



Board Report

File #: 2021-0630, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 17, 2021

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$5 million to 13 new Open and Slow Streets events scheduled through December 2023 (Attachment B-1); and
- B. REPROGRAMMING of any Cycle Three and FY 2020 Mini-Cycle Funding not expended by December 31, 2021 towards the next highest scored event(s) applied for in Cycle Four (Attachment B-1).

ISSUE

In September 2013, the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation up to \$2.5 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

In June 2021, the Metro Board approved the initiation of Cycle Four of the Open and Slow Streets Grant Program (Attachment C) and increased the annual funding allocation to \$2.5 million. The Cycle Four recommendation includes funding for 13 new events and supplemental programmatic elements, for a total of \$5 million over 2 calendar years. This funding recommendation is within the approved framework of an annual allocation of up to \$2.5 million. Board approval is necessary to program the funds to 13 Cycle Four events and authorize reprogramming of any Cycle Three and FY2020 Mini-Cycle funding towards the next highest scored Cycle Four event(s).

BACKGROUND

Open and Slow Street events are temporary occurrences funded by grants that close public streets to

automobile traffic and open them for bicyclists and pedestrians to provide opportunities to experience walking, riding a bike, and riding transit possibly for the first time. In addition, the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One, Two, Three, and FY2020 Mini-Cycle Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County. At the June 2014 meeting, the Board awarded \$3.7 million to 12 events for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 events for Cycle Two. At the September 2018 meeting, the Board awarded \$4.53 million to 15 events and passed a motion for staff to create a \$1 million dollar Mini-Cycle in FY2020 to account for the large number of unfunded Cycle Three applications received. At the May 2019 meeting, the Board awarded \$1.05 million to 5 additional events for the FY2020 Mini-Cycle. To date 35 Open Street events awarded funding in Cycle One, Two, Three and the FY2020 Mini-Cycle have been implemented totaling nearly 218 miles of car-free streets. Nine (9) additional Cycle Three and FY2020 events repurposed their grant funding toward the Slow Streets concept.

COVID-19 Impact and Slow Streets Concept

In response to the COVID-19 Pandemic, Los Angeles County entered in to the “Safer at Home Order” on March 20, 2020. As a result, all Cycle Three and Mini-Cycle events were postponed to later dates indefinitely.

During the Regular Board meeting held May 28, 2020, the Metro Board of Directors approved Motion 2020-0375 authorizing the CEO to negotiate administrative scope changes to awarded Cycle Three and Mini-Cycle events, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs including:

- Expanding one-day events to longer-term temporary traffic interventions,
- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences,
- Creating spaces within the public right-of-way to support economic activity such as dining and vending, and
- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.

In November 2020, staff submitted a Board Box report outlining the plan to extend Cycle Three and the Mini-Cycle through December 31, 2021 allowing awarded grantees to produce their events after the pandemic related restrictions on large gatherings had been lessened or consider reprogramming the awarded funding for the new Slow Street concept. As of November 2021, all but two (2) of the remaining Cycle Three and 2020 Mini-cycle grantees have executed an amendment to their previously executed MOU to produce their previously approved Open Street with slight modifications or reprogram their funding toward Slow Streets.

Based on the Board Motion at the June 2021 Board meeting, staff recommended allowing applicants to propose Slow Streets events, traditional Open Street events or a combination of multi-day and extended route events in Cycle Four. Three such Cycle Four applications were received.

DISCUSSION

Outreach

Following June 2021 Board authorization to release the Cycle Four Application and Guidelines, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), and the Technical Advisory Committee (TAC). Staff released the Cycle Four Open and Slow Streets Grant Application and Guidelines online on July 27, 2021 and subsequently hosted a virtual Open Streets Program Workshop on August 18, 2021. The workshop included information on the program and a review of the Cycle Four Guidelines, a question-by-question review of the Cycle Four Application and provided step-by-step instructions on how to apply for grant funding. Over 150 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and/or hosted. Additional grant writing assistance was provided to resource challenged jurisdictions.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen Score and Metro Equity Focused Communities. Separate criteria were added for new and existing applicants. The application evaluation was conducted by an internal and external technical team with experience in multi-modal transportation, including representatives from Metro Office of Equity and Race, Metro Operations, and the Southern California Association of Governments (SCAG). The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of 27 project applications were received on September 15, 2021 for a total of \$9.6 million of funding requests. Of the 27 applications received, 21 were for routes along Equity Focused Communities, and 15 applications received were for multi-jurisdictional events. All applications submitted received passing scores and the top 13 are recommended based on funding allocation (Attachment B-1). The total recommended events account for \$5,000,000 million of funding requests. We recommend that the top 12 applicants receive their full funding request, and that the 13th applicant receive an amended reduced award in order to use all available funding. Any of the remaining \$346,205 funding in Cycle Three and the FY 2020 Mini-Cycle not expended by December 31, 2021 will be reprogrammed towards the next highest scored event(s) applied for in Cycle Four (Attachment B-1). 11 of the 13 recommended events are along new routes, 5 recommended grantees are first time applicants, 3 recommended funding awards are for slow streets, and all 13 recommended events include routes along the Board adopted Equity Focused Communities Map. These recommended events are regionally diverse, connected to transit stations, regional bikeways,

and major activity centers.

Cycle Four includes 2 years of Open Street programming, with the first event being proposed for January 2022 and the final event being proposed for fall/winter 2023. The 2-year timeline will allow for the staging of events within the December 2023 deadline and ensure that events will maximize regional access and participation by not being held on consecutive dates.

Staff will utilize funds from the FY 21/22, 22/23 and 23/24 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for Open Streets events through December 2023. Operations are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing are needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Cycle Four Evaluation Reporting

During Cycle Four, jurisdictions will be provided with a standardized data collection template developed after Cycle One and Two. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving equity outcomes and the objectives of the program goals presented in Board Motion 72, including providing post-implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program Cycle Four will not have any adverse safety impacts on employees and patrons.

FINANCIAL IMPACT

The funding of \$2.5 million for the first year of the program is included in the FY 21/22 budget in cost center number 4320, under project number 410077, Open Street Grant Program. We expect \$2.5 million to cover anticipated invoices for events (including Cycle Three and FY2020 Mini-Cycle) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budget the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Transportation Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle

Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

EQUITY PLATFORM

Metro Open Streets and Slow Streets Grant Program Cycle Four will continue to provide open roadways for County Residents, including those from historically underserved communities, and opportunities to walk in their community and ride a bike in their neighborhood, possibly for the first time. Staff will work directly with Metro Operations and any impacted municipal operators to mitigate disruptions to local bus service on closed streets and ensure that grantees perform adequate outreach to impacted communities along event routes. All grantees will be required to distribute a Data Collection Template developed by an outside consultant to event participants and adjacent businesses to better understand the impacts and benefits of Open Streets. Data collected in the survey will include gender, age, and zip code.

By providing additional scoring points during the competitive application review process for events held in historically marginalized and vulnerable communities, open streets events are more likely to be held in areas where there is higher need for open space and opportunities to experience alternative modes of transportation. Open and Slow Streets events also give Metro the opportunity to provide informational resources on a variety of transportation options and ongoing and planned initiatives to community members in the communities where they live.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Open Streets Cycle Four aligns well with Strategic Plan Goal 3. By introducing local communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility firsthand and possibly for the first time, Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in Equity Focused Communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended funding of Cycle Four of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June 2013 Board Motion 72 establishing the Metro Open Streets Grant Program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate a Memorandum of Understanding (MOU).

Staff will also follow up with grantees on post-event implementation, including enhancement efforts to invest in bicycle and pedestrian infrastructure and promote public transportation mode shift.

ATTACHMENTS

Attachment A - June 2013 Metro Board Motion 72

Attachment B-1 - Open Streets Cycle Four Scoring and Funding Recommendations

Attachment B-2 - Open Streets Cycle Four Recommended Events (Map)


Attachment C - Open Streets Cycle Four Application Package & Guidelines

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**MOTION BY
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Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

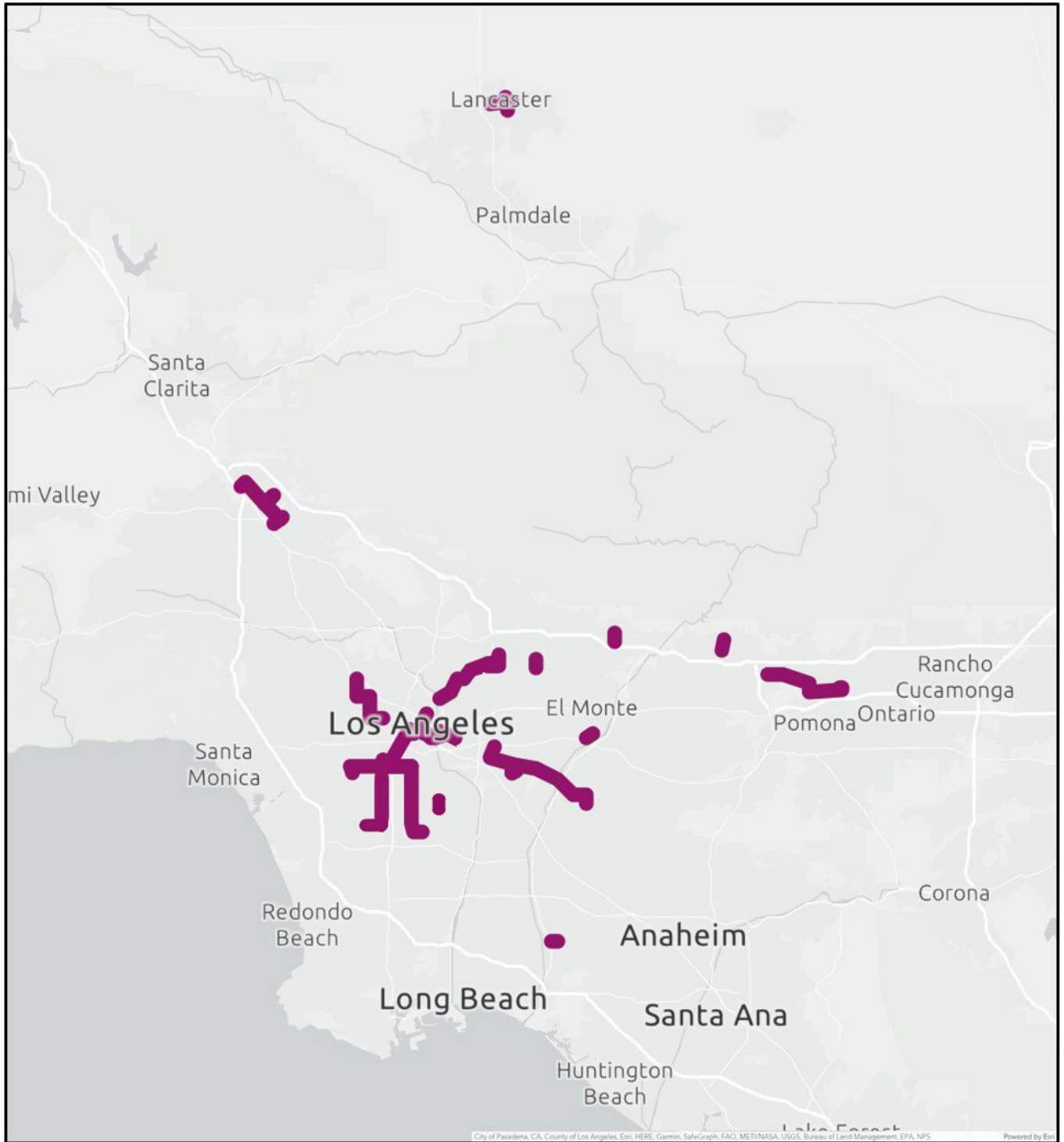
1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

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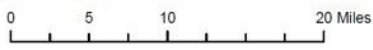
Date	Event Title	Applicant	Length in Miles	New Route	1st time app	EFC	Multi-city	Open Streets	Slow Streets	Average Score	Grant Request	Grant Award
1 Sunday September 17, 2023	Eastside Open Street Event	Commerce	10	X	X	X	X	X		91.3	\$500,000	\$500,000
2 Saturday, May 13, 2023	Northeast Valley Community Street Festival	San Fernando	7.5	X		X	X	X		91.0	\$500,000	\$500,000
3 Sunday in February 2023	Open Streets South LA: Expo Meets Jesse Owens (Park2Park)	South LA	6	X	X	X		X		90.7	\$400,000	\$400,000
4 December, 2022	South LA to Watts Open Street Event— 2022	Los Angeles City	6.3	X		X	X	X		88.7	\$325,000	\$325,000
5 September, 2023	Walk & Roll Fest in conjunction with Slow Streets September	Lancaster	5+	X	X	X		X	X	87.7	\$480,000	\$480,000
6 April, 2023	Heart of the Foothills	SGV COG	6.5			X	X	X		87.0	\$500,000	\$500,000
7 December, 2023	South LA to Crenshaw Open Street Event— 2023	Los Angeles City	6	X		X	X	X		86.7	\$400,000	\$400,000
8 October, 2022	Hawaiian Gardens Fun Walk, Run and Bike Open Street Event	Hawaiian Gardens	1	X	X	X		X	X	86.0	\$40,000	\$40,000
9 October, 2023	Heart of LA Open Street Event— 2023	Los Angeles City	6.5			X	X	X		84.7	\$400,000	\$400,000
10 January, 2022 - December, 2023	SGV Slow Street Demonstration Initiative	SGV COG	N/A	X		X	X		X	84.7	\$500,000	\$500,000
11 5 Sundays in October 2022	Camina en Walnut Park: Domingos en Octubre	Walnut Park	0.5	X	X	X		X		84.0	\$400,000	\$400,000
12 Sunday, October 30, 2022	626 Golden Streets ArroyoFest	SGV COG	7	X		X	X	X		84.0	\$496,000	\$496,000
13 June, 2023	Koreatown to Hollywood Open Street Event	Los Angeles City	5	X		X	X	X		83.3	\$350,000	\$59,000
14 Sunday, May 1, 2022	626 Golden Streets Mission-to-Mission	SGV COG	5				X	X		83.0	\$396,000	\$0
15 February, 2023	Mid City to Pico Union Open Street Event	Los Angeles City	4	X		X		X		82.3	\$325,000	\$0
16 October, 2022	Heart of LA Open Street Event— 2022	Los Angeles City	6			X	X	X		81.0	\$400,000	\$0
17 May, 2023	Watts Neighborhood Open Street Event	Los Angeles City	1	X		X		X		81.0	\$150,000	\$0
18 Saturday May 20, 2023	Beach Streets Downtown	Long Beach	4					X		80.7	\$216,000	\$0
19 May, 2022	South LA (Western Ave) Neighborhood Open Street Event	Los Angeles City	2.5	X		X		X		80.7	\$250,000	\$0
20 Sunday, June 26, 2022	CicLAvia - Glendale Meets Atwater Village	Glendale	3.5					X		78.7	\$249,051	\$0
21 Sunday, February 27, 2022	Culver City Meets Venice 2022	Culver City	6.75				X	X		78.3	\$480,000	\$0
22 September, 2023	6th St: Arts District to Boyle Heights Neighborhood Open Street	Los Angeles City	1.25	X		X	X	X		77.7	\$100,000	\$0
23 April, 2023	West Valley: Sherman Way to Reseda Open Street Event	Los Angeles City	6	X		X		X		77.3	\$350,000	\$0
24 August, 2023	Mid City to the Sea Open Street Event— 2023	Los Angeles City	7			X	X	X		77.3	\$500,000	\$0
25 A Sunday in April 2022	CicLAvia: The Hollywoods Meet Beverly Hills	West Hollywood	7.5	X			X	X		77.0	\$500,000	\$0
26 Saturday May 21, 2022	Beach Streets University	Long Beach	4.1					X		75.0	\$216,000	\$0
27 September, 2022	North Hollywood Open Street Event	Los Angeles City	1	X		X		X		72.0	\$125,000	\$0

Total Grant Request	\$9,548,051
Total Grant Award	\$5,000,000

Open Streets Cycle Four Events



City of Pasadena, CA, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, FAO, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, Powered by Esri



**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net

Open and Slow Streets Cycle Four Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open and Slow Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, riding a bicycle, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (bicycling, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Equity Approach

Applicants are encouraged to propose events with a strong focus on equity, and additional points are awarded to events proposed in resource challenged communities as defined by the CalEnviroScreen and Metro Equity Focused Communities Map.

Eligibility

With a focus on regional equity, Cycle Four applications are open to Los Angeles County city and county jurisdictions as well as Council of Government offices. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$5 million available for grants for the Open and Slow Streets Grant Program Cycle Four. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to producing the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2022, pending Metro Board approval and events must be staged by December 31, 2023. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100-point score. An event must receive a minimum of 70 points to be eligible for funding. Innovative events that

differentiate themselves from past Los Angeles County Open Street events are highly favored in the scoring process.

General Event Information – 10 points

Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2022)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 49 points

Route is innovative and helps to encourage social distancing (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, extended routes, and events that differentiate themselves from previous LA County Open and Slow Street events)	12
Route includes disadvantaged communities*	10
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Route adheres to Social Distancing guidance	3
Topography - The route minimizes hilly terrain***	3
Route length (longer routes are encouraged)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example, see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 21 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	5
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility to Metro Rail	2

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an Open Street event or Slow Street corridor. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Non material scope and event changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding. Funding may be used for treatments, outreach, and associated planning and implementation costs to restrict or completely limit automobile use for any number of days throughout the grant cycle. Eligible street closure treatments include way finding, signage, delineators, A-frames, K-rail, and other street closure infrastructure. Street furniture or other programming will be the sole responsibility of the Grantee.

Data Collection and Reporting Requirements

Grantee shall collect data that should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. Additional reporting criteria will be added to the Memorandum of Understanding to better evaluate how the event contributes toward achieving the program goals presented in Board Motion 72, including providing plans for any new permanent active transportation infrastructure in the community and plans for increasing bicycle and pedestrian mode shares post project.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Four events must be staged by December 31, 2023. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open and Slow Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro before the event. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final

scheduled payment will be withheld until the event is staged and approved by Metro and all post-implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events and to increase participant safety.

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open or Slow Street Event Name
(Example: Sunnyside Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.

10. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars for the months of August through November from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment while maintaining social distancing. Local retailers and restaurants will be invited to expand their operation in to the street.)
Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):
Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:
Maximum Allowed: 3 digits

13. Estimated Number of Hard and Soft Closures:

Maximum Allowed: 4 digits

14. Attach a map of the proposed route including a clear demarcation of event bounds by street name. If the proposal is for outside retail operations, indicate where treatments will be implemented along the corridor. A digital map made in Google maps or ArcGIS is preferred

15. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

16. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 16

16a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 17

17A. How many rail grade crossings exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

18. If vehicles will remain on your event route, list how your jurisdiction will ensure a safe interface between motorized and non-motorized modes of transportation, and or retail uses.

Maximum Allowed: 300 characters

Project Feasibility

19. Estimated month & year of Event (Funds will be available starting in January 2022, pending Metro Board approval. Event must be staged by December 31, 2023)

Maximum Allowed: 6 digits

20. Describe how your City's General Plan or other planning program documents and procedures support open and slow street events and/or active transportation?

(Examples include: previous slow street implementation, adopted Complete Streets Policy or updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, developing or implementing Bike Share Programs, adopted Climate Action Plans, implementation of local Transportation Demand Management ordinances and implementation of Parking Management Programs to encourage more efficient use of parking resources and curbside management)

Maximum Allowed: 500 characters

21. Would your jurisdiction be amenable to scope change or increased route length in order to encourage social distancing? (Y/N)

Demonstration of Ability to Produce Successful Event

22. Does your city/jurisdiction plan to partner with any non-profits, event production companies, city departments, and/or community partners to assist in event implementation and planning? (Y/N)

If “YES” for question 22

22a. List your proposed partners and their role in the event planning and implementation.

Maximum Allowed: 600 Characters

If “NO” for question 22

22b. What is your city/jurisdiction doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

23. Does your city have previous experience organizing open and slow street events or other large public events that require street closures (such as street fairs, large city-wide or region-wide events related to transportation, athletics, cultural celebrations)? List and describe.

Maximum Allowed: 800 Characters

If “YES” for question 23

23a. What lessons has your city learned from previous open and slow street events (or similar events that closed streets to auto traffic) that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

24. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

25. What is the requested grant amount? *Maximum Allowed: 10 characters*

26. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

27. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

28. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

29. What are the estimated event staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

30. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

31. What is the event cost per mile (Answer to #24 / Answer #11)?

32. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

33. Will the route connect multiple cities? Y/N
List all partner cities.

If "YES" to question 33

33a. How will your city ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

34. Will the route be along or connect various commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

35. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. List ways that the event will differentiate itself from previous LA County Open and Slow Street events and how it will attract new participants (examples include afternoon or evening events, weekday events, events that celebrate holidays, events that encourage increased local retail/stakeholder participation, multi-day events, etc.).

Maximum Allowed: 1000 characters.

39. Provide an outline of how the route will be activated.

Maximum Allowed: 1000 characters.

40. Use CalEnviroScreen score to determine the average score of the combined census tracts that the route traverses.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Marketing and Outreach

41. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).
42. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional data the agency may request.
43. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Route Accessibility

44. List all rail stations within a ½ mile radius of the event route.
Maximum Allowed: 250 characters
45. For those rail stations within a ½ mile radius of the event that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators, local transit operators and other means).
Maximum Allowed: 1000 characters
46. How will your city encourage people to access the event other than by personal automobile?
Maximum Allowed: 1000 characters

Covid-19 Response and Event Safety

47. What measures will be taken to encourage increased social distancing along the route.
48. What other measures will you use to increase event safety including focusing on providing event design, equipment, and devices to increase safety of participants

Post Event Significance

49. Closing the roadway is often one of the most expensive elements of implementing on-street bicycle and pedestrian infrastructure. Do you have any plans to utilize your open or slow street event related road closures to implement any pilot or permanent infrastructure.
Maximum Allowed: 500 characters
50. What measures will your city take to increase bicycle and pedestrian mode shares post event?
Maximum Allowed: 500 characters



Metro Open Streets Grant Program Cycle Four Funding Recommendations

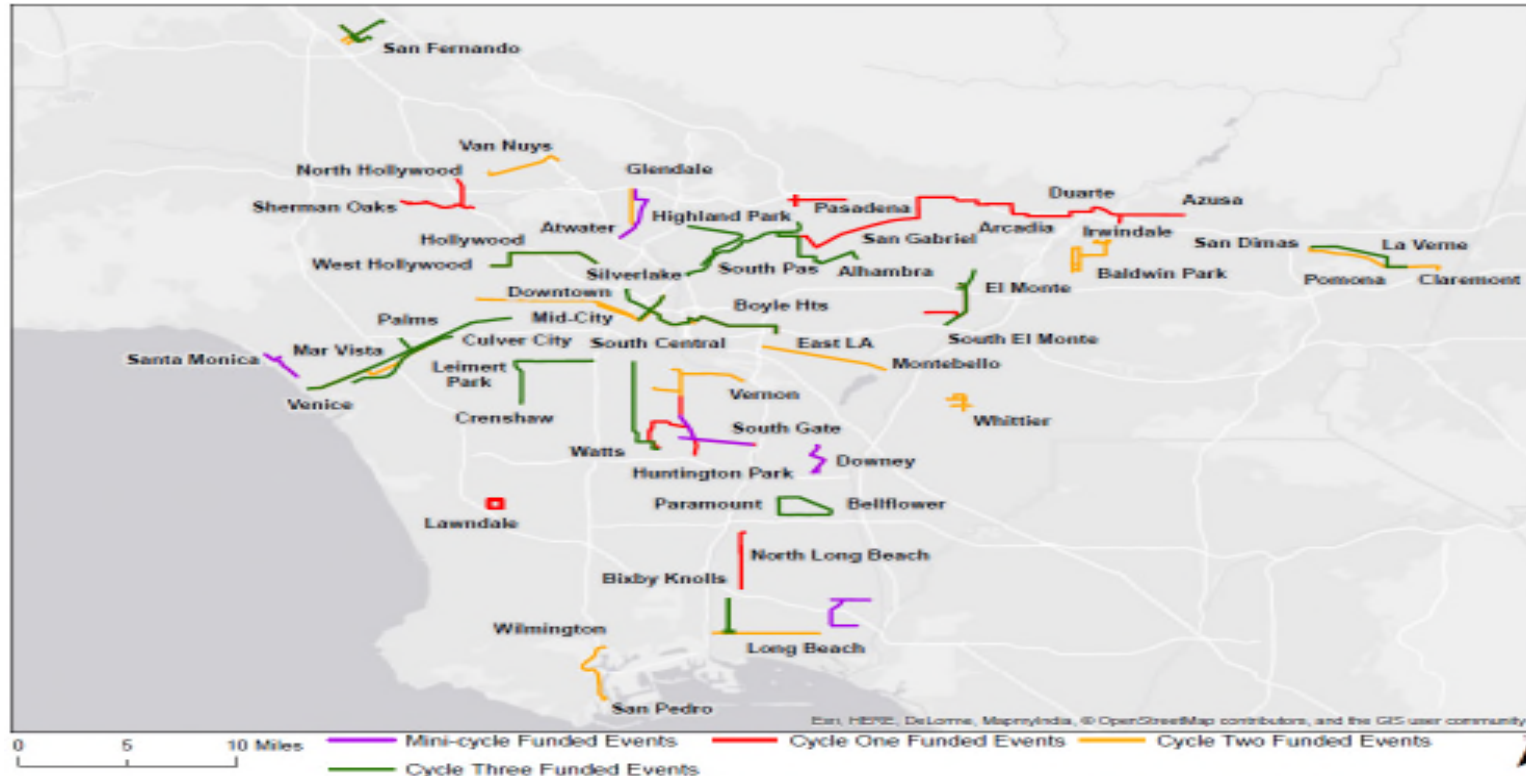
Recommendation

- Award and program a total of \$5 million for Cycle Four (4) of the Open Streets Grant Program (through December 2023) per the Metro Board Motion 72 in 2013 and programmatic support as follows.
- Authorize reprogramming of any Cycle Three and FY2020 funding not expended by December 31, 2021, towards the next highest scored event in Cycle Four (up to \$346,205 remaining)
- Provide reduced funding award of \$59,000 to bottom scored application



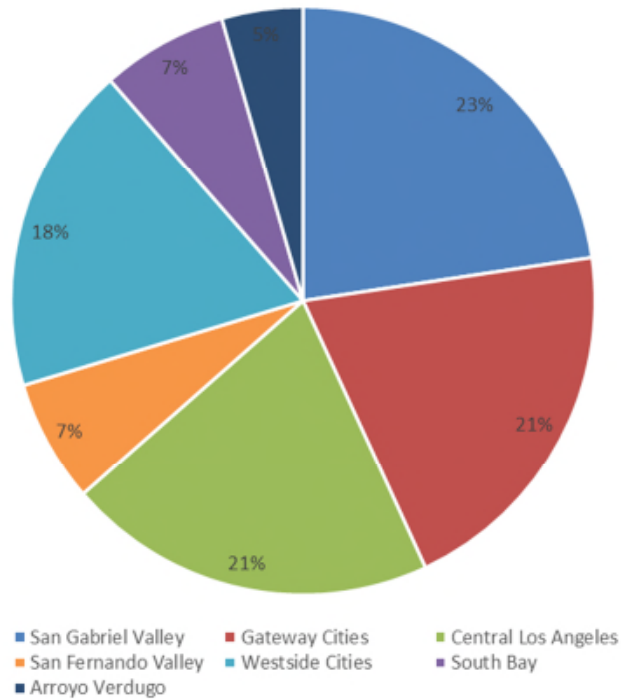
Program Implementation to Date

- In June 2013, the Metro Board directed staff to award up to \$2 million annually to support Open Street events.
- On Cycle 3, a mini-cycle and additional \$1 million, was added to the program cycle.
- In result, the total amount of Cycle 3 has increased from \$4 million to \$5 million.
- To date, \$12.74 million has been awarded to 46 events in 34 jurisdictions.
- Of these, 33 events totaling over 206 miles have been implemented.

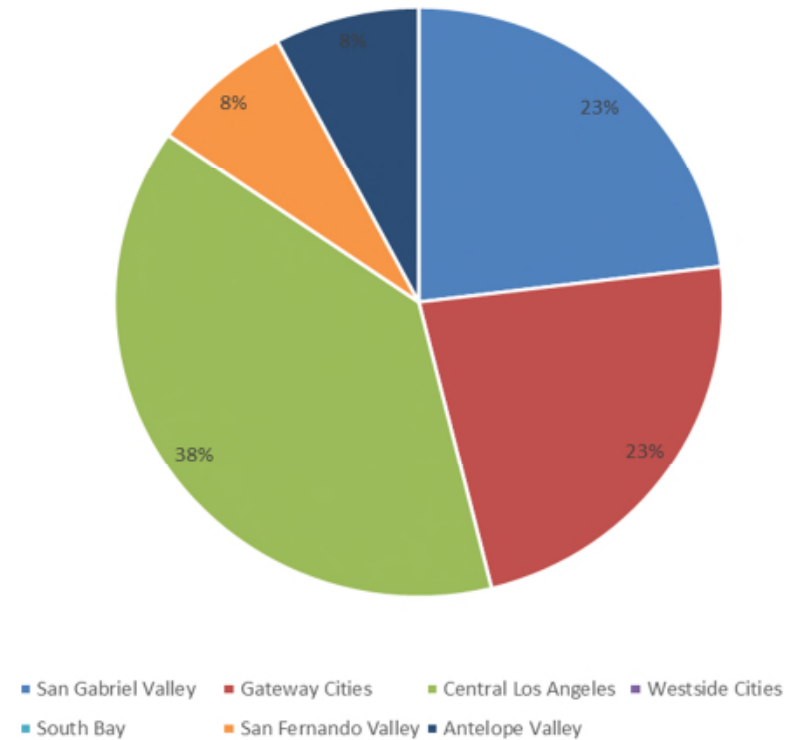


Regional Distribution of Events

Funding Received All Cycles to Date



Cycle Four Funding Recommendations



Open Streets Cycle Four

- In the June 2021, the Board authorized the release of the Cycle Four Application and Guidelines and approved increasing Cycle Four funding availability from \$2 million to \$2.5 million annually.
- Per the May Board Motion 2020-0375, Cycle Four continues to allow for “Slow Streets” that encourage social distancing and multi-day events.
- The competitive Cycle Four application process was scored by a review panel that consisted of members from the Metro Office of Equity and Race (OER), Metro Operations, and Southern California Association of Governments (SCAG)
- A total of 27 applications were received for a total of \$9.6 million in funding request.

The panel recommends funding 13 events within the \$5 million budget including:

- All 13 events include routes along Equity Focused Communities
- 11 new routes
- 5 first time applicants
- 3 Slow Streets applications

Cycle Four Funding Recommendations

Date	Event Title	Applicant	Length in Miles	New Route	1st time app	EFC	Multi-city	Open Streets	Slow Streets	Average Score	Grant Request	Grant Award
1 Sunday September 17, 2023	Eastside Open Street Event	Commerce	10	X	X	X	X	X		91.3	\$500,000	\$500,000
2 Saturday, May 13, 2023	Northeast Valley Community Street Festival	San Fernando	7.5	X		X	X	X		91.0	\$500,000	\$500,000
3 Sunday in February 2023	Open Streets South LA: Expo Meets Jesse Owens (Park2Park)	South LA	6	X	X	X		X		90.7	\$400,000	\$400,000
4 December, 2022	South LA to Watts Open Street Event— 2022	Los Angeles City	6.3	X		X	X	X		88.7	\$325,000	\$325,000
5 September, 2023	Walk & Roll Fest in conjunction with Slow Streets September	Lancaster	5+	X	X	X		X	X	87.7	\$480,000	\$480,000
6 April, 2023	Heart of the Foothills	SGV COG	6.5			X	X	X		87.0	\$500,000	\$500,000
7 December, 2023	South LA to Crenshaw Open Street Event— 2023	Los Angeles City	6	X		X	X	X		86.7	\$400,000	\$400,000
8 October, 2022	Hawaiian Gardens Fun Walk, Run and Bike Open Street Event	Hawaiian Gardens	1	X	X	X		X	X	86.0	\$40,000	\$40,000
9 October, 2023	Heart of LA Open Street Event— 2023	Los Angeles City	6.5			X	X	X		84.7	\$400,000	\$400,000
10 January, 2022 - December, 2023	SGV Slow Street Demonstration Initiative	SGV COG	N/A	X		X	X		X	84.7	\$500,000	\$500,000
11 5 Sundays in October 2022	Camina en Walnut Park: Domingos en Octubre	Walnut Park	0.5	X	X	X		X		84.0	\$400,000	\$400,000
12 Sunday, October 30, 2022	626 Golden Streets ArroyoFest	SGV COG	7	X		X	X	X		84.0	\$496,000	\$496,000
13 June, 2023	Koreatown to Hollywood Open Street Event	Los Angeles City	5	X		X	X	X		83.3	\$350,000	\$59,000
14 Sunday, May 1, 2022	626 Golden Streets Mission-to-Mission	SGV COG	5				X	X		83.0	\$396,000	\$0
15 February, 2023	Mid City to Pico Union Open Street Event	Los Angeles City	4	X		X		X		82.3	\$325,000	\$0
16 October, 2022	Heart of LA Open Street Event— 2022	Los Angeles City	6			X	X	X		81.0	\$400,000	\$0
17 May, 2023	Watts Neighborhood Open Street Event	Los Angeles City	1	X		X		X		81.0	\$150,000	\$0
18 Saturday May 20, 2023	Beach Streets Downtown	Long Beach	4					X		80.7	\$216,000	\$0
19 May, 2022	South LA (Western Ave) Neighborhood Open Street Event	Los Angeles City	2.5	X		X		X		80.7	\$250,000	\$0
20 Sunday, June 26, 2022	CicLAvia - Glendale Meets Atwater Village	Glendale	3.5					X		78.7	\$249,051	\$0
21 Sunday, February 27, 2022	Culver City Meets Venice 2022	Culver City	6.75				X	X		78.3	\$480,000	\$0
22 September, 2023	6th St: Arts District to Boyle Heights Neighborhood Open Street	Los Angeles City	1.25	X		X	X	X		77.7	\$100,000	\$0
23 April, 2023	West Valley: Sherman Way to Reseda Open Street Event	Los Angeles City	6	X		X		X		77.3	\$350,000	\$0
24 August, 2023	Mid City to the Sea Open Street Event— 2023	Los Angeles City	7			X	X	X		77.3	\$500,000	\$0
25 A Sunday in April 2022	CicLAvia: The Hollywoods Meet Beverly Hills	West Hollywood	7.5	X			X	X		77.0	\$500,000	\$0
26 Saturday May 21, 2022	Beach Streets University	Long Beach	4.1					X		75.0	\$216,000	\$0
27 September, 2022	North Hollywood Open Street Event	Los Angeles City	1	X		X		X		72.0	\$125,000	\$0

Total Grant Request	\$9,548,051
Total Grant Award	\$5,000,000

Cycle Four Funding Recommendations

General Event Information – 10 points

Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2022)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 49 points

Route is innovative and helps to encourage social distancing (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, extended routes, and events that differentiate themselves from previous LA County Open and Slow Street events)	12
Route includes disadvantaged (Equity Focus) communities*	10
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Route adheres to Social Distancing guidance	3
Topography - The route minimizes hilly terrain***	3
Route length (longer routes are encouraged)	3

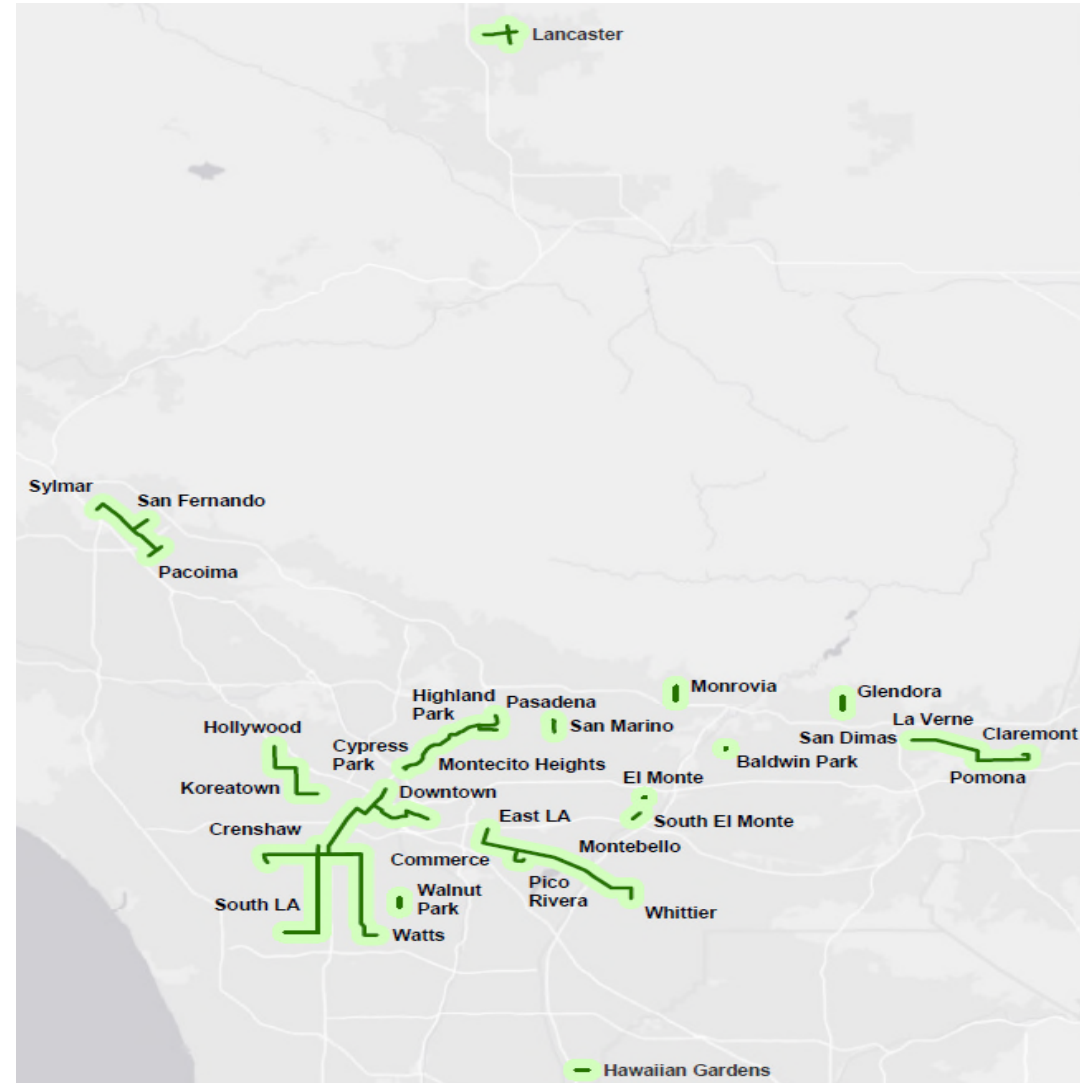
*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c8da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example, see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 21 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	5
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility to Metro Rail	2



Cycle Four Next Steps

Pending Board Approval:

- Notify and develop funding agreements with all applicants of awards.
- Reprogram any Cycle Three funds left unexpended.
- First event in January 2022.

