approved for the MMITOC.

- **Judge Jay Gandhi**, the recommended nominee for Expertise A (retired federal or state judge). He is a former U.S. Magistrate Judge whose career in the federal judiciary and complex dispute resolution reflects a strong record of impartial oversight and sound judgment. (Attachment C)

- **Daniel J. Freeman,** the recommended nominee for Expertise F (licensed architect or engineer). He is a retired Caltrans Deputy Director with over 30 years of experience in design, engineering, construction, operation, and maintenance of large-scale highway projects. (Attachment D)

This recommendation reflects the Measure M Ordinance's requirement that members have specific professional backgrounds to ensure the Committee benefits from a range of relevant expertise when reviewing the expenditure of Measure M funds. The retired judicial expertise and licensed architect/engineer expertise represented by these positions provide valuable experience in impartial evaluation and technical review of construction and design matters, supporting compliance and integrity in oversight activities. Approval of the staff recommendation will result in a full committee.

DETERMINATION OF SAFETY IMPACT

Approval of this item promotes the safety of Metro's patrons or employees, as the MMITOC regularly reviews funds that support operations.

FINANCIAL IMPACT

Approving the recommended action has no financial impact on the agency.

EQUITY PLATFORM

Responsible and transparent stewardship of taxpayer dollars is an important component of equitable governance. This action will fill vacancies on this oversight committee.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports governance and oversight of Measure M investments that fund transit and mobility improvements. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization, as the MMITOC was established to ensure that Metro and local sub-recipients comply with the terms of the Ordinance.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommended nominees for the MMITOC and direct staff to re-solicit applications. This alternative is not recommended, as it would prolong the current vacancies and may affect the Committee's ability to maintain consistent participation and quorum for meetings where important Measure M matters are reviewed.

NEXT STEPS

Upon approval, staff will schedule an orientation session for the selected members.

ATTACHMENTS

Attachment A - Committee Membership Requirements
Attachment B - Selection Panel Guidelines
Attachment C - Gandhi Candidate Bio
Attachment D - Freeman Candidate Bio

Prepared by: Kimberly Houston, Deputy Chief Auditor, (213) 922-4720
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Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Measure M Independent Taxpayer Oversight Committee Membership

Requirements:

Committee Members shall be comprised of seven (7) voting members representing the following professions or areas of expertise:

A. A retired Federal or State judge
B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience
C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices
D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects
F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience
G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector

The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one (1) or more of the areas of expertise, then no more than two (2) members from one (1) or more of the remaining areas of expertise may be selected.

The members of the Committee must reside in Los Angeles County and be subject to conflict of interest provisions. No person currently serving as an elected or appointed city, county, special district, state, or federal public officeholder shall be eligible to serve as a member of the Committee.

The Committee members shall be subject to Metro's conflict of interest policies. The members shall have no legal action pending against Metro and are prohibited from acting in any commercial activity directly or indirectly involving Metro, such as being a consultant to Metro or to any party with pending legal actions against Metro during their tenure on this Committee. Committee members shall not have direct commercial interest

Measure M Independent Taxpayer Oversight Committee Membership

or employment with any public or private entity, which receives sales tax funds authorized by this Ordinance.

Each member of the Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve. Members will be compensated through a stipend and they may choose to waive.

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the County shall constitute a Member's automatic resignation.

ATTACHMENT B

Selection Panel Guideline
Measure M Independent Taxpayer Oversight Committee

Independent Taxpayer Oversight Committee Selection

I. Solicitation/Outreach

Metro's Communications Department will be responsible for developing an outreach plan to solicit applicants for the Measure M Independent Taxpayer Oversight Committee which requires the following seven (7) areas of expertise:

A. A retired federal or state judge.
B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

Management Audit Services will partner with Information Technology Services and Communications in the maintenance and update of the Independent Taxpayer Oversight Committee Webpage that links to the Measure M website. The Independent Taxpayer Oversight Committee Webpage will include the purpose, responsibilities, membership of the Committee including eligibility requirements as stipulated in the Ordinance, vacancies and recruitment information at a minimum. The website will also include links to the full Ordinance and online application; as well as a centralized email address for applicant inquiries. Inquiries on the application will be forwarded to the respective department or personnel and response time will be within three to five business days.

II. Application Process

Management Audit Services in partnership with various business units within Metro will develop the draft application questions for the Selection Panel's input and approval. Once approved, the questions will be converted to an online application. The online application and bulletin will be approved by the Selection Panel prior to posting on the Independent Taxpayer Oversight Committee Webpage which links to the Measure M website. The application will be open to the public for at least sixty (60) days to allow for adequate outreach.

III. Collection of Applications

Submitted application forms will be collected using the online application process approved by the Selection Panel. At the end of at least the 60 day period of online application process, a summary of applications received together with the completed

applications and associated attachments will be turned in to the Selection Panel within seven business days after the online application closes. The summary will include but will not be limited to:

1. Total applicants received including areas of expertise that they applied for,
2. Total applicants that meet the eligibility requirements per area of expertise applied for, and
3. Total applicants that did not meet the eligibility requirements per area of expertise applied for.

IV. Selection Panel's Review of Applications

The Selection Panel, which will consist of Metro's Board Chair, Vice Chair, and second Vice Chair or designees, will be responsible for reviewing applications received from eligible applicants and for screening the applicants. The Panel shall recommend potential candidates for the Independent Taxpayer Oversight Committee membership to the Metro Board for approval. The successful candidates will receive notification from the Selection Panel at least three weeks prior to Metro Board Meeting.

V. Board Approval

Once the Selection Panel recommends the final candidates, it will be added as an agenda item for the Metro Board Meeting. The recommended candidates for Independent Taxpayer Oversight Committee Membership shall be approved by the Metro Board by a simple majority.

VI. Term

Each member of the Independent Taxpayer Oversight Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve.

Six (6) months prior to expiration of term, the Selection Panel will convene to determine if there is any need to replace any of the Committee members. The Selection Panel will also confirm whether the incumbent Committee members still wish to serve for additional term(s).

VII. Compensation

Members will be compensated through a stipend, the amount of which is approved by the Metro Board. Members may choose to waive stipend.

VIII. Resignation/Replacement of Committee Members

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office,

including a filing under California Government Code Section 85200, or change of residence to outside Los Angeles County shall constitute a Member's automatic resignation.

The filling of membership vacancies, due to removals and reappointments will follow the above procedures in this Guideline.

IX. Committee Orientation

Management Audit Services will work with various departments to prepare an orientation handbook and presentation will conduct the orientation at least one month prior to the first scheduled Independent Taxpayer's Oversight Committee.

X. Establishment of Committee Officers and Bylaws

Subsequent to the orientation, the Independent Taxpayer's Oversight Committee may elect to develop their own bylaws including rules for the establishment of Committee Officers (e.g. Chair, Vice Chair, etc.) including a rotation schedule for these positions.



Jay C. Gandhi (Ret.)

Mediator | Arbitrator | Former U.S. Magistrate Judge

Experience

Jay C. Gandhi (Ret.) is a highly experienced mediator and arbitrator with a distinguished career spanning the federal judiciary, complex commercial litigation, and high-stakes dispute resolution. He is widely recognized for his ability to manage and resolve sophisticated matters involving significant financial exposure, institutional stakeholders, and complex legal issues.

Judge Gandhi has overseen and facilitated resolutions in major cases, including billion-dollar class-action settlements involving consumer finance, privacy, environmental, and commercial disputes. His work frequently involves intricate procedural challenges, large groups of stakeholders, and matters requiring careful coordination and strategic negotiation.

Prior to joining private dispute resolution practice, Judge Gandhi served for eight years as a United States Magistrate Judge for the Central District of California. In that role, he presided over a broad spectrum of complex civil litigation, including class actions, multidistrict litigation, intellectual property disputes, business torts, employment matters, and federal statutory claims. He was also deeply involved in the court's Alternative Dispute Resolution program, helping shape the effective use of mediation within the federal system.

Before his judicial appointment, Judge Gandhi spent twelve years as a litigation partner at Paul Hastings LLP, where he represented clients in high-profile commercial litigation in both federal and state courts. His practice included multidistrict litigation, large-scale business disputes, and matters involving substantial reputational and financial risk. His experience as a trial lawyer informs his practical, results-oriented approach to mediation and arbitration.

Judge Gandhi began his legal career clerking for a United States District Judge. He earned his law degree from the University of Southern California Gould School of Law, graduating with Order of the Coif honors.

In addition to his professional work, he has served in various civic and legal leadership roles, including as a settlement monitor in significant public-interest litigation and as an advisor in reform and oversight initiatives. His combined judicial, litigation, and neutral experience provides parties with a balanced, pragmatic perspective focused on resolution and efficiency.



Dan Freeman, PE

30-year Construction Executive | Design-build Project Leader | Structures and Claims Expert

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Experience

A 30-year veteran of Caltrans District 7 where he served in multiple roles as a manager including Deputy Director of the Construction Division, as well as Deputy Director of the Maintenance Division. Mr. Freeman has both broad, high-level management experience, as well as specific hands-on project experience in the design, engineering, construction, operation, and maintenance of large-scale highway projects in Southern California. He excels in coordinating construction projects including preparing and maintaining project budgets and schedules and preparing monthly project reports; reviewing and making recommendations on contractor submittals; and interfacing with various agencies, departments, and consultants to coordinate planning and resolve problems. He has implemented effective claims management techniques from the start of projects through final closeout. He is also a former instructor for the Caltrans Resident Engineers Academy training session that Caltrans uses to train its Resident Engineers. He currently is Disputes Resolution Board Member for over 50 projects.

I-405 Design-Build Widening from I-605 to SR73, OCTA, Caltrans D12 Orange County, CA

Structures Segment Lead. Construction management oversight for Structure work on $2B design-build project. Focus was to ensure that Caltrans requirements were met throughout the life of the project such that turn-over to Caltrans at end of project would not be an issue.

I-5 North Corridor Impact Mitigation Management, METRO, Los Angeles, CA

Construction Impact Mitigation Manager. Single focal point between Metro, Caltrans, and Local Agencies for the implementation of strategies to maintain traffic and reduce the construction related impacts of the $1.2B I-5 North widening project. Working closely with cities and agencies to identify potential traffic mitigation projects, obtain funding for, and implement projects to minimize the impact of corridor construction activities to the adjacent communities.

I-405 HOV Widening Design-Build, Caltrans District 7, Los Angeles, CA

Deputy District Director. Project constructed a HOV lane on I-405 utilizing the design-build concept. Funded by the State and administered by METRO with Caltrans oversight, this ambitious high profile, billion-dollar project was the largest design-build project attempted in Los Angeles County. Oversaw conceptual development of both “Carmageddon” bridge demolition events on the I-405, including traffic control and coordination with various police, fire, and local agencies. Developed contingency plans, reviewed D-B's hourly resource loaded critical path method (CPM) schedule, and coordinated Caltrans and media staff with D-B's staff. Staffed the Emergency Operations Center.

Measure M Independent Taxpayer Oversight Committee – Recruitment

Kimberly Houston
Deputy Chief Auditor

September 17, 2026

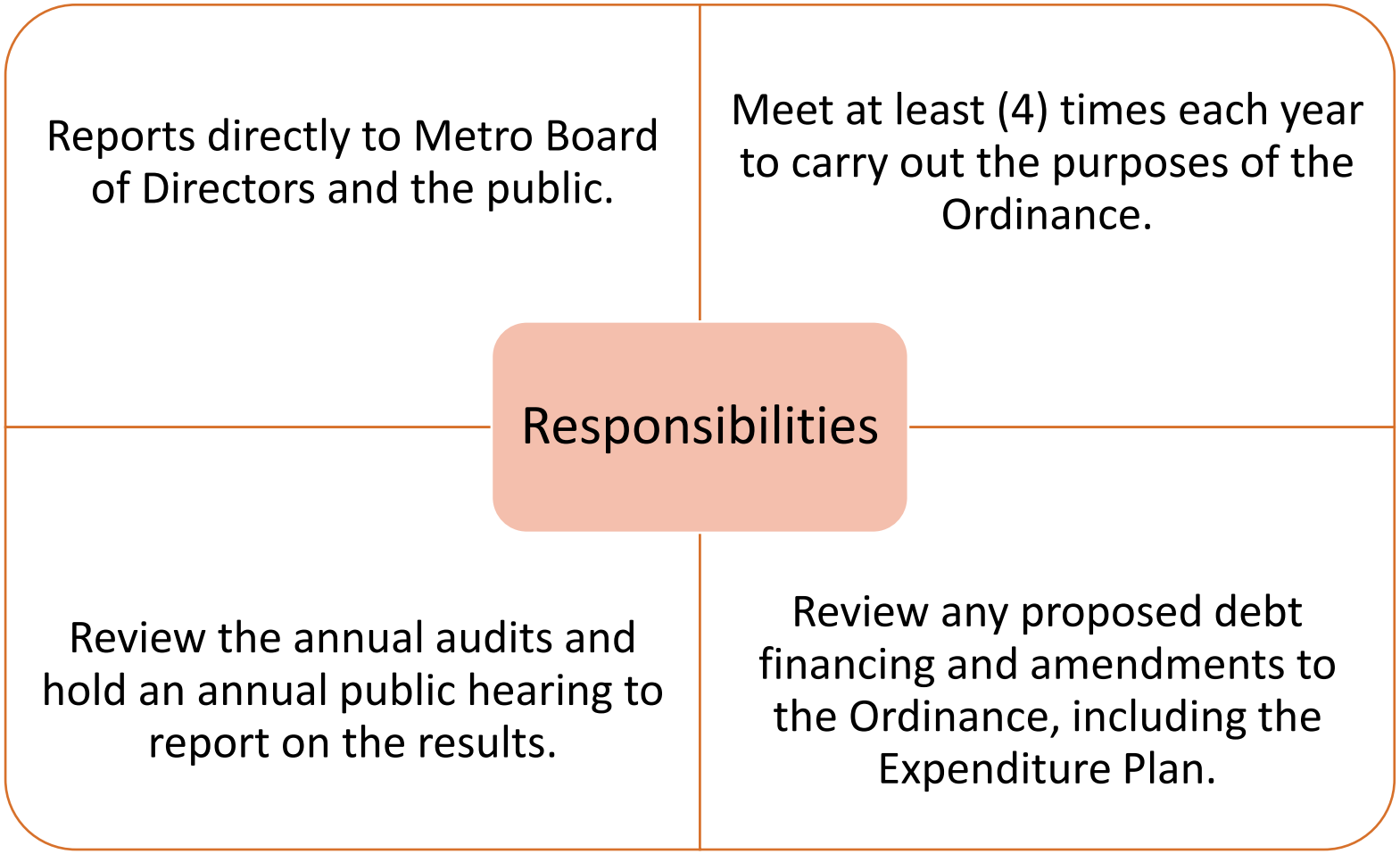


Metro | MANAGEMENT AUDIT SERVICES

Committee Composition

	Area	Member	Start Date	Vacant Date
1.	**Retired Federal / State Judge**	**Vacant**		**October 2020**
2.	Municipal / Public Finance / Budget	J. Soto	July 2025	
3.	Transit (Operations and Labor Practices) Professional	M. Moore	July 2025	
4.	Financial Policies, Performance Measurements and Reviews	R. Campbell	June 2017	
5.	Management of Large-Scale Construction Projects	P. Rajmaira	October 2022	
6.	**Licensed Architect or Engineer**	**V. Tanzmann**	**June 2017**	**Resignation pending new appointment**
7.	Business Representative	L. Briskman	June 2017	

Committee Responsibilities



Recommended Applicants

Expertise A - Judge

Judge J. Gandhi

- Retired United States Magistrate Judge for the Central District of California
- Presided over complex civil litigation, including class actions, property disputes, business torts, employment matters, and federal statutory claims
- Currently mediator and arbitrator in a private dispute resolution practice

Expertise F – Licensed Architect/Engineer

D. Freeman

- Retired Caltrans Deputy Director
- 30+ years of high-level management experience
- Hands-on project experience in design, engineering, construction, operation, and maintenance of large-scale highway projects

Next Steps

- Conduct orientation sessions for new committee member(s).
- New member(s) attend first meeting in December 2026.

Thank you.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0606, **File Type:** Contract **Agenda Number:** 21.

FINANCE, BUDGET, AND AUDIT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: GROUP INSURANCE PLANS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2027 (Attachment A).

ISSUE

Existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamsters and life insurance for all full-time Metro employees end on December 31, 2026, and must be renewed on an annual basis. Renewal of the existing group insurance plan coverage for a one-year period must be approved and in effect on January 1, 2027, to provide continuous seamless group insurance coverage for Metro employees.

BACKGROUND

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994 with AFSCME joining in 1996. Metro's health insurance plans are part of the total compensation package that helps attract and retain qualified employees, as well as provide existing employees with a foundation to maintain or improve their health. The Los Angeles County Metropolitan Transportation Authority, including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost-effective for the agency and employees. Approximately 98% of eligible employees are covered by Metro's benefit plans.

DISCUSSION

Employees who work 30 hours per week or more are eligible to enroll in a medical plan and other benefits. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical

and/or dental coverage and receive a taxable cash benefit, provided proof of other medical coverage is submitted and the employee does not obtain subsidized coverage from an exchange. Employees may also participate in flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis. New employees are provided with an orientation session and assistance in enrolling in their selected plan(s). Additionally, existing employees are also provided with information and outreach to assist them in making informed decisions or changes to their plan selections.

The overall group insurance premium cost will increase by 6.3% for calendar year 2027. Factors contributing to the additional premium costs include an increased number of high-dollar medical claims and the impact of inflation. The Delta Dental PPO/HMO, VSP and Long-Term Disability plans did not have a rate increase and will keep their current rates until January 1, 2028.

The recommended medical, dental, and vision premiums are shown on Attachment A. Non-Contract and AFSCME participants contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of this item will positively impact the safety of our workforce. Metro's group insurance plans offer employees cost-effective and efficient access to health resources, ultimately contributing to their overall health and wellness.

FINANCIAL IMPACT

Funding for the Non-Contract and AFSCME group insurance plans, along with life insurance for all full-time Metro employees and long-term disability plans for Teamsters employees, is included in each department's FY27 budget and on the balance sheet for accrued retiree medical liabilities. Based on current employee participation by plan, estimated group insurance of $45.6M are within the FY27 adopted budget. Remaining costs will be budgeted through the annual budget process, as group insurance expenses are incurred on a calendar-year basis. These costs are allocated to departments based on budgeted FTEs.

Impact to Budget

Sources of funds will parallel the projects charged by full-time equivalent staff agency wide and will include operating and capital eligible funds encompassing sales tax, fares, federal, state and local funds.

EQUITY PLATFORM

Approximately 98% of Metro employees receive benefits under Metro's health plans. The Pension and Benefits department is committed to ensuring that employees have access to information and resources regarding group insurance plans and alternative healthcare options available. References are provided in the Benefits Enrollment Guide for CoveredCA.com <http://coveredca.com/> and Healthcare.gov <http://healthcare.gov/> and staff provide additional guidance on an individual basis as

requested. Additionally, annual open enrollment training sessions are offered both in-person and online to ensure employees have the information they need to make informed decisions for continuous healthcare coverage. Employees may also access informational materials and forms online and are welcome to call the Pension and Benefits Department directly to receive personalized assistance. These efforts help promote equity and inclusion by ensuring that employees have direct access to information, understand, and utilize their healthcare benefits effectively.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as Metro AFSCME and Non-Contract employees play an important role in the delivery of reliable, multi-modal transit service throughout Los Angeles County. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5 "Provide responsive, accountable, and trustworthy governance within the LA Metro organization." The responsible administration of Metro's Group Insurance Policies promotes efficient use of health resources and are cost effective for the agency and its employees.

ALTERNATIVES CONSIDERED

The Board could decide to self-insure and self-administer health benefits. However, this is not recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims, as well as the liability that would be assumed.

NEXT STEPS

Metro will hold annual open enrollment for Non-Contract and AFSCME employees during November 2026 and implement benefit elections effective January 1, 2027.

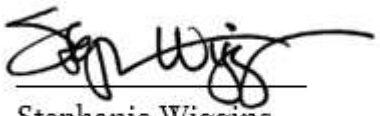
ATTACHMENTS

Attachment A - Proposed Monthly Premium Rates

Attachment B - Proposed Monthly Employee Contributions

Prepared by: Nancy Saravia, Deputy Executive Officer, Administration, (213) 922-1217
Don Howey, Senior Executive Officer, Special Programs, (213) 922-8867

Reviewed by: Dawn Jackson-Perkins, Chief People Officer, (213) 418-3166



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Proposed Monthly Premium Rates

Provider	Coverage Option	CY 2026	CY 2027	%Change	Est # of Employees (1/1/27)
Anthem (PPO)	Single	$1,639.48	$1,834.57	11.9%	312
	Couple	$3,300.20	$3,692.93	11.9%	252
	Family	$4,426.49	$4,953.24	11.9%	367
Anthem (HMO)	Single	$1,005.76	$1,125.45	11.9%	107
	Couple	$2,112.07	$2,363.41	11.9%	95
	Family	$3,017.00	$3,376.02	11.9%	145
Kaiser (HMO)	Single	$969.71	$971.72	0.2%	736
	Couple	$1,939.42	$1,943.44	0.2%	257
	Family	$2,744.28	$2,749.97	0.2%	648
Delta Dental (PPO)	Single	$65.46	$65.62	0.2%	849
	Couple	$113.76	$114.04	0.2%	744
	Family	$170.94	$171.37	0.2%	936
DeltaCare (DHMO)	Single	$20.21	$20.21	0.0%	81
	Couple	$36.71	$36.71	0.0%	44
	Family	$54.32	$54.32	0.0%	69
Dental Health Services (DHMO)	Single	$20.15	$20.65	2.4%	49
	Couple	$39.05	$40.02	2.4%	24
	Family	$58.90	$60.37	2.4%	76
Vision Service Plan	Single	$11.25	$11.44	1.7%	388
	Couple	$16.27	$16.54	1.7%	428
	Family	$29.15	$29.64	1.7%	525
Voluntary Waiver of Coverage:*					
Medical		$304.00			250
Dental		$44.00			125

* Waiver of Medical coverage requires proof of alternative coverage.

ATTACHMENT B

Proposed Monthly Employee Contributions

Provider	Coverage Option	NC & AFSCME Employee Contribution (Current)	NC & AFSCME Employee Contribution (Proposed) Effective 1/1/27	Change
Blue Cross (PPO)	Single	$164.00	$183.00	$19.00
	Couple	$330.00	$369.00	$39.00
	Family	$443.00	$495.00	$52.00
Blue Cross (HMO)	Single	$101.00	$113.00	$12.00
	Couple	$211.00	$236.00	$25.00
	Family	$302.00	$338.00	$36.00
Kaiser (HMO)	Single	$97.00	$97.00	$0.00
	Couple	$194.00	$194.00	$0.00
	Family	$274.00	$275.00	$1.00
Delta Dental (PPO)	Single	$7.00	$7.00	$0.00
	Couple	$11.00	$11.00	$0.00
	Family	$17.00	$17.00	$0.00
DeltaCare (DHMO)	Single	$2.00	$2.00	$0.00
	Couple	$4.00	$4.00	$0.00
	Family	$5.00	$5.00	$0.00
Dental Health Services (DHMO)	Single	$2.00	$2.00	$0.00
	Couple	$4.00	$4.00	$0.00
	Family	$6.00	$6.00	$0.00
Vision Service Plan	Single	$1.00	$1.00	$0.00
	Couple	$2.00	$2.00	$0.00
	Family	$3.00	$3.00	$0.00

Non-Contract and AFSCME Employees contribute 10% (rounded to whole dollar) towards their individually selected plan's medical and dental premiums.

Group Insurance Plans

Metro

Finance Budget & Audit Committee
September 17, 2026

Background

- Existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamsters and life insurance for all full-time Metro employees, end on December 31, 2026, and must be renewed on an annual basis

- Renewal of the existing group insurance plan coverage, for a one-year period must be approved and in effect on January 1, 2027, to provide seamless group insurance coverage for Metro employees

- Approximately 98% of employees are covered by Metro's benefit plans

- Metro's health insurance plans are part of the total compensation package that helps attract and retain qualified employees

Discussion

- Employees who work 30+ hours are eligible to enroll in a medical plan and other benefits
- The overall health and dental premium cost will increase by 6.3% for calendar year 2027
- Factors contributing to additional premium costs include:
  - ✓ Increased number of high-dollar medical claims
  - ✓ Impact of inflation
- Non-Contract and AFSCME employees contribute 10% of the actual premium for each medical and dental plan selected
- The life insurance for all full-time employees and long-term disability plans for Teamsters employee rates are guaranteed until January 1, 2028

Metro | CHIEF PEOPLE OFFICE

Staff Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2027.

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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0562, **File Type:** Appointment **Agenda Number:** 25.

EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

ISSUE

The TBAC was created in 1992 by Assembly Bill 152 and codified into law as Public Utilities Code Section 130051.19(c). The purpose of TBAC is to advise the Metro on matters regarding small business enterprises.

Small business organizations interested in TBAC membership must submit applications to the TBAC membership committee. TBAC's membership committee evaluates applications to determine whether the organization's mission aligns with TBAC's purpose. Organizations recommended for TBAC membership are forwarded to Metro's Board of Directors for consideration and appointment.

BACKGROUND

Public Utilities Code section 130051.19(c), states: "The authority shall establish a Transportation Business Advisory Council to advise it on matters regarding the disadvantaged business enterprise program to enable the authority to meet or exceed small business enterprise participation goals. Members of the council shall be selected by the authority and shall include representatives of professional organizations and other groups that advocate on behalf of greater participation of women and minority business enterprises in public contracts. The chairperson of the authority or his or her designee shall meet with the council, and the authority shall provide adequate staff support for the council and shall consider all recommendations made by the council."

The TBAC meets monthly to provide recommendations on strategies, programs, and processes that enhance small business participation in Metro's procurement opportunities. TBAC also has standing committees including Construction, Professional Services, Commodities, Membership, and Legislative, which focus on issues relevant to their respective areas. Metro staff provides administrative support and attends all monthly TBAC general and committee meetings.

TBAC currently consists of 17 member organizations, excluding CACP, as listed below.

Public Utilities Code Section 130051.19(c) provides that “Members of the council shall be selected by the authority…” The term “authority,” although not expressly defined in the statute, has been generally interpreted to mean Metro’s Board of Directors. To comply with Section 130051.19(c), the Metro Board must select or appoint TBAC members.

DISCUSSION

CACP is a nonprofit professional organization that has served Southern California’s design and construction industry for more than four decades. CACP’s membership includes architects, engineers, contractors, and other professionals representing a broad range of design, construction, and development disciplines. CACP is committed to enhancing the competitiveness of its members, providing professional and business networking opportunities, serving the community and construction industry, and developing the next generation of design and construction professionals.

CACP previously served as a member of TBAC before withdrawing its membership on July 1, 2015. CACP has since expressed renewed interest in participating in TBAC and is seeking to rejoin the council. CACP submitted a TBAC membership application with the required supporting documentation to TBAC in June 2026 for review and approval. Staff confirmed that CACP’s application satisfied the membership criteria established in Section 3 (Membership Criteria) of the TBAC Bylaws. The TBAC membership criteria include the following:

- The organization must have a membership of at least 25 small business owners.
- The organization must advocate for the development and success of small businesses.
- The organization must support TBAC’s mission, purpose, and objectives.
- The organization’s principal business address must be located within Los Angeles County.
- The organization must submit a complete application with all required supporting documentation listed in the requirements section of the application.

Additionally, CACP’s mission and established presence within the construction industry and its representation of architects, engineers, contractors, and other design and construction professionals will bring valuable industry perspectives to TBAC and support the council’s efforts to promote the development, capacity, and participation of small businesses in Metro’s contracting and procurement opportunities.

TBAC reviewed and approved CACP’s membership application and forwarded it to Metro staff for review and approval per TBAC’s bylaws. In accordance with the defined statute, staff is advancing the CACP organization for approval to be appointed by Metro’s Board of Directors to the TBAC membership.

If appointed by the Metro Board, the CACP will be added to the current TBAC organization membership listed below:

1. American Indian Chamber of Commerce of California
2. Arab American Association of Engineers & Architects: California Chapter
3. Asian American Architects & Engineers Association
4. Black Business Association
5. Filipino American Society of Architects & Engineers
6. Latin Business Association
7. Los Angeles Chapter - Elite Service Disabled Veteran Owned Business Network
8. Los Angeles Chapter of National Organization of Minority Architects
9. Los Angeles Chapter of the Disabled Veteran Business Alliance
10. Los Angeles Latino Chamber of Commerce
11. National Association of Minority Contractors
12. National Association of Women Business Owners - Los Angeles
13. Regional Hispanic Chamber of Commerce
14. Society of Hispanic Professional Engineers - Los Angeles Chapter
15. US Veteran Business Alliance (USVBA)
16. Women's Business Enterprise National Council - West
17. Women's Transportation Seminar - Los Angeles Chapter

TBAC recruits member organizations through semi-annual or annual membership drives, supported by Metro staff. The most recent recruitment effort was conducted in conjunction with the Meet the Primes event on March 12, 2026. Over the past 10 years, TBAC has maintained a membership of approximately 15 to 20 organizations, providing broad representation of the small business community, including African American, Asian/Pacific Islander, Arab American, Native American, Hispanic American, women, disabled veteran, and small business organizations. TBAC is responsible for managing its membership and recruiting organizations that align with its mission. Should membership decline or representation gaps be identified, Metro staff may recommend additional organizations for TBAC's consideration.

DETERMINATION OF SAFETY IMPACT

There is no safety impact related to this action.

FINANCIAL IMPACT

There is no financial impact related to this action.

EQUITY PLATFORM

TBAC plays a vital role in connecting Metro with the small business community throughout Los Angeles County. Representing hundreds of small businesses, TBAC supports firms that contribute to local job creation and economic activity, helping to ensure that transportation-related investments continue to circulate within the region. The Council's membership includes businesses that have historically faced barriers to participation in public contracting opportunities, including small, women-owned, and minority-owned firms.

Expanding TBAC membership will strengthen the council by broadening representation and

increasing engagement from historically underrepresented businesses seeking to participate in Metro contracting opportunities. Increased membership will also enhance Metro's ability to support the small business community by expanding outreach, gathering valuable stakeholder feedback, and disseminating information regarding contracting opportunities, policies, and programs to a wider audience. Through continued relationship-building and a deeper understanding of the challenges facing small businesses, the Diversity and Economic Opportunity Department (DEOD) can further strengthen its support framework. A strong small business presence in Metro contracting contributes to regional economic growth, supports the long-term viability of small businesses, and promotes wealth-building opportunities in historically disadvantaged communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports small, disadvantaged, minority-owned, and women-owned businesses by providing them with access to contracting opportunities and helping them grow their capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the strategic plan Goal 5.5, "Expanding opportunities for businesses and external organizations to work with Metro" by increasing the number of small businesses engaged.

ALTERNATIVES CONSIDERED

The Board could elect not to approve CACP's appointment to TBAC. This alternative would limit TBAC's access to the perspectives and experiences of CACP's small business members, particularly those within the construction and professional services industries, when developing recommendations to Metro on strategies to increase small business participation in contracting opportunities. It would also limit the breadth and diversity of industry representation on TBAC.

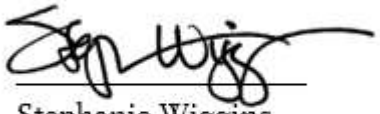
NEXT STEPS

Upon the approval of this appointment by the Metro Board, the CACP will be added to the TBAC membership.

Prepared by: Keith A. Compton, Director, Diversity Economic Opportunity Department, (213) 922-2406

Elke Campbell, Senior Executive Officer, Diversity Economic Opportunity Department, (213) 418-3081

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT

Executive Management Committee
September 17, 2026

Metro

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT
Recommendation

- APPROVE the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

Metro

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT
Background

- TBAC was established in 1992 by Assembly Bill 152 and codified in California Public Utilities Code §130051.19(c).
- Serves as Metro's advisory body on matters affecting small business participation in Metro contracting opportunities.
- Meets monthly and provides recommendations regarding policies, programs, outreach, and procurement processes that support small businesses.
- Membership consists of organizations representing diverse segments of the small business community, including minority-, women-, disabled veteran-, and other business advocacy organizations.
- Pursuant to Public Utilities Code §130051.19(c), Metro's Board of Directors appoints TBAC members following review and recommendation by the TBAC Membership Committee.

Metro

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT
Why CACP?

- CACP has served the Southern California's design and construction industry for more than four decades.
- CACP satisfies all TBAC membership criteria established in the TBAC Bylaws.
- TBAC reviewed and approved the application before forwarding it to Metro.

Metro

Next Steps

Upon the approval of this appointment by the Metro Board, the CACP organization will be added to the Transportation Business Advisory Council membership.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0583, **File Type:** Program **Agenda Number:** 26.

EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the use of $1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;

B. AMENDING the FY27 Budget by $1,000,000 to authorize expenditures for Recommendation A; and

C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

ISSUE

At its July 2026 meeting, the Board approved an amendment by Directors Horvath and Bass to the Open and Slow Streets directing the Chief Executive Officer (CEO) to report back with the identification of $1 million in Metro-controlled funding for the Open and Slow Streets Program.

BACKGROUND

Metro's Open and Slow Streets grant program was created as a pilot in 2013 to help subsidize the operating expenses for civic events that help people experience public transportation, walking, and biking, potentially for the first time. The program aims to encourage the adoption of sustainable transportation modes and promote civic community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. Since 2013, the Open and Slow Streets grant program has proceeded through seven funding cycles, committing funding to 113 events through a competitive process.

In June 2021, the Board authorized staff to update and release Open and Slow Streets program guidelines for future cycles. On August 11, 2025, criteria and goals for Cycles Six and Seven were

released. One of the objectives of Cycles Six and Seven was to encourage active transportation and transit use both during and beyond Open and Slow Streets events, and to support connections to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

At its December 2025 meeting, the Board approved <https://boardagendas.metro.net/board-report/2025-0854/> the award of $10 million of Metro funds under Cycles Six and Seven of the Open and Slow Streets Grant Program, and amended the report to direct the CEO to report back on a series of recommendations and analysis including obtaining input from community stakeholders to identify ways to make the program permanent, initiating an abbreviated cycle with identified funding for events occurring between September 2026 and March 2028, and offering technical assistance, including alternative sources of funding for events not funded through Cycles Six and Seven.

Staff provided a response to Board direction at the July 2026 meeting. The Board approved the recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 funding for Open and Slow Street events occurring between September 2026 and March 2028, and amended the report to direct the CEO to identify an additional $1 million of Metro-controlled funding for the Open and Slow Streets Program by September 2026. The amendment also referred a proposed program mission statement to the Planning and Programming Committee for review.

DISCUSSION

Funding

Local Proposition C 25% (PC25) is the only Metro-controlled, non-operations-eligible funding source available to fund Open and Slow Street events. Staff have identified $1 million of deobligated Call for Projects PC25 funding that can be applied towards the Open and Slow Streets Program. These PC25 funds previously funded bicycle and pedestrian capital improvement projects. The funds are eligible for transportation system/demand management (TSM/TDM) programs, such as open street events, and are not eligible for Metro bus and rail operations expenses.

While this funding can be used to fund Open and Slow Street events, PC25 funds, specifically set aside for reserves from deobligated Call for Projects, have been used for the Call process which prioritizes Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP).

Allocation Process

Pending Board direction, the additional $1 million of reserve funding will be made available to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government.

In prior Open and Slow Street cycles, awards were generally capped at $500,000 per event. In order for the $1 million to support more events, staff propose that the maximum award for this funding will be $200,000 per event. This could add at least 5 more events to the 29 events awarded in December 2025 and planned to be held during the World Cup and the Games. Additionally, given the timeline to execute events by March 2028, staff propose awarding grants to events on a first-come, first served basis that meet the following criteria for Cycle 8 (also outlined in Attachment A):

- Submission of a Letter of Interest
- Submission of a Scope of Work

- Distance of 2 miles or greater
- Event date no later than March 2028
- Dollar-for-dollar match to supplement limited available Metro funding and to support the use of Local Return and TDA Article 3 funds

Of note, staff are proposing a minimum 2-mile event length. This is in consideration of a preliminary review of Open and Slow Street events that took place during the 2026 FIFA World Cup, noting that longer events were better attended and better supported the program goals of encouraging sustainable transportation modes. Additionally, staff are proposing that this additional funding be subject to a dollar-for-dollar match in light of broad availability of TDA Article 3 and Local Return funding, which are eligible to be used for Open and Slow Streets matching funds.

Engagement

Staff have contacted various cities to confirm interest in developing an event during this time frame. Staff have already had five favorable preliminary discussions with jurisdictions interested in supporting Open and Slow Street events during this time frame. If approved, staff will implement a robust outreach program.

DETERMINATION OF SAFETY IMPACT

The Open and Slow Streets Program will not have a direct safety impact on Metro or its employees as the events are held outside Metro-owned property.

FINANCIAL IMPACT

The amount of $4,564,174 is currently included in the FY27 Adopted Budget for the Open and Slow Streets Program in Cost Center 0441 Project 410077. Upon Board approval of this action, $1,000,000 of PC25 funding will be taken out of the Call for Projects Reserve and added to the budget in that line item. Since these are likely to be multi-year projects, cost center managers and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The fund source for these activities is PC25 funding, which is not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The recently awarded Cycles Six and Seven of the Open and Slow Streets Grant Program give residents of Los Angeles County, especially those in EFCs, the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding in Cycles Six and Seven, 25 (86%) are located in EFCs. By hosting Open and Slow Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

The Open and Slow Streets Program encourages and promotes taking transit and using active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Open and Slow Streets Grant Program supports the third goal of Metro's Strategic Plan. The Program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff-recommended action to approve the use of $1 million of previously deobligated PC25 funds to support potentially five more events to the 29 events funded by the Open and Slow Streets Program approved by the Board in January 2026. The 29 events approved by the Board in December 2025 are not affected by this action.

NEXT STEPS

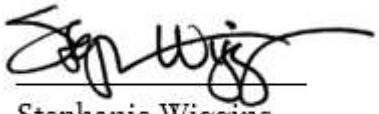
With the Board's approval, staff will solicit Letters of Interest from eligible applicants.. Staff will confirm eligible submissions by November 2026 and will allocate funding to events based on the criteria outlined in this Board Report. Staff will continue to meet with local jurisdictions to inform them of Local Return and TDA Article 3 balances that can be used toward open street events. Initial conversations with local jurisdictions have yielded positive responses.

ATTACHMENT

Attachment A - Proposed Criteria and Requirements for Cycle 8

Prepared by: Mariko Toy, Senior Transportation Planner, Countywide Planning and Development, (213) 547-4330
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
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Metro

Attachment A

Proposed Criteria and Requirements for Cycle 8

Program Objective:

Helping communities reimagine streets by funding events that make walking, biking, and rolling safer, more accessible, and more enjoyable across Los Angeles County.

Program Goals:

• Usage of, and access to, sustainable modes of transportation (bicycling, walking, and transit) and promoting mode shift from single-occupancy vehicles by encouraging transit use, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multimodal policy and infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.
• Access to safe and accessible streets, especially in communities lacking high-quality bike and pedestrian infrastructure, with higher severe and fatal traffic injury rates for bicyclists and pedestrians, with an emphasis on Equity Focus Communities (EFC).
• Creative approaches to access and integrate arts and culture activities, recreation opportunities, and venues by non-driving modes.
• High value to cost-per-mile of the proposed program.
• Repeat, multiple-day, or regularly recurring events to maximize the benefits of the above goals.
• Events that lead to permanent or semi-permanent safety improvements for people walking, biking, and rolling in Los Angeles County.

Eligibility:

All Los Angeles County jurisdictions, including cities, the county, and Councils of Government are eligible grantees.

Funding:

Total Funding Available: $1 million
Maximum Award Per Event: $200,000

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

Proposed Criteria and Requirements for Cycle 8

Submission Process and Timeline:

Grants will be awarded on a first-come, first-served basis, and must meet the following criteria for Cycle 8:

- Submission of a Letter of Interest
- Submission of a Scope of Work
- Distance of 2 miles or greater
- Event date no later than March 2028
- Dollar-for-dollar match to supplement limited available Metro funding and to support the use of Local Return and TDA Article 3 funds

The Cycle 8 submission requirements will be posted to Metro's Open and Slow Streets Grant Program website at: https://www.metro.net/projects/open-and-slow-streets-grant-program/

Metro will advertise the submission process through email and outreach methods in coordination with Metro Community Relations.

Eligible submissions will be confirmed by November 2026.



Open and Slow Streets Program Update
2026-0538

Metro

Executive Management Committee
September 17, 2026

Recommendation

A. APPROVING the use of $1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028.

B. AMENDING the FY27 Budget by $1,000,000 to authorize expenditures for Recommendation A; and

C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

Background

- In December 2025, the Board approved to award 29 events with $10 million of Metro funds under Cycles Six and Seven of the Open and Slow Streets Grant Program

- July 2026 amendment (Directors Horvath and Bass) to the Open and Slow Streets report directed Metro to report back with the identification of $1 million in Metro-controlled funding

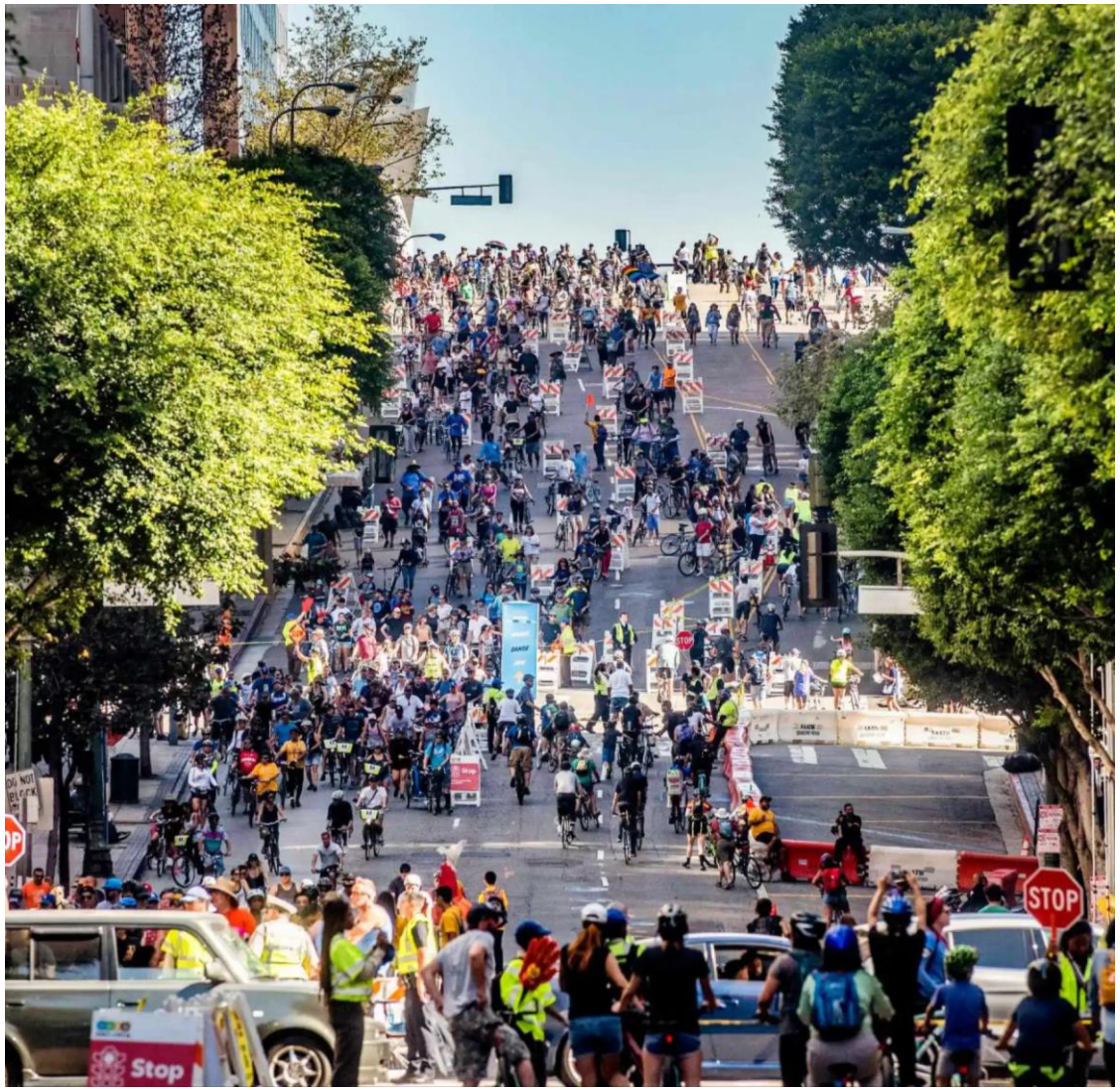


Discussion

- **Funding:** Staff have identified $1 million of previously deobligated Call for Projects PC25 funding for Open and Slow Street events between the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games

- **Allocation:** Funding to be made available to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government

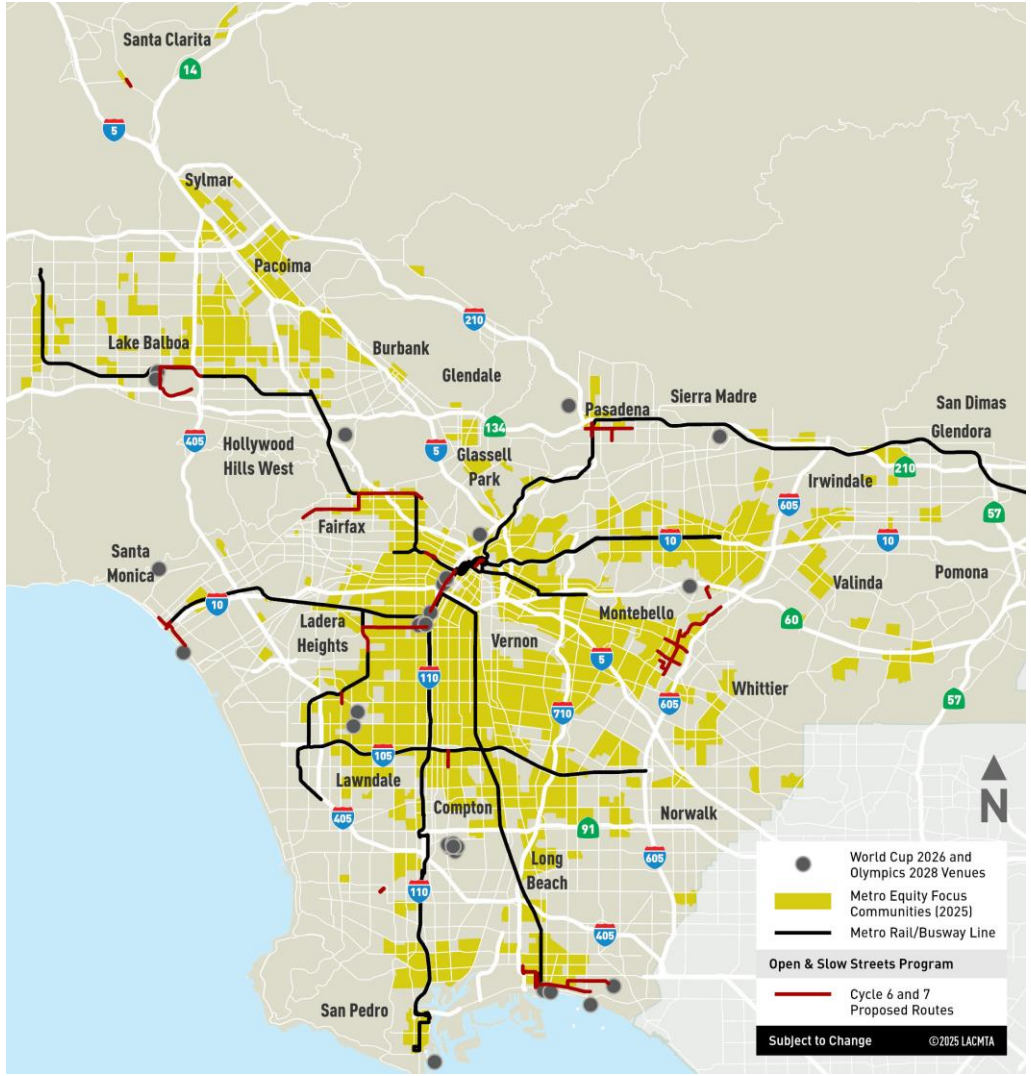
- **Engagement:** Positive preliminary conversations with local jurisdictions



Equity

- 25 (86%) of the 29 events funded in Cycles 6 and 7 are located in Equity Focus Communities (EFCs).

- Applicants were:
  - Encouraged to focus on EFCs while also addressing the diverse needs of communities.
  - Required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations.
  - Encouraged to partner with CBOs or non-profits; if they couldn't, they were advised to describe how they would reach the community.



Next Steps

With the Board's approval, staff will:

- Solicit Letters of Interest from eligible applicants,
- Confirm eligible submissions by November 2026,
- Allocate funding to events based on the criteria outlined in this Board Report and Attachment A, and
- Continue to meet with local jurisdictions to inform them of Local Return and TDA Article 3 balances that can be used toward open street events.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0063, **File Type:** Contract **Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026**

SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 34 to Contract No PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for the P2000 Light Rail Vehicle (LRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) contract price by $810,985.32, from $11,012,090.20 to $11,823,075.52, and extending the period of performance from September 30, 2026 through June 30, 2034. This requested increase to the NTE contract price is within the current P2000 LOP budget.

ISSUE

The current consulting service has provided Metro with program and technical support for the P2000 LRV Modernization Contract, originally awarded in March 2017. Technical consultant support is required throughout the P2000 LRV Modernization warranty period to track the performance of 52 post-modernization vehicles. From the latest project schedule update, it is projected that the final modernized LRV will complete its warranty approximately Q1 2034. A firm end date cannot be set at this time, as the conclusion of the warranty period is dependent on when all warranty issues are satisfactorily resolved. Based on current projections, technical consultant support is expected to be required through June 30, 2034.

In addition, the project has experienced several unforeseen technical challenges that required significant additional effort, investigation, testing, development, and coordination. These included multiple fleet defects and warranty-related issues across multiple systems, as well as software and communications upgrades required to support operational readiness for the P2000 fleet on the A and C Lines.

Lastly, there have been delays in achieving Conditional Acceptance of the final LRVs, primarily due to the need for parts replacement and ongoing fault-finding and troubleshooting, which have continued to extend the project schedule and shift the warranty period.

BACKGROUND

At its March 2017 meeting, the Board approved the award of Contract No. PS20113000, a cost-plus, fixed fee contract to CH2M Hill, Inc. in the amount of $5,829,626 (base contract) for technical and program management services in support of the P2000 LRV Modernization Project. The base contract duration was five years. A no-cost contract modification was issued in February 2022, extending the base contract from March 2022 through September 2022.

At its September 2022 meeting, the Board approved extending project support activities by an additional $1,231,187.71, from October 1, 2022, through June 30, 2023. This contract modification was issued through June 2023 to align with anticipated project activities and Metro's fiscal year for project budgeting purposes.

At its May 2023 meeting, the Board approved extending project support activities by an additional $1,861,372.68 through June 30, 2024, with subsequent contract modifications within staff authority to extend the period of performance to December 31, 2025.

At its July 2025 meeting, the Board approved extending the project support activities for an additional $1,448,394.00 through June 30, 2026, with subsequent contract modifications within staff authority per Attachment B.

CH2M Hill Inc. currently provides staff support in the following disciplines, as directed by Metro:

- Project Management
- Systems Engineering
- Systems Integration
- Inspection & Testing Activities at LRV Production/Modernization Site
- LRV Commissioning and acceptance Activities
- Quality Assurance
- Document Control

All work and assignments are on an as-needed basis and directed by the Metro P2000 Project Team through issued Task Orders using fixed labor rates. The Consulting staff is managed daily by Metro's P2000 Project Manager. This requested increase to the NTE contract price is within the current P2000 LOP budget.

DISCUSSION

Findings

Since the subject contract was awarded in March 2017, CH2M Hill, Inc. has been providing Metro's Project Team with technical and program management support, including review of all technical documents, oversight of system and combined-system level integration efforts, witness of verification and validation tests, as well as inspection of workmanship at the corresponding Metro Divisions. The Project is now concluding the Conditional Acceptance phase, which enables the Modernized LRVs to enter revenue service (only two of the 52 total LRVs remain pending Conditionally Accepted).

The identification and resolution of fleet defects provide added value by improving fleet reliability, safety, maintainability, and long-term system performance, while ensuring the contractor addresses issues within their contractual responsibilities. The software updates will also ensure the P2000 fleet is ready for operations on the C and K Lines, supporting future fleet relocation plans aligned with Metro Management and Operations objectives.

The next phase includes the LRV's Reliability Demonstration, which measures the performance of the Conditionally Accepted LRVs in revenue service against contractual reliability targets. Also, the project will soon complete the LRV Final Acceptance and enter the warranty period.

Considerations

Approval of the recommendation modifies Contract No. PS20113000 to allow for continuation of technical and program management support on the P2000 LRV Modernization Project. Staff requires this project support to navigate and mitigate the remaining technical issues to achieve final acceptance and completion of the warranty period for 52 modernized P2000 LRVs, which is projected to end by June 2034.

This is an existing professional services support contract required to ensure continuity, seamless project execution, and completion of the LRV Modernization project. Approving the recommendation ensures the successful completion of the Overhaul/Midlife Modernization Project and ensures that technical issues are properly solved during the next project stages. This will help to provide accessible and affordable transportation for all who ride Metro's light rail system.

DETERMINATION OF SAFETY IMPACT

The approval of the additional NTE funds for the consultant services will ensure team continuity and maintain overall system safety, service quality, system reliability, maintainability, and customer satisfaction.

The P2000 LRV Modernization Project permits Metro to maintain the P2000 LRV fleet in a State of Good Repair (SGR).

FINANCIAL IMPACT

The requested new NTE contract price of $11,823,075.52is within the overall Board-approved project LOP budget of $180,853,926.

The Contract Price increase of $810,985.32 is included in Cost Center 3043, Rail Vehicle Acquisition, Account 50316, under project number CP 206044, P2000 LRV Overhaul Program.

Since this is a multi-year contract, the Cost Center Manager, Sr. Project Manager, and Sr. Executive Officer of Vehicle Acquisitions will be responsible for future fiscal-year budgeting.

Impact to Budget

The current budget for this action includes Proposition A 35% and Federal 5337. These funds are eligible for rail operating and capital projects.

EQUITY PLATFORM

The P2000 LRV Modernization Project enables the successful delivery of these vehicles on Metro's existing LRV lines. These lines serve many Equity Focus Communities (EFCs), including those in Downtown LA, Chinatown, Long Beach, LAX (including the Crenshaw and Aviation areas), Santa Monica, Foothills, etc., as these cars are modernized to run on all of Metro's existing LRV Lines. Having safe, reliable LRVs provides residents of EFCs with options, who are more likely to use public transit to commute seamlessly to work, school, and other opportunities.

CH2M Hill, Inc. (Jacobs Engineering Group) (CH2M) made a 24.81% Disadvantaged Business Enterprise (DBE) commitment on this task-order-based contract. However, the U.S. Department of Transportation has issued an Interim Final Rule that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, three certified small businesses are participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board -adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal #1.2 - Optimize the speed, reliability, and performance of the existing system by revitalizing and upgrading Metro's transit assets. The completion and rollout of the P2000 LRVs are state-of-the-art assets that will significantly improve the integrity of Metro's overall transit network.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation for increasing the contract amount. This is not recommended, as critical project activities currently supported by consulting staff will be interrupted, directly impacting the overall project. These activities include, but are not limited to, witnessing commissioning tests for the last two LRVs, reviewing test reports, reviewing the Project Schedule, providing LRV commissioning acceptance, LRV reliability, and LRV warranty support. The Metro Project Team does not have the in-house resources to undertake all the necessary Project tasks as described.

Not approving the recommendation will also adversely affect the completion of the P2000 LRV Modernization Project due to the loss of the required resources provided under this Consulting Services contract. The potential adverse impacts may include compromised quality and SGR of the Modernized LRVs, and a reduction in the number of LRVs available for rollout to meet current passenger demand.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 34 to increase the contract NTE amount by $810,985.32 with CH2M Hill, Inc. to continue services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Cecil Bailey, Senior Manager, Project Control, (213) 922-3188
Annie Yang, Deputy Executive Officer, Rail Vehicle Acquisition, (213) 922-3284
Jesus Montes, Senior Executive Officer, Vehicle Acquisition, 213-418-3277
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES / CONTRACT NO. PS20113000

1.	**Contract Number**: PS20113000			
2.	**Contractor**: CH2M Hill, Inc.			
3.	**Mod. Work Description**: Increase the Not-To-Exceed (NTE) contract price by $810,985.32 from $11,012,090.20 to $11,823,075.52.			
4.	**Contract Work Description**: Provide technical and program management support to Metro Project Team managing the existing P2000 Light Rail Vehicle (LRVs) Midlife Modernization Project to ensure timely modernization work and successful delivery of the modernized P2000 LRVs and the associated deliverables.			
5.	**The following data is current as of**: March 3, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	04/17/17	**Original Not-to-Exceed Contract Award Amount:**	$5,829,626.00
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$5,182,464.20
	Original Complete Date:	12/31/21	**Pending Modifications (including this action):**	$ 810,985.32
	Current Est. Complete Date:	06/30/34	**Current Contract Value (with this action):**	$11,823,075.52
7.	**Contract Administrator**: Mildred Martinez		**Telephone Number**: 213-922-4753	
8.	**Project Manager**: Cecil Bailey		**Telephone Number**: 213-922-3188	

A. Procurement Background

This Board Action is to approve Contract Modification No. 34 to increase the total authorized funding for Contract No. PS20113000, to CH2M Hill, Inc. for technical and program management support to Metro's P2000 Project Team on the P2000 LRV Midlife Modernization Project, in the Not-to-Exceed (NTE) amount of $810,985.32, increasing the Contract total from an NTE amount of $11,012,090.20, to an NTE amount of $11,823,075.52.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed-fee.

On April 17, 2017, the Board awarded Contract No. PS20113000 to CH2M Hill, Inc.

for technical and program management support to Metro's P2000 Project Team on the P2000 LRV Midlife Modernization Project, in the total NTE amount of $5,829,626.00.

Contract Modification Nos. 1 through 33 were issued with staff delegated authority.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended cost plus fixed-fee price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), negotiations, and a technical evaluation. The negotiation of the NTE amount comprised of validation of CH2M and its subcontractor's current labor rates, audited labor overhead, travel and other direct costs, and a negotiated fixed fee. The approved labor rate for each consultant is based on a cost analysis, which has resulted in a fair and reasonable price determination.

Proposal Amount	Metro ICE	Negotiated Amount
$997,812.98	$819,249.00	$810,985.32

C. Contractor Information

CH2M is an engineering company that provides consulting, design, construction, and operation services for corporations and governments across the world. In 2017, it was acquired by Jacobs Engineering Group but kept its name for existing contracts. Under this Contract, they requested to keep CH2M. For Systems and Rolling Stock, they support bus and rail system projects with a focus on requirements definition, procurement, technical advisory services, modification designs, performance simulations, testing and commissioning efforts, condition assessments, manufacturer audits, maintenance optimization, and major overhaul and modification programs.

In addition to providing technical and program management support for the P2000 LRV Modernization Project, CH2M currently provides program management support for the P3010 LRV Project and is also one of the qualified consulting firms on Metro's Rail Vehicle Bench.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

P2000 LIGHT RAIL (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES/ CONTRACT NO. PS20113000

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Administrative Changes	Approved	11.16.17	$0.00
2	Update Exhibit 1 with Exhibit 1.1 to add new staff	Approved	12.21.17	$0.00
3	Update Exhibit 1.1 with Exhibit 1.2 to add new staff	Approved	07.11.22	$0.00
4	Update Exhibit 1.2 with Exhibit 1.3 to add new staff	Approved	04.18.18	$0.00
5	Update Exhibit 1.3 with Exhibit 1.4 to add new staff	Approved	08.16.18	$0.00
6	Update Exhibit 1.4 with Exhibit 1.5 to add new staff	Approved	04.12.19	$0.00
7	Update Exhibit 1.5 with Exhibit 1.6 to add new staff	Approved	04.16.19	$0.00
8	Update Exhibit 1.6 with Exhibit 1.7 to add new staff	Approved	07.24.19	$0.00
9	Update Exhibit 1.7 with Exhibit 1.8 to add new staff	Approved	09.05.19	$0.00
10	Update Exhibit 1.8 with Exhibit 1.9 to add new staff	Approved	11.13.19	$0.00
11	Update Exhibit 1.9 with Exhibit 1.10 to add new staff	Approved	03.13.20	$0.00
12	Update Exhibit 1.10 with Exhibit 1.11 to add new staff	Approved	03.20.20	$0.00
13	Update Exhibit 1.11 with Exhibit 1.12 to add new staff	Approved	09.09.20	$0.00
14	Update Exhibit 1.12 with Exhibit 1.13 to add new staff	Approved	11.03.20	$0.00
15	Update Exhibit 1.13 with Exhibit 1.14 to add new staff and Extend the Period of Performance through December 31, 2023.	Approved	07.12.21	$0.00
16	Update Exhibit 1.14 with Exhibit 1.15 to add new staff	Approved	02.15.22	$0.00
17	Update Exhibit 1.15 with Exhibit 1.16 to add new staff	Approved	05.11.22	$0.00

18	Update Exhibit 1.16 with Exhibit 1.17 to add new staff	Approved	07.06.22	$0.00
19	Increase $1,231,187.71 to the Not-to-Exceed Contract Price. Update Exhibit 1.17 with Exhibit 1.18 with increase Not-to-Exceed Contract Price	Approved	09.27.22	$1,231,187.71
20	Update Exhibit 1.18 with Exhibit 1.19 to add new staff	Approved	09.27.22	$0.00
21	Update Exhibit 1.19 with Exhibit 1.20 to add new staff	Approved	11.16.22	$0.00
22	Update Exhibit 1.20 with Exhibit 1.21 with years 8 and 9 labor rates	Approved	02.28.23	$0.00
23	Extended the Period of Performance through December 31, 2025.	Approved	04.05.23	$0.00
24	Increase $1,861,372.68 to the Not-to-Exceed Contract Price	Approved	06.27.23	$1,861,372.68
25	Update Exhibit 1.22 to add new staff	Approved	08.23.23	$0.00
26	Update Exhibit 1.22 to add new staff	Approved	04.23.24	$0.00
27	Update Exhibit 1.22 with Exhibit 1.23 to add new staff	Approved	05.31.24	$0.00
28	Update Exhibit 1.23 to add new staff	Approved	09.06.24	$0.00
29	Update Exhibit 1.23 to add new staff	Approved	07.24.25	$0.00
30	Increase the Not-to-Exceed Contract Price by adding the CMA limit	Approved	08.05.25	$641,509.81
31	Increase $1,448,394.00 to the Not-to-Exceed Contract Price and extend the Period of Performance to June 30, 2026	Approved	07.24.25	$1,448,394.00
32	Update Exhibit 1.23 to add new staff	Approved	03.17.26	$0.00
33	Extend the Period of Performance to September 30, 2026	Approved	09.01.26	$0.00
34	Increase $810,985.32 to the Not-to-Exceed Contract Price and extend the Period of Performance to June 30, 2034	**Pending**	**Pending**	**$810,985.32**
	Modification Total:			**$5,993,449.52**
	Original Contract:			**$5,829,626.00**
	Total:			**$11,823,075.52**

DEOD SUMMARY

P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES/ CONTRACT NO. PS20113000

A. Small Business Participation

CH2M Hill, Inc. (Jacobs Engineering Group) (CH2M) made a 24.81% Disadvantaged Business Enterprise (DBE) commitment on this task-order based contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there are three certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

VEHICLE ENGINEERING AND ACQUISITION

P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES

Metro

Operations, Safety, and Customer Experience Committee
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 34 to Contract No PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for the P2000 Light Rail Vehicle (LRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) contract price by $810,985.32, from $11,012,090.20 to $11,823,075.52, and extending the period of performance from September 30, 2026 through June 30, 2034. This requested increase to the NTE contract price is within the current P2000 LOP budget.

Metro

ISSUE & DISCUSSION

PROJECT: P2000 Light Rail Vehicle Overhaul/Midlife Modernization Program Consultant Support Services

AWARDEE : CH2M Hill, Inc. (JACOBS)

DEOD COMMITMENT: 24.81% DBE Commitment. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation are suspended. While the DBE commitment is not a factor in the staff recommendation, there are three certified small businesses participating in this contract.

Metro

ISSUE & DISCUSSION

ISSUE

P2000 Midlife Modernization Project has experienced several unforeseen technical challenges that required significant additional effort, investigation, testing, development and coordination; technical challenges were notified to the P2000 Overhaul Contractor via multiple Fleet Defects and Warranty related issues involving multiple systems as well as software and communication upgrades. Therefore, key milestones have been delayed, such as: Conditional Acceptance of the last two LRV's, Final Acceptance and End of Warranty Period.

Consulting services are required through the listed key milestones to support readiness on the A and C Line.

Metro

ISSUE & DISCUSSION

DISCUSSION

This existing professional service support provides Metro Project Team both technical and program management supports during the remaining phases of the project, including Conditional Acceptance of remaining two LRVs, Fleet Reliability, Final Acceptance and End of Warranty.

Approval of the recommendation modifies Contract No. PS20113000 to allow continuation of technical and program management supports for the P2000 LRV Midlife Modernization Project. Metro staff requires these professional supports to navigate and mitigate the remaining technical issues to achieve final acceptance of P2000 LRVs and a successful warranty period. The Metro Project Team does not have the in-house resources to undertake the described support.

Based on current projections, consultant support is anticipated through June 30, 2034 (estimated date based on end of extended warranty on final LRV).

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0564, **File Type:** Contract **Agenda Number:** 34.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026**

SUBJECT: HI RAIL SWING LOADERS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of $2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the replacement and expansion of Metro-owned and operated swing loaders utilized by the Maintenance of Way (MOW) department to support Rail revenue services. This specialized equipment ensures that track maintenance personnel have the reliable tools necessary to perform daily track maintenance and respond to emergencies throughout Los Angeles County.

Given ongoing rail expansion, this equipment is vital to meet system integration milestones, adhering to project timelines, and supporting future maintenance demands. Additionally, the equipment will be used to maintain Metro's rail tracks, ensuring full compliance with California Public Utility Commissions (CPUC) rules and regulations.

BACKGROUND

Swing loaders equipped with hi-rail gearing are highly versatile, specialized vehicles designed to operate both on highway roads and directly on rail tracks. They are the primary workhorses for MOW track crews, used to lift and replace heavy rail ties, clear track debris, distribute ballast, and perform critical rail welding and maintenance operations.

Currently, Metro's MOW department operates an aging fleet of swing loaders that have exceeded their useful life cycle, leading to increased maintenance downtime and higher repair costs. Replacing three of these legacy units is critical to avoiding service delays. Furthermore, with the ongoing expansion of Metro's rail network, including recent and upcoming extensions, three additional units are required to support the increased track mileage and keep pace with system integration milestones. MOW oversees 250 miles of main tracks and seven rail yards, with approximately 67 miles of tracks slated to be added in the near future.

DISCUSSION

Findings

Metro issued an Invitation for Bids (IFB) to secure heavy-duty, utility-grade track maintenance vehicles. Bids were evaluated based on technical compliance, delivery timelines, and cost. SWNG Inc. was determined to be the lowest responsive and responsible bidder meeting all of Metro's technical specifications. The procured units will feature updated emissions-compliant engines, improved cabin safety structures, and advanced hi-rail guidance systems to optimize crew safety and operational efficiency.

Considerations

Without these replacement and expansion units, Metro faces a high risk of operational bottlenecks. Legacy equipment failures directly lead to extended maintenance windows, which can delay morning rail rollouts and disrupt passenger service. Additionally, expanding the fleet by three units is the minimum operational threshold required to properly service the newly added track miles across the expanding system.

DETERMINATION OF SAFETY IMPACT

Approval of this contract will have a direct, positive impact on safety standards across Metro’s rail network. Track geometry, rail wear, and track bed stability require daily monitoring and remediation. Providing MOW crews with reliable swing loaders ensures that track defects are repaired swiftly, reducing the risk of slow zones, rail damage, or derailments. Maintaining this equipment is essential to ensuring full compliance with the CPUC General Orders governing track safety.

FINANCIAL IMPACT

The recommended award of $2,573,400, plus applicable California’s use tax, is budgeted within the Life of Project (LOP) limits for Capital Project 205668, 208613, and 208614, under Cost Center 3960 and 3790, Account 53102, Acquisition of Equipment.

Impact to Budget

The current source of funds for this action is funding from the Transportation Development Act. These funds are eligible for use on Capital and Operating expenses. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide the support equipment to ensure the system remains in a state of good repair. By deploying these assets throughout the rail service area (A, C, E, B/D, K Lines, and Monrovia Yard), MOW departments can enhance maintenance efficiency and improve service reliability as the system expands. Ensuring a state of good repair is crucial to the system’s safety and directly impacts our riders, particularly those in Equity Focus Communities who primarily rely on public transit to meet

their daily needs.

The Diversity and Economic Opportunity Department did not establish a Small Business Enterprise) / Disabled Veteran Business Enterprise goal for this solicitation due to the lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through equipment purchase activities that will provide the essential maintenance machinery required to keep our rail lines safe, reliable, and operational. Metro's Board adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Strategic Plan Goal #1: Provide high-quality mobility options that enable people to spend less time traveling. By modernizing and expanding Metro's maintenance fleet, MOW can conduct track repairs faster and more reliably, directly minimizing transit delays, reducing unplanned system disruptions, and improving overall passenger ride quality.

ALTERNATIVES CONSIDERED

An alternative considered but not recommended is to lease the equipment. However, leasing introduces potential end-of-contract costs for wear and tear, body damage, and other liabilities, resulting in total expenses that exceed direct vehicle ownership. Furthermore, Metro would be unable to easily modify and reassign these highly specialized vehicles between different rail departments to meet distinct operational demands. This alternative would also lock Metro into a recurring contract cycle with the vendor, reducing long-term fleet flexibility. Therefore, leasing is not recommended.

NEXT STEPS

Following the execution of the contract, the vendor will place an order for the equipment and commence delivery upon receipt from the manufacturer. The delivery of all six swing loaders is scheduled for mid-year 2027.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Gary Jolly, Senior Executive Officer, (213) 922-5802
Matthew Dake, Deputy Chief Operations Officer, (213) 922-4061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

HI-RAIL SWING LOADERS/DR135489000

1.	**Contract Number**: DR135489000	
2.	**Recommended Vendor**: SWNG Inc. (DBA Swingmaster)	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 6/8/2026	
	B. Advertised/Publicized: 6/5/2026	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 7/9/2026	
	E. Pre-Qualification Completed: 8/21/2026	
	F. Ethics Declaration Forms Submitted to Ethics: 7/9/2026	
	G. Protest Period End Date: 9/22/2026	
5.	**Solicitations Downloaded**: 13	**Bids Received**: 1
6.	**Contract Administrator**: Mark Lu	**Telephone Number**: 213-922-4689
7.	**Project Manager**: Alan Tang	**Telephone Number**: 562-658-0231

A. Procurement Background

This Board Action is to approve Contract No. DR135489000 to SWNG Inc. (DBA Swingmaster) for the purchase of six (6) hi-rail swing loaders to support the Maintenance of Way (MOW) department to replace aging equipment and to meet increasing services demands. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. DR135489 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) goal due to the lack of subcontracting opportunities.

No amendments were issued during the solicitation phase of this IFB.

A total of thirteen (13) firms downloaded the IFB and were included in the planholders' list. There were no questions received for this IFB.

A single bid was received on July 9, 2026 from SWNG Inc., (DBA Swingmaster).

A market survey was conducted of the thirteen (13) firms that downloaded the solicitation. The results of the market survey demonstrate that one firm submitted a bid; three firms were railroad equipment providers and didn't have the equipment that would meet Metro's requirement; one is a railroad materials supplier, and the others were Machinery, Equipment, and Supplies Merchant Wholesalers, a recruitment company, a media company, online auto parts dealer, industrial equipment supplier,

insurance broker, and a bid management company, who were not able to provide the hi-rail swing loaders to Metro.

The results of the market survey indicated that factors beyond Metro's control resulted in a single bid and that the procurement could proceed as there was an adequate expectation of competition.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid.

The recommended firm, SWNG Inc. (DBA Swingmaster), the single responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from SWNG Inc. (DBA Swingmaster) is determined to be fair and reasonable based on the expectation of adequate price competition and the Independent Cost Estimate (ICE).

Bidder Name	Metro ICE	Bid Amount
SWNG Inc. (DBA Singmaster)	$2,784,438	$2,573,400

D. Background on Recommended Contractor

The recommended firm, SWNG Inc. (DBA Swingmaster), located in Franklin Park, Illinois, has been in business for 41 years. It specializes in the design, custom engineering, and manufacturing of heavy-duty lifting equipment, specialized attachments, parts, and process machinery. Its primary market is the railroad construction and maintenance industry, supplying major international and domestic rail operators with robust equipment used to lay, maintain, and repair railway tracks.

Since 1996, SWNG Inc. (DBA Swingmaster) has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

HI-RAIL SWING LOADERS/DR135489000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. SWNG Inc. DBA Swingmaster is expected to perform the work of this contract with its own workforce.

B. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

HI RAIL SWING LOADERS

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of $2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

SWNG Inc., DBA Swingmaster

NUMBER OF BIDS/PROPOSALS

A single bid was received on July 9, 2026, from SWNG Inc., (DBA Swingmaster) in the amount of $2,573,400, following a solicitation of a total of thirteen (13) firms downloaded the Invitation For Bid (IFB).

DEOD COMMITMENT

The Diversity and Economic Opportunity Department did not establish a Small Business Enterprise / Disabled Veteran Business Enterprise goal for this solicitation due to the lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION…continued

ISSUE

This procurement provides six Metro-owned swing loaders comprising three replacements and three expansions for the Maintenance of Way department to support Rail revenue services and emergency response across Los Angeles County. This specialized equipment is vital for routine track maintenance, meeting rail expansion milestones, adhering to project timelines, and ensuring full compliance with California Public Utilities Commission (CPUC) regulations.

MOW oversees 250 miles of main tracks and seven rail yards, with approximately 67 miles of tracks slated to be added in the near future.

Metro

ISSUE & DISCUSSION…continued

DISCUSSION

This purchase delivers essential heavy-duty machinery required to maintain safe, reliable rail infrastructure and prevent service disruptions across Metro's transit corridors. Specifically, these swing loaders will be deployed for ballast handling, material distribution, and emergency track repairs to support ongoing system operations and upcoming network expansions.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0566, **File Type:** Contract **Agenda Number:** 35.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: UNIFORM RENTAL SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. OP44851-20008370 with Prudential Overall Supply for uniform rental services, to exercise the one, three-year option in the Not-To-Exceed (NTE) amount of $3,575,446, increasing the total contract NTE amount from $3,256,271 to $6,831,717, and extending the period of performance from December 1, 2026 to November 30, 2029.

ISSUE

The existing three-year base contract term expires on November 30, 2026. To avoid uniform rental services interruption, a contract modification is required to exercise the one, three-year option term, increasing the total contract NTE amount and extending the period of performance effective December 1, 2026.

BACKGROUND

At its October 2023 meeting, the Board awarded a firm fixed unit rate Contract No. OP44851-20008370 to Prudential Overall Supply to provide uniform rental and laundry services, vehicle seat covers and laundry services for hand towels and floor mats.

Timely uniform rental, delivery, and laundry services are necessary to ensure compliance with the collective bargaining agreements between Metro and Amalgamated Transit Union (ATU) labor unit, satisfy garment safety requirements for employees in safety-sensitive positions, and provide clear identification of Metro-represented labor employees across their respective trades. ATU represents the agencies mechanics, maintenance workers, and custodians. Pursuant to the applicable ATU collective bargaining agreements, Metro is required to provide each eligible employee with a standard issuance of 11 uniform sets, additional garments as necessary to meet safety requirements, and ongoing laundry services. Uniforms are issued based on job classification and/or safety requirements and include, but are not limited to, short and long sleeve shirts, coveralls, and flame-resistant garments.

Under the existing contract, the contractor has been providing satisfactory uniform rental services.

DISCUSSION

During the base term of the contract, uniform rental services were expanded to support an additional 417 employees hired to maintain the K Line (C/LAX), Regional Connector, Rail to Rail, LAX/MTC, and A Line (Blue) Extension to Pomona projects. As a result, the total number of employees receiving uniform rental services increased from 2,546 to 2,963, reflecting the growth of Metro's transit system and the associated workforce.

Staff continues to work closely with the ATU representatives and employees to ensure delivery of timely and quality services. Under this contract, continued enhancements include but are not limited to, replacing damaged lockers, posting signs throughout Metro facilities to improve employee awareness of the scheduled uniform pick-up dates, along with ongoing oversight of the contractor's performance and service delivery, and maintaining effective communications among all parties to ensure quality and timely service delivery.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the supply of uniforms that clearly identify Metro represented labor employees and continued delivery of safe, quality, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of $747,950 for uniform rental services for the remainder of FY27 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be accountable for budgeting the cost in FY27 and future years.

Impact to Budget

The current sources of funds for this action are local funds, which are eligible for rail and bus operations and capital projects.

EQUITY PLATFORM

Contracted uniform rental and laundry services will continue to be applied across all Metro divisions, facilities, and locations, ensuring that all represented labor employees are issued uniforms based on their job classification and the type of work they perform.

The contract provides all eligible employees with access to clean, properly fitted, and job-compliant uniforms that support their health, safety, and professional appearance, particularly for those working in safety-sensitive positions. By maintaining a diverse inventory that includes flame-resistant garments, female-cut uniforms, and pregnancy stretch pants, the contract ensures that Metro's

diverse workforce is provided with the specialized, high-quality protective apparel required for each employee's job classifications. This approach promotes equitable access to required uniforms while maintaining consistent safety standards and compliance with applicable collective bargaining agreements.

At the time of award of this contract, Prudential Overall Supply did not make a Small Business Enterprise /Disabled Veteran Business Enterprise commitment due to the lack of certified firms that perform the required services. It is expected that Prudential Overall Supply will continue to perform the services with its own workforce.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides reliable uniform rental and laundry services for employees performing operational and maintenance functions supporting workforce readiness, safety, and the continued delivery of reliable bus and rail services. Maintaining a safe and dependable transit system encourages continued transit use and supports Metro's systemwide strategy to reduce VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. By providing uniforms to represented employees, Metro is in compliance with the Collective Bargaining Unit agreements.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, impacting Metro's agreements with collective bargaining units, employee safety, cleanliness, operations, and customer experience.

With the completion of financial based insourcing/outsourcing study based on quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for uniform rental services, and considered purchasing uniforms, hand towels, mats, and vehicle seat covers, along with providing in-house laundry services. Based on the findings uniform rental services were not

recommended for insourcing as it would require Metro to renegotiate the existing agreements between Metro and the collective bargaining units, remove the requirement for uniform rental services, along with the purchase of a large quantity of garments, additional equipment, vehicles, and supplies to provide uniforms.

NEXT STEPS

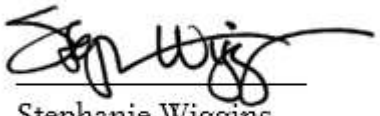
Upon Board approval, staff will execute Modification No. 2 to Contract No. OP44851-20008370 to exercise the one, three-year option for uniform rental and laundry services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Lena Babayan, Executive Officer, Operations Administration, (213) 922-6765
Lew Wood, Senior Director, Facilities Contracted Maintenance Services, (213) 922-5261
Steven Gota, Deputy Chief Operations Officer (Interim), Shared Mobility, (213) 922-3043

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Mat Antonelli, Chief Vendor/Contract Management Officer, (213)922-893-7114



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

UNIFORM RENTAL SERVICES/OP44851-20008370

1.	**Contract Number**: OP44851-20008370			
2.	**Contractor**: Prudential Overall Supply			
3.	**Mod. Work Description**: Exercise the one, three-year option			
4.	**Contract Work Description**:Uniform Rental Services Uniform Rental Services			
5.	**The following data is current as of**: 08/04/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/26/2023	**Contract Award Amount:**	$3,256,271
	Notice to Proceed (NTP):	N/A	**Total of Modifications**	$0
	Original Complete Date:	11/30/2026	**Pending Modification (including this action):**	$3,575,446
	Current Est. Complete Date:	11/30/2029	**Current Contract Value (with this action):**	$6,831,717
7.	**Contract Administrator**: Ricardo E. Narvaez		**Telephone Number**: (213) 418-3158	
8.	**Project Manager**: Ruben Cardenas, Jr.		**Telephone Number:** (213) 922-5932	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to exercise the one, three-year option in the Not-To-Exceed (NTE) amount of $3,575,446, increasing the total contract NTE amount from $3,256,271 to $6,831,717, and extending the period of performance from December 1, 2026 to November 30, 2029.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

On October 26, 2023, the Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. OP44851-20008370 to Prudential Overall Supply to provide uniform rental and laundry services, vehicle seat covers and laundry services for hand towels and floor mats.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price of the option has been determined to be fair and reasonable based upon firm fixed unit rates that were established as part of the original contract and a subsequent assessment of current market pricing. The option pricing is more favorable as there have been increases in the labor rates and the cost of materials to perform the services. Therefore, exercising the option is in the best interest of Metro. The contract was a result of a competitive IFB in which the option pricing was evaluated.

Proposal Amount	Metro ICE	Award Amount
NTE $3,575,446	NTE $3,575,446	NTE $3,575,446

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIFORM RENTAL SERVICES/OP44851-20008370

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Revise Attachment A - List of Locations and Exhibit B – Pricing Agreement	Approved	1/16/2026	$0
2	**Exercise the one, three-year option and extend the Period of Performance through November 30, 2029.**	**Pending**		**$ 3,575,446**
	Modification Total:			**$ 3,575,446**
	Original Contract:			**$ 3,256,271**
	Total Contract Value:			**$ 6,831,717**

DEOD SUMMARY

UNIFORM RENTAL SERVICES/OP44851-20008370

A. Small Business Participation

At the time of award of this contract, Prudential Overall Supply did not make a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) commitment due to the lack of certified firms that perform the required services. It is expected that Prudential Overall Supply will continue to perform the services with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

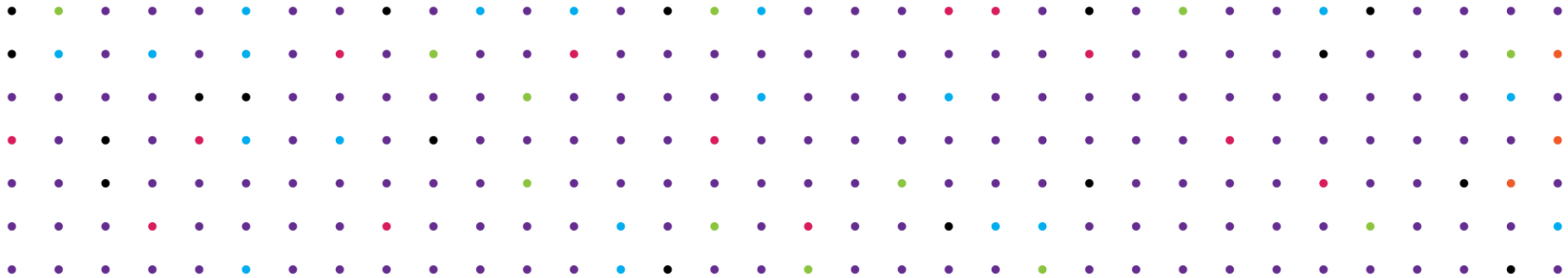
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Shared Mobility - Facilities Contracted Maintenance Services

UNIFORM RENTAL SERVICES



Metro

Operations, Safety, and Customer Experience Committee
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. OP44851-20008370 with Prudential Overall Supply for uniform rental services, to exercise the one, three-year option in the Not-To-Exceed (NTE) amount of $3,575,446, increasing the total contract NTE amount from $3,256,271 to $6,831,717, and extending the period of performance from December 1, 2026 to November 30, 2029.

Metro

ISSUE & DISCUSSION

AWARDEE

Prudential Overall Supply

DEOD COMMITMENT

At the time of award of this contract, Prudential Overall Supply did not make a Small Business Enterprise/Disabled Veteran Business Enterprise commitment due to the lack of certified firms that perform the required services. It is expected that Prudential Overall Supply will continue to perform the services with its own workforce.

ISSUE

The existing three-year base contract term expires on November 30, 2026. To avoid uniform rental services interruption, a contract modification is required to exercise the one, three-year option term, increasing the total contract NTE amount and extending the period of performance effective December 1, 2026.

Metro

ISSUE & DISCUSSION

DISCUSSION

During the base term of the contract, uniform rental services were expanded to support an additional 417 employees hired to maintain the K Line (C/LAX), Regional Connector, Rail to Rail, LAX/MTC, and A Line (Blue) Extension to Pomona projects. As a result, the total number of employees receiving uniform rental services increased from 2,546 to 2,963, reflecting the growth of Metro's transit system and the associated workforce.

Staff continues to work closely with the ATU representatives and employees to ensure delivery of timely and quality services. Under this contract, continued enhancements include but are not limited to, replacing damaged lockers, posting signs throughout Metro facilities to improve employee awareness of the scheduled uniform pick-up dates, along with ongoing oversight of the contractor's performance and service delivery, and maintaining effective communications among all parties to ensure quality and timely service delivery.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0567, **File Type:** Contract **Agenda Number:** 36.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES REGIONS 1 THROUGH 3

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. OP964830008370 with Graffiti Shield, Inc. for stainless steel anti-graffiti film installation and replacement services for Regions 1, 2, and 3, to exercise the first one-year option in the Not-To-Exceed (NTE) amount of $5,737,859, increasing the total NTE contract amount from $15,722,845 to $21,460,704, and extending the period of performance from December 1, 2026, to November 30, 2027.

ISSUE

The existing three-year base contract term expires on November 30, 2026. To avoid stainless steel anti-graffiti film replacement and maintenance services interruption, a contract modification is required to exercise option year one and extend the period of performance effective December 1, 2026.

BACKGROUND

At its September 2023 meeting, the Board awarded a firm fixed unit rate contract, Contract No. OP964830008370, for Regions 1, 2, and 3 combined, to Graffiti Shield, Inc. to provide monthly and as-needed stainless steel anti-graffiti film replacement and maintenance services systemwide.

The stainless steel anti-graffiti film was developed in 2012 exclusively for Metro's use to improve the overall condition of Metro facilities and mitigate vandalism on stainless steel surfaces. Under the existing contract, the contractor performs required inspections at bus and rail facilities systemwide and has replaced an average of 900,000 square feet of vandalized stainless steel film annually. These services have helped ensure that Metro facilities remained clean, well maintained, and free of graffiti and vandalism.

Under the existing contract, the contractor has provided satisfactory stainless steel film installation and replacement services.

DISCUSSION

During the base term of the contract, stainless steel anti-graffiti film replacement and maintenance services were expanded to include the A-Line Foothill Extension Phase 2, D-Line (Purple) Extension Phase I, and K-Line Crenshaw/LAX, including the LAX/Metro Transit Center (MTC), increasing stainless-steel panel surfaces from approximately 200,000 sq. ft. to 285,929 sq. ft. systemwide. During option year one, the existing contract scope of services will further expand to include D-Line (Purple) Extension Phase II.

Under this contract, the contractor will continue to perform routine monthly and as-needed inspections of the stainless steel anti-graffiti film installed systemwide, ensuring 100% replacement of all vandalized stainless steel anti-graffiti film. Continuity of these services is critical to protect Metro's assets and mitigate extended elevator downtime due to vandalized stainless steel surfaces that compromise their integrity with repeated severe etching and engraving requiring costly repair and replacement, and to ensure compliance with ADA requirements and accessibility to Metro's transit system.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the delivery of timely and reliable stainless steel anti-graffiti film installation and replacement services, while improving Metro bus and rail stations' overall appearance and cleanliness, and enhancing customers' experience.

FINANCIAL IMPACT

Funding of $2,537,500 for stainless steel anti-graffiti film replacement and maintenance services for the remainder of FY27 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be accountable for budgeting the cost in FY27 and future years.

Impact to Budget

The current source of funds for this action are local funds, which are eligible for rail operations and capital projects.

EQUITY PLATFORM

This contracted stainless steel anti-graffiti film installation and maintenance service supports equity by helping ensure that all Metro Rail and Bus stations remain clean, safe, and welcoming for all riders. Timely removal and replacement of anti-graffiti film on stainless-steel panel surfaces also preserve the appearance and functionality of station infrastructure while minimizing service disruptions allowing elevators to remain operational, reliable, and accessible for people with disabilities, older adults, and other riders who depend on them, contributing to a safe and dependable

transit environment for all patrons. Prolonged elevator outages resulting from vandalized stainless-steel surfaces can delay trips, disrupt travel, and create accessibility challenges for customers who rely on elevators to complete their journeys. During these outages, Rail Operations must arrange alternate transportation through Access Services, which increases travel times, limits convenient access to Metro's transit system, and negatively affects the overall customer experience.

Graffiti Shield, Inc., an SBE, made a 97% SBE commitment and 3% Disabled Veterans Business Enterprise (DVBE) commitment as the prime contractor for Regions 1, 2, and 3 combined. The current level of SBE and DVBE participation is 97% SBE and 3% DVBE, meeting the SBE/DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will maintain and protect Metro assets from vandalism and service disruption. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing on-going stainless steel anti-graffiti film installation and replacement services contributes to facilities' overall cleanliness and will ensure providing a safe, clean environment for our patrons, service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, cleanliness, and customer experience.

With the completion of financial based insourcing/outsourcing study based on quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for stainless steel anti-graffiti film installation and replacement services among other services. Based on the preliminary

findings, stainless steel anti-graffiti film installation and replacement services may be considered for insourcing. Based on further evaluation, if the detailed assessment and planning phase reveals that continued outsourcing offers greater long-term cost-effectiveness, staff will re-evaluate the recommendation before final implementation.

NEXT STEPS

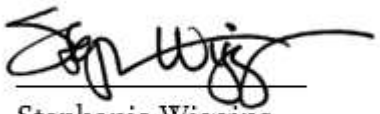
Upon Board approval, staff will execute Modification No. 4 to Contract No. OP964830008370 to exercise the first one-year option for continued stainless steel anti-graffiti film installation and replacement services for Regions 1, 2, and 3.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Lena Babayan, Executive Officer, Operations Administration, (213) 922-6765
Ruben Cardenas, Senior Director, Facilities Contracted Maintenance Services, (213) 922-5932
Steven Gota, Deputy Chief Operations Officer (Interim), Shared Mobility, (213) 922-3043

Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 418-3034
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES FOR REGIONS 1 THROUGH 3/OP964830008370

1.	**Contract Number**: OP964830008370			
2.	**Contractor**: Graffiti Shield, Inc.			
3.	**Mod. Work Description**: Exercise Option Year One			
4.	**Work Description**: Stainless Steel Anti-Graffiti Film Installation and Replacement Services			
5.	**The following data is current as of**: 08/03/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	09/28/2023	**Contract Award Amount:**	$15,722,845
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	11/30/2026	**Pending Modifications (including this action):**	$5,737,859
	Current Est. Complete Date:	11/30/2027	**Current Contract Value (with this action):**	$21,460,704
7.	**Contract Administrator**: Lance Duran		**Telephone Number**: (213) 922-5430	
8.	**Project Manager**: Maral Minasian		**Telephone Number**: (213) 922-6762	

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 to exercise a one-year option, in an amount Not-To-Exceed (NTE) $5,737,859 increasing the total NTE amount from $15,722,845 to $21,460,704.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

On September 28, 2023, the Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. OP964830008370 to Graffiti Shield, Inc., to provide stainless steel anti-graffiti film installation and replacement services systemwide inclusive of a three-year base period and two one-year options.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price of the option has been determined to be fair and reasonable based upon firm fixed unit rates that were established as part of the original contract and a subsequent assessment of current market pricing. The option pricing is more favorable as there have been increases in the labor rates and the cost of materials that would be required to perform the services. Therefore, exercising the option is in the best interest of Metro. The contract was a result of a competitive IFB in which the option year pricing was evaluated.

Proposal Amount	Metro ICE	Award Amount
NTE $5,737,859	NTE $5,737,859	NTE $5,737,859

CONTRACT MODIFICATION/CHANGE ORDER LOG

STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES FOR REGIONS 1 THROUGH 3/OP964830008370

Mod No.	Description	Status (approved or pending)	Date	$ Amount
1	Revise Attachment B – List of Locations (Region 3)	Approved	6/6/2025	$0
2	Revise Attachment B – List of Locations (Region 2) and Exhibit B – Pricing Agreement (Region 2)	Approved	10/1/2025	$0
3	Update Attachment B – List of Locations (Region 1) and Exhibit B – Pricing Agreement (Region 1)	Approved	8/6/22026	$0
4	Exercise Option 1 (one year) and extend the Period of Performance through November 30, 2027	Pending	Pending	$5,737,859
	Modification Total:			**$5,737,859**
	Original Contract:			**$15,722,845**
	Total:			**$21,460,704**

ATTACHMENT C

DEOD SUMMARY

STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES REGIONS 1 THROUGH 3/OP964830008370

A. Small Business Participation

Graffiti Shield, Inc., an SBE, made a 97% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) commitment for Regions 1, 2, and 3 combined. Based on payments, the project is 62% complete and the current level of SBE and DVBE participation is 97% SBE and 3% DVBE, meeting the SBE/DVBE commitment.

Small Business Commitment	**97% SBE 3% DVBE**	**Small Business Participation**	**97% SBE 3% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Graffiti Shield, Inc. (SBE Prime)	97%	97%
	Total		

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	TPRK Consulting	3%	3%
	Total		

[1]Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.

B. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Shared Mobility - Facilities Contracted Maintenance Services

STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES REGIONS 1 THROUGH 3

Metro

Operations, Safety, and Customer Experience Committee
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. OP964830008370 with Graffiti Shield, Inc. for stainless steel anti-graffiti film installation and replacement services for Regions 1, 2, and 3, to exercise the first one-year option in the Not-To-Exceed (NTE) amount of $5,737,859, increasing the total NTE contract amount from $15,722,845 to $21,460,704, and extending the period of performance from December 1, 2026, to November 30, 2027.

Metro

ISSUE & DISCUSSION

AWARDEE

Graffiti Shield, Inc.

DEOD COMMITMENT

Graffiti Shield, Inc., an SBE, made a 97% SBE commitment and 3% Disabled Veterans Business Enterprise (DVBE) commitment as the prime contractor for Regions 1, 2, and 3 combined. The current level of SBE and DVBE participation is 97% SBE and 3% DVBE, meeting the SBE/DVBE commitment.

ISSUE

The existing three-year base contract term expires on November 30, 2026. To avoid stainless steel anti-graffiti film replacement and maintenance services interruption, a contract modification is required to exercise option year one and extend the period of performance effective December 1, 2026.

Metro

ISSUE & DISCUSSION

DISCUSSION

During the base term of the contract, stainless steel anti-graffiti film replacement and maintenance services were expanded to include the A-Line Foothill Extension Phase 2, D-Line (Purple) Extension Phase I, and K-Line Crenshaw/LAX, including the LAX/Metro Transit Center (MTC), increasing stainless-steel panel surfaces from approximately 200,000 sq. ft. to 285,929 sq. ft. systemwide. During option year one, the existing contract scope of services will further expand to include D-Line (Purple) Extension Phase II.

Metro

ISSUE & DISCUSSION

DISCUSSION (Continued…)

Under this contract, the contractor will continue to perform routine monthly and as-needed inspections of the stainless steel anti-graffiti film installed systemwide, ensuring 100% replacement of all vandalized stainless steel anti-graffiti film. Continuity of these services is critical to protect Metro's assets and mitigate extended elevator downtime due to vandalized stainless steel surfaces that compromise their integrity with repeated severe etching and engraving requiring costly repair and replacement, and to ensure compliance with ADA requirements and accessibility to Metro's transit system.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0569, **File Type:** Budget **Agenda Number:** 39.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026**

SUBJECT: METRO C-LINE TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life of Project Budget (LOP) for the Project 205670 - Metro C Line Traction Power Substations Replacement by $63,000,000 increasing the Life of Project from $98,500,000 to $161,500,000.

ISSUE

The original C Line Traction Power Substations (TPSS) are approximately 31 years old and are nearing the end of useful lives. Although the TPSS remain operational, they require increasing maintenance and repairs, and critical spare parts that are no longer manufactured or readily available in the commercial market. Due to the age of the TPSS, growing maintenance needs, and limited availability of replacement parts, the TPSS must be replaced. In addition, the scope was expanded to include additional requirements critical to the TPSS installation. As a result, the existing LOP budget is insufficient to award the TPSS replacement contract; therefore, an LOP increase is required for project delivery.

BACKGROUND

The original C Line TPSS provides electrical power to trains operating on 18 miles of railroad along the I-105 freeway corridor between Redondo Beach Station and Norwalk Station. The TPSS were constructed in 1990 and began revenue service in 1995. As the equipment ages, its efficiency declines, increasing electrical energy usage and reduces reliability.

Many TPSS parts are no longer manufactured and require custom fabrication to maintain TPSS in service. In addition, the Original Equipment Manufacturer (OEM), Siemens, no longer provides technical maintenance support for the existing TPSS because of their age. The project is to replace aging substations with new energy-efficient TPSS to improve reliability and efficiency of electrical power for train operations.

The original engineering independent cost estimate, developed in 2024, was based on a Scope of

Work (SOW) limited to replacing 18 TPSS units using 2024 market prices for materials, labor, and manufacturing. A procurement package was initially prepared in 2024 for a design-build contract delivery method. However, the project scope of work was reassessed to address additional changes needed. The changes applied to the high voltage electrical cables, OCS electrical isolation switches, and substations electrical isolation switches. As a result, the TPSS design and specifications were brought in-house to develop in 2025 to incorporate those changes and transition the procurement to a design-bid-build delivery method. Since the original procurement package was developed, material, labor, and manufacturing costs have increased. The upgrades are intended to improve energy efficiency and reliability by providing remote monitoring alarms for predictive maintenance and are expected to have a service life of 31 years.

DISCUSSION

The original Metro C-Line TPSS are existing facilities and provide traction power to trains operating on the original C-Line. The project involves design, manufacture, construction, removal, and installation of new TPSS equipment that provides traction power to the Metro C Line train operations. These substations are critical to the operation of the rail line and include the installation of the latest TPSS technology to improve efficiency and energy usage. The project is scheduled to begin construction in 2026 and continue through 2030.

A $161,500,000.00 budget need has been determined based on the project scope. The increase in the Life of Project (LOP) budget reflects both market escalation and additional project scope requirements. The additional project scope was identified through continued design development and a more detailed assessment of the existing system conditions. These requirements were not fully known when the original LOP and cost estimate were developed. As the design progressed, additional requirement needs were identified as necessary to support the reliability of TPSS system. The additional project scope is expanded to include, (1) necessary replacement of the more than 69,000 feet of positive and negative feeder cables due to the age and poor condition of the existing cable system and associated connections; (2) the installation of new Traction Power Positive Isolation Switches to improve electrical safety for maintenance workers and (3) the replacement Overhead Catenary System (OCS) isolation switches to improve single tracking operations.

Inclusion of this additional scope now also minimizes interruption of train operations so that train operations will not be impacted twice (once for TPSS replacement and another time for high voltage cables and high voltage switches). The trend for labor and raw materials had been increasing every year and possible it would cost more if we replace in near future. In addition, substations are only part of the electrification system, and it is more beneficial to replace all electrification systems at once so the agency can save labor cost, bus bridges cost and minimize interruption to customers.

The increase in the LOP budget is attributable to the three additional scope requirements mentioned above, as well as significant increases in construction labor, materials, electrical and traction power equipment costs, supply chain constraints, extended manufacturer lead times, and increased contractor pricing driven by a competitive infrastructure market.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro's State of Good Repair (SGR) requirements and Transit Asset Management (TAM) Plan, the original C-Line TPSS equipment is reaching the end of its useful life and must be replaced promptly to comply with safety and reliability standards. Replacement of the TPSS equipment will enhance safety, improve electricity usage, and ensure reliable power delivery to Light Rail Vehicles (LRVs) on the Metro C Line.

FINANCIAL IMPACT

This action will increase the LOP budget for capital project 205670 - Metro C Line Traction Power Substation Replacement, adjusting it from $98,500,000.00 to $161,500,000.00. $4,168,061.00 is included in the FY27 budget.

Since this is a multi-year project, the Project Manager will ensure that the balance of the funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Proposition A 35%, which is eligible for rail operations and Capital Projects. Use of Federal, State, and other local funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

EQUITY PLATFORM

The C Line TPSS units are located along the I-105 freeway throughout Los Angeles County, including within Equity Focus Communities (EFCs) in Norwalk, Downey, Paramount, Lynwood, Rancho Dominguez, Willowbrook, Athens, Westmont, Lennox, and Hawthorne. The primary users of the C Line originate from very low-income households and lack access to personal vehicles. The C Line also serves as a vital transfer point to multiple bus and rail lines, supporting the mobility of workers, students, and residents. Replacing the TPSS units will enhance transportation reliability and efficiency, directly benefiting these riders.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to replace the Metro C Line Traction Power Substations. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this Board Action supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not replacing the original C Line TPSS's, but this is not recommended. The existing TPSS equipment was installed during the construction of the original C Line, which began revenue service in 1995. The TPSS equipment is 31 years old and is reaching the end of its useful life and must be replaced to comply with reliability standards. Not replacing this equipment would negatively impact rail operations and result in reliability service interruptions. If this LOP increase is not approved a contract cannot complete all enhancements for the replacement of the original C Line TPSS, which would result in increased risk of service disruptions. Metro would continue to rely on aging TPSS and that would become challenging to maintain for proper operation.

NEXT STEPS

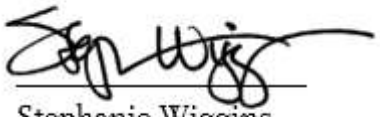
Upon Board approval of the requested LOP increase, Operations - Infrastructure Maintenance and Engineering will proceed with the project scope and delivery.

ATTACHMENT

Attachment A - Project Expenditure Plan

Prepared by: Daniela Amores, Deputy Executive Officer, Project Management, (213) 617-6283
Kelvin Zan, Executive Officer, Projects Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Capital Project 205670 Expenditure Plan

Metro C LineTraction Power Substation Replacement

Use of Funds	ITD	FY27	FY28	FY29	FY30	Total
Metro C Line Traction Power Substations (TPSS) Replacement		$ 40,000,000	$ 40,000,000	$ 42,000,000	$ 27,000,000	$ 149,000,000
Metro Wayside Workforces		$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 2,000,375	$ 8,000,375
TPSS Engineering Design and Construction Specifications Development	$ 944,085	$ 1,000,000	$ 600,000	$ 600,000	$ 600,000	$ 3,744,085
Agency Costs (Design Support During Construction, Construction Management, Project Management, Procurement, Labor Compliance)	$ 255,540	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,255,540
Yearly Cash Flow Forecast	**$ 1,199,625**	**$ 44,000,000**	**$ 43,600,000**	**$ 45,600,000**	**$ 30,600,375**	**$ 165,000,000**

METRO C-LINE TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

INCREASE the Life of Project Budget (LOP) for the Project 205670 - Metro C Line Traction Power Substations Replacement by $63,000,000 increasing the Life of Project from $98,500,000 to $161,500,000.

Metro

ISSUE & DISCUSSION

ISSUE

The original C Line Traction Power Substations (TPSS) are approximately 31 years old, and although the TPSS remain operational, they are nearing end of useful lives requiring increased maintenance and repairs, and as well as critical spare parts are no longer manufactured or readily available in the commercial market. In addition, the scope was expanded to include additional requirements critical to the TPSS installation. The existing LOP budget is insufficient to award the TPSS replacement contract; therefore, an LOP increase is required for project delivery.

Metro

ISSUE & DISCUSSION

DISCUSSION

A $161,500,000.00 budget need has been determined based on the project scope. The increase in the LOP budget reflects both market escalation and project scope requirements, identified through continued design development and more detailed assessment of the existing system conditions. The project scope has expanded to include a replacement of the positive and negative feeder cables due to the age and poor condition of the existing cable system and associated connections; the installation of new Traction Power Positive Isolation Switches to improve electrical safety for maintenance workers and the replacement Overhead Catenary System (OCS) isolation switches to improve single tracking operations. The increase in LOP budget is attributed to the additional scope requirements as well as significant increases in construction labor, materials, electrical and traction power equipment costs, supply chain constraints, extended manufacturer lead times, and increased contractor pricing driven by a competitive infrastructure market.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0672, **File Type:** Contract **Agenda Number:** 40.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: METRO BIKE SHARE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of $7,550,000, increasing the total contract value from $139,830,029 to $147,380,029.

ISSUE

MBS was awarded a State funded Regional Early Action Planning Grant (REAP 2.0) in the amount of $7,550,000, and the Southern California Association of Governments (SCAG), who administers the grant program within their region, has set a September 30, 2026, deadline for Metro to take action or risk the rescinding of the funds. To ensure Metro meets the deadline and retains the REAP grant funds, contract action is needed to authorize the expansion of MBS.

BACKGROUND

MBS launched in July 2016 in partnership with the City of Los Angeles. MBS is currently comprised of 225 stations located in Downtown/Central Los Angeles, Hollywood, Westside, and North Hollywood. MBS operates up to 1,800 on-street bikes (actual numbers vary depending upon inventory, equipment maintenance and bike availability) of which approximately 10% - 15% are Class 1 pedal assist e-bikes. In 2025, over 430,000 trips were taken, representing 1.5 million miles traveled, and 1.5 million pounds of CO2 averted.

SCAG oversees REAP 2.0 grants under the County Transportation Commission (CTC) Partnership Program. REAP 2.0 grants are funds from the California Department of Housing and Community Development (HCD) administered by the Southern California Association of Governments (SCAG) to reduce vehicle miles traveled (VMT) and advance equity in Southern California.

DISCUSSION

Metro is the recipient of a REAP 2.0 grant for the MBS program in the amount of $7,550,000. This

recommendation is to ensure that Metro retains the REAP funds and expands MBS to provide contiguous service between the Downtown/Central Los Angeles service area and two other service areas. The REAP funds will enable MBS to expand coverage to address two service area gaps:

1) Service gap between the Downtown/Central and the Westside service areas. This gap is approximately 8 miles wide from Wilshire Bl. & Western Ave. to Wilshire Bl. & Westwood Bl. MBS has taken initial steps to address this gap by relocating existing stations to the three new D-Line stations; however, additional stations are needed to adequately cover this area.

2) Service gap between Downtown and MBS stations located along the Rail-to-Rail active transportation corridor on Slauson Ave. in South Los Angeles. This gap is approximately 1.5 miles from Figueroa St. & Martin Luther King Jr. Bl. to Figueroa St. & Slauson Ave. MBS currently has 5 stations along the Rail-to-Rail corridor from Compton Ave. to Denker Ave. and this expansion will improve the connectivity of these five stations to Exposition Park, USC and the rest of the Downtown/Central service area.

The expansion will consist of 60 stations and between 600 and 650 on-street Class 1 pedal-assisted e-bikes. It is anticipated that 40 stations will be deployed to support the Downtown/Central and Westside service area gap and 20 stations will be used to cover the Downtown to Rail-to-Rail Slauson Ave. service gap.

DETERMINATION OF SAFETY IMPACT

There is no adverse safety impact by approving this recommendation.

FINANCIAL IMPACT

REAP grant funding in the amount of $7,550,000 will fully cover the cost of this action.

Funding for MBS is included in the FY27 budget in cost center 4540, project number 210186 and project name “4540 MBS Equipment and Expansion”.

Impact to Budget

Funding for this action is REAP 2.0 grant funds that are not eligible for bus and rail operations.

EQUITY PLATFORM

In support of this action, Metro along with four community-based organizations, BikeLA, Los Angeles Walks, Walk n’ Rollers and CicLAvia, conducted a variety of outreach events to introduce and support the potential expansion. Events included participation at various CicLAvia and other open street events, project meetings and other community-based events. Activities included bike rides, bike safety and education, general MBS information distribution, and the ability of community members to suggest possible MBS station locations. Overall community engagement was positive. More than 50 events were held in different neighborhoods including West Adams, Koreatown, Pico-Union, Westwood and South LA resulting in more than 3,500 engagements. One of the main barriers to using MBS expressed during the events was not having nearby stations. Expanding in these areas

will address this barrier and provide the community with access to MBS.

This modification will allow Metro to provide service to those who live and work in Equity Focus Communities (EFCs) in the new expansion areas and will enhance MBS connectivity between the Downtown/Central LA and South LA as well as the Westside service areas. Currently, 48% of existing MBS stations are located in EFCs, and generate approximately 41% of all trips. The geographic footprint of this expansion area is estimated to be comprised of 52% EFC.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Metro conducted a preliminary analysis to show that the net effect of this item is to decrease VMT through investment activities that will improve and further encourage active transportation. To date, more than 10.0 million miles have been traveled by MBS users, which represents a minimum reduction of approximately 2.4 million Vehicle Miles Traveled since the 2025 MBS survey results show that approximately 24% of users would have driven their personal vehicles or used a taxi or equivalent vehicle to complete their travel if not for Metro Bike Share. Enabling MBS to expand service will constitute further decreases in VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

* Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS program supports the following Vision 2028 Strategic Plan Goals:

1. Provide a high-quality mobility option that enables people to spend less time traveling.
2. Deliver an outstanding trip experience for all users of the transportation system.
3. Enhance communities and lives through mobility and access to opportunity.
4. Transform LA County through regional collaboration and national leadership.
5. Provide responsive, accountable, and trustworthy governance within the organization.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the requested action. This alternative is not recommended, as it would result in the loss of $7.55M in REAP 2.0 funds.

NEXT STEPS

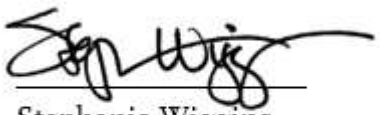
Upon Board approval, staff will execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Paula Carvajal-Paez, Deputy Executive Officer, Shared Mobility, (213) 922-4258
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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO BIKE SHARE / PS272680011357

1.	**Contract Number**: PS272680011357			
2.	**Contractor**: Bicycle Transit Systems, Inc. (DBA Revolution)			
3.	**Mod. Work Description**: Implement and support the REAP 2.0 grant funded expansion of the Metro Bike Share (MBS) system.			
4.	**Contract Work Description**: Metro Bike Share Program			
5.	**The following data is current as of**: 09/11/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	06/25/15	**Contract Award Amount:**	$11,065,673
	Notice to Proceed (NTP):	07/31/15	**Total of Modifications Approved:**	$128,764,356
	Original Complete Date:	07/29/22	**Pending Modifications (including this action):**	Not-To-Exceed $7,550,000
	Current Est. Complete Date:	01/31/27	**Current Contract Value (with this action):**	$147,380,029
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Paula Carvajal		**Telephone Number**: (213) 922-4258	

A. Procurement Background

This Board Action is to approve Contract Modification No. 25 to implement and support the REAP 2.0 grant funded expansion of the Metro Bike Share (MBS) system. The project will expand and provide MBS stations and bikes to fill in service gaps between currently disconnected MBS service areas.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 25, 2015, the Board approved firm fixed Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of $11,065,673 for a two-year period.

Twenty-four modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The Not-To-Exceed (NTE) amount will be determined to be fair and reasonable based on an Independent Cost Estimate (ICE), technical analysis, cost analysis validating existing overhead rates, operational costs, and fact finding prior to executing the contract modification.

Proposal Amount	Metro ICE	NTE Amount
$7,550,000	$7,550,000	$7,550,000

CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO BIKE SHARE / PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Approved	12/06/18	$6,342,126
9	Revised SOW and Milestones	Approved	12/14/18	$0
10	Reallocation of bikes and update milestones	Approved	08/21/21	$0
11	Extended period of performance (POP) through 7/29/23, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory.	Approved	05/03/22	$15,250,213
12	Extended POP by 5 months through 12/31/23.	Approved	05/25/23	$5,698,010
13	Extended POP through 4/30/24.	Approved	11/02/23	$0

14	Extended POP through 6/30/24.	Approved	12/21/23	$0
15	Extended POP through 8/30/24.	Approved	03/07/24	$0
16	Extended POP through 3/31/25.	Approved	07/23/24	$0
17	Extended POP through 4/30/25.	Approved	12/11/24	$0
18	Extended POP through 8/31/25.	Approved	03/27/25	$4,730,373
19	Exercise up to three, one-month options each separately as needed from September 1, 2025 to November 30, 2025.	Approved	07/24/25	$3,627,011
20	Loan bikes and extend POP 6 months through May 31, 2026.	Approved	10/29/25	$6,505,955
21	Exercise three of the six, one-month options, from June 1, 2026 to August 31, 2026.	Approved	03/26/26	$3,252,977
22	Exercise up to three, one-month options each separately as needed from September 1, 2026 to November 30, 2026.	Approved	06/08/26	$3,252,977
23	Name change from Bicycle Transit Systems, Inc., to Bicycle Transit Systems, Inc., DBA Revolution.	Approved	06/25/26	$0.00
24	Exercise two, one-month options each separately as needed from December 1, 2026 to January 31, 2027.	Approved	07/23/26	$2,168,652
25	Implement and support the grant funded expansion of the MBS system.	**Pending**	**Pending**	**$7,550,000 Not-To-Exceed**
	Modification Total:			**$136,314,356**
	Original Contract:		**06/25/15**	**$11,065,673**
	Total:			**$147,380,029**

DEOD SUMMARY

METRO BIKE SHARE / PS272680011357

A. Small Business Participation

At the time of award, Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are three (3) certified small businesses participating in this contract.

B. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

SHARED MOBILITY

METRO BIKE SHARE

Metro

Operations, Safety, & Customer Experience Committee
September 17, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of $7,550,000, increasing the total contract value from $139,830,029 to $147,380,029.

Metro

ISSUE & DISCUSSION

AWARDEE

Bicycle Transit Systems, Inc. (BTS)

NUMBER OF BIDS/PROPOSALS

One proposal received as this is a modification to an existing contract.

DEOD COMMITMENT

DBE commitment is 22.37%; however, while the DBE commitment is not a factor, there are two small businesses participating in this contract.

ISSUE

Metro was awarded state-funded REAP 2.0 grant in the amount of $7,550,000 to expand MBS; the grant administrator, SCAG, has requested contract action by September 30, 2026, or the funds will be rescinded.

DISCUSSION

The modification is needed to meet SCAG requirements to keep the REAP funds in support of the expansion of MBS.

Metro

BACKGROUND



Currently MBS is available in Central/DTLA, Westside and North Hollywood:

- 225 stations & 1,800 bikes (10% e-bikes)
- 5 stations located along Rail-to-Rail project
- More than 3M rides taken to date; 2025 ridership 430K
- 33% of rides in 2025 taken by users with reduced fare passes
- Reduced fare passes include LIFE, EBT Verification, Seniors 62+, Students 16+, individuals with disabilities

Metro

GRANT FUNDING IMMEDIATE IMPACTS

This expansion will address two system gaps:

1) between the Westside service area and the Downtown/Central LA service area
2) between the Downtown/Central LA service area and the Rail-to-Rail Active Transportation Corridor

REAP Grant Funds will fully cover cost to provide:

- 600 on-street Class 1 Pedal-Assisted Electric Bikes
- 60 stations & 820 docks
- 3 yrs. Equipment & Service Warranty License

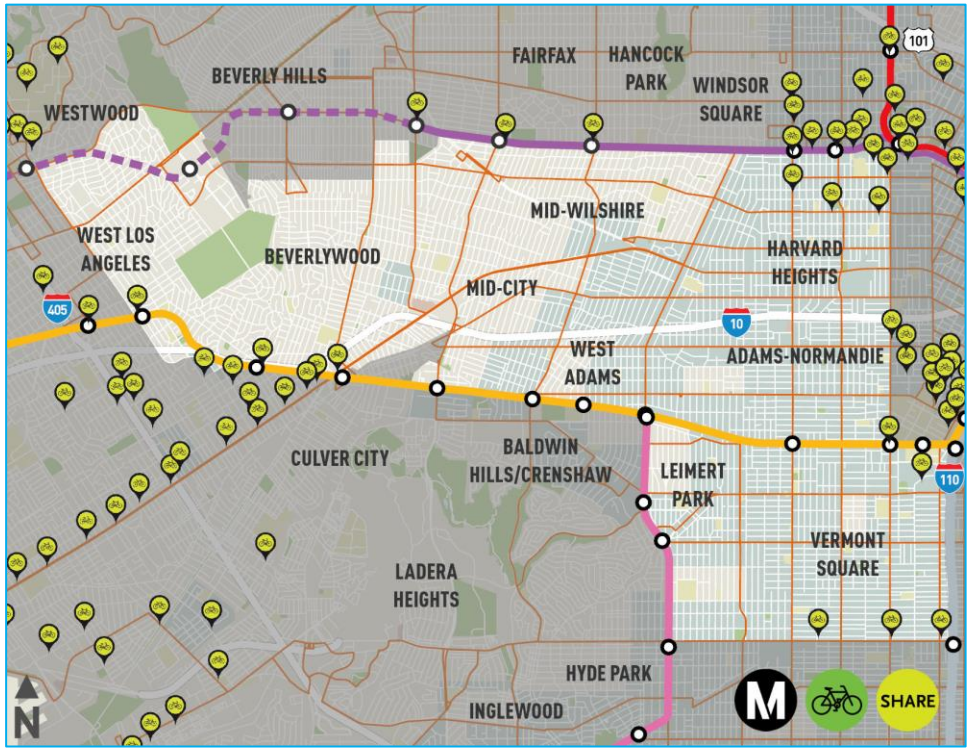


Figure 1: Expansion projected by Early 2027 pending authorization

Metro