



Board Report

File #: 2025-0854, File Type: Program

Agenda Number:

REVISIED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER

- A. AWARDING \$10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games (Attachment A); and
- B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven (Attachment A).

HORVATH, DUTRA, SOLIS, HAHN, SANDOVAL, AND YAROSLAVSKY AMENDMENT: To direct the Chief Executive Officer to report back to the Board in March 2026 with recommendations and analysis to:

- A. Make Metro’s Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;
- B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of \$1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and
- C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

ISSUE

The primary goal of the Open and Slow Streets Grant Program is to promote walking, cycling, and the use of public transportation. By doing so, the Program aims to encourage the development of multimodal policies and infrastructure at the local and community level. A local match is required.

Staff have completed evaluation and scoring of applications submitted for funding under the Board-approved Open and Slow Streets Grant Program Cycles Six and Seven. These cycles combine two rounds of Open and Slow Streets funding for a total of \$10 million in to support Open and Slow Streets events occurring during the 2026 FIFA World Cup (World Cup) and the 2028 Olympic and Paralympic Games (the Games).

BACKGROUND

Open streets events are designed to close streets to vehicular traffic, encouraging residents and visitors to use transit and active transportation. Slow streets, which began during the COVID-19 pandemic, feature installations designed to reduce local traffic volume and significantly lower speeds on roadways, allowing people to walk, bike, and play safely in the streets.

In September 2013, the Metro Board established the Open Streets Competitive Grant Program framework in response to Motion 72 by Directors Villaraigosa, Molina, Najarian, and Wilson (Attachment B). Metro has since funded five cycles of Open and Slow Streets as well as a smaller “mini” cycle in 2019 (awarding just over \$1 million), as indicated in the table below . The grant program has sponsored 84 events, spanning 328 miles of open and slow streets activities across 39 different jurisdictions.

| Cycle | Board Approval | Total Award Amount (\$ million) | Number of Events |
|-----------------------|----------------|---------------------------------|------------------|
| One | June 2014 | \$3.70 | 12 |
| Two | September 2016 | \$4.14 | 17 |
| Three | September 2018 | \$4.53 | 15 |
| Mini | May 2019 | \$1.05 | 5 |
| Four | December 2021 | \$6.98 | 19 |
| Five | January 2024 | \$5.50 | 16 |
| TOTAL | | \$25.90 | 84 |

Additional Board actions related to the Open and Slow Streets Grant Program include:

- Motion 40 (May 2020), by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra adopted in response to the COVID-19 pandemic, to incorporate and allow funding for slow streets concepts such as extended and smaller neighborhood scale events (Attachment C).
- Along with releasing [Cycle Four <https://boardagendas.metro.net/board-report/2020-0224/>](https://boardagendas.metro.net/board-report/2020-0224/) (June 2021), the Board authorized staff to administratively release unchanged Open Streets and Slow Streets applications and guidelines packages in future cycles.
- Motion 9.1 (December 2021) by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra adding an extra \$2 million in grant funding (Attachment D).
- Motion 9 (September 2022), by Director Solis and Garcetti as amended by Butts and Najarian, which instructs Metro staff to initiate a special grant program dedicated to transforming our streets and transportation facilities into temporary hubs of art, culture, and recreation to

engage local communities in the spirit of the Games (Attachment E).

The Open and Slow Streets Cycles Six and Seven were combined to address the Board directive to maximize opportunities for the World Cup and the Games. As a result, \$10 million was identified for a competitive Open and Slow Streets grant opportunity to support the goals of the program while promoting the spirit of the World Cup and the Games (collectively referred to as the Major Events). Following a 10-day review period, the combined Open and Slow Streets Guidelines and Application for Cycles Six and Seven (Attachment F) were released on August 25, 2025.

Engagement

Staff worked to ensure meaningful engagement with local jurisdictions and community stakeholders to help shape the guidelines prior to finalization, maximize program participation, and encourage applicants to learn from each other and develop transformative ideas. Staff conducted the following engagement in advance of the release of the guidelines and application:

- Facilitated a virtual meeting on May 21, 2025, with interested jurisdictions and community stakeholders to gather feedback on critical questions related to the development of Open and Slow Streets guidelines. Approximately 140 participants representing cities across the county and several community-based organizations attended the meeting.
- Held nine key stakeholder meetings with various jurisdictional representatives as directed in Board Motion 9 (September 2022), including county and city agencies (large and small), councils of governments (COG), and community stakeholders to further refine the Open and Slow Streets guidelines for Major Events.
- Conducted a survey for potential applicants, partners, and community stakeholders to gather additional comments and gain a better understanding of the status of Open and Slow Streets planning for the upcoming Major Events.

Key themes that emerged from the jurisdictions and community stakeholders' engagement efforts and approaches to addressing them are summarized below:

- Escalating costs - Costs to host an open and slow street event have risen significantly, such as insurance expenses. Finding funding to cover these increasing costs has also become more challenging. As a result, the guidelines were modified to eliminate a funding cap on open streets events unless the proposal included multi-day events, created a sustainable transportation legacy, or connected multiple communities, transportation, and Major Event venues.
- Considering non-profits and community-based organizations (CBOs) - Metro considered allowing non-profits and community-based organizations (CBOs) to apply alongside jurisdictional applications. However, some jurisdictions and CBOs expressed concerns about this approach, citing that jurisdictions play a critical role in organizing events, including right-of-way permitting, traffic control planning, and confirming leadership commitment to support successful events.

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- Event Eligibility - Stakeholders urged Metro to fund proposals in 2026, 2027, and 2028 to provide multiple opportunities for practice before the Games and to host events annually to keep the program active. Although Metro staff considered this request, limited funding, the need to increase funds per event to cover rising costs, the desire to hold events across the county, and the fact that Metro was the only funder, limited Metro's ability to consider applications outside of the Major Events in 2026 and 2028. Including both years helps jurisdictions plan ahead for 2028 using 2026. Metro has also supported jurisdictions by identifying funding sources, such as Transportation Development Act Article 3 and Local Return funds, that allow them to host events in other years.

Staff continued to conduct engagement following the release of the Guidelines and Application on August 25, 2025, until the October 10, 2025, deadline, including:

- Presented at the Games Regional Transportation Summit held September 4-5, 2025, which included transportation and public works staff from jurisdictions across LA County.
- Facilitated an in-person meeting on September 8, 2025, at the Metro Headquarters building. Attendees included representatives of municipalities, COGs, community-based organizations, and nonprofits.
- Held a two-hour virtual question and answer session on September 22, 2025, to provide additional support and address further questions for potential applicants and partners.
- Responded to 32 of questions and comments emailed to OpenStreets@metro.net <<mailto:OpenStreets@metro.net>> and developed a comprehensive frequently asked questions document, which was published on the Metro Open Streets [webpage](https://www.metro.net/about/metro-open-streets-grant-program/) <<https://www.metro.net/about/metro-open-streets-grant-program/>>.

DISCUSSION

Jurisdictions in Los Angeles County have demonstrated an unprecedented demand for transportation funding to support the upcoming Major Events. The Games alone are expected to attract 10-15 million ticket holders and over 10,000 athletes, who will need safe and welcoming transportation access to event venues and celebrations. The Open and Slow Streets Grant Program can support a transit-first strategy by providing dedicated space for walking, rolling, and biking. Additionally, the grant program is designed to favor proposals that create a legacy from which Angelenos can benefit for years to come.

Program Goals

Due to the adjustments in the Program, program goals were revised to align with Board Motion 9 (September 2022) and the upcoming Major Events, and to ensure the program results in legacy impacts. The goals for Cycles Six and Seven are as follows:

- Increase walking, biking, transit, and promote mode shift.
- Bring the spirit of the World Cup and Games to communities across Los Angeles County.
- Improve access to safe, accessible streets, especially in Equity Focus Communities (EFC).
- Support access to venues, arts, culture, and recreation sites by non-automobile modes.
- Produce cost effective events and/or repeat multi-day events.

Program Criteria and Guidelines

The Guidelines and Application for Cycles Six and Seven included the following changes from the previous cycle:

- Events must celebrate the World Cup or the Games.
- Events must integrate arts, culture, or recreation.
- Community-based organizations may apply as co-applicants.
- Small neighborhood events (less than one mile in length) are a new category and may receive up to \$250,000 in funding.
- Large events (more than one mile in length) have no funding cap; however, Metro does not anticipate awarding numerous grants above \$500,000 and only in cases where the proposed project demonstrates extraordinary impact.
- Permanent and semi-permanent materials may be eligible for funding if they meet the intent of the guidelines.
- An emphasis on events that demonstrate a lasting transportation legacy.
- Local match increased to 30%.

Cycles Six and Seven Funding Availability

Through the adopted annual budget, \$2.5 million is allocated annually for the Open and Slow Streets Grant Program. Therefore, \$5 million is available for each two-year cycle. For Open and Slow Streets Cycles 6 and 7, Metro is combining two rounds for a total of \$10 million in competitive funds.

Applications Received and Evaluation Panel

A total of 49 applications requesting approximately \$18.5 million were received for Cycles Six and Seven by the application deadline of 11:59 pm on October 10, 2025. Of these applications:

- 41 or 83% were from Metro-defined EFCs;
- 8 or 16% were new applicants;
- 22 or 45% were submitted to coincide with the World Cup;
- 26 or 51% were submitted to coincide with the Games; and
- 4 or 8% were deemed ineligible due to an ineligible applicant or an ineligible event date.

An evaluation panel comprised of staff from Metro Operations, Office of Equity and Race, Office of Strategic Innovation, Countywide Planning and Development, and Metro Art, assessed and scored the applications based on adherence to the published guidelines. Funding eligibility for Cycles Six and Seven is explicitly for events occurring during the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. Based on this scoring, staff recommend 21 applications be fully funded with the requested amounts for a total of \$ 6,373,331(64% of total funding available), while eight applications are recommended for partial funding for a total of \$ 3,626,669 (36% of total funding available) as shown in Attachment A. Partial awards, in seven cases, are recommended for projects requesting more than \$500,000 that were not considered “extraordinary” by the evaluation panel, as indicated in the program Guidelines. The additional partial award is for the lowest scoring recommended project to receive the balance of available funds.

Several applicants indicated preferred event timing that is not specifically during of the 2026 FIFA World Cup, or 2028 Olympic or Paralympic Games, as required in the Guidelines. Such projects are deemed eligible only in cases where the application also indicates ability to adjust dates to conform to program requirements. All awarded projects must confirm eligible event dates in order to execute funding agreements.

The staff recommendation includes an action to establish all eligible non-awarded projects as a waiting list to be awarded administratively in the event that funding becomes available if, for example, an awarded project does not proceed.

Impact of the Award Recommendation

In addition to providing broad-based opportunities for community gathering and celebration during the Major Events, the recommended awards will result in an impactful slate of projects. The 29 (13 for World Cup and 16 for the Games) recommended projects include funding for 12 distinct jurisdictions, 6 first-time awardees, and 25 project locations in EFCs. In aggregate, and subject to refinement, the program will deliver nearly 65 total miles of open streets (fully closed off to vehicle traffic) and approximately 3.5 total miles of slow streets with limited vehicle access and space prioritized for people on foot and bike. Based on evaluation of prior cycles, staff expects that the program will increase transit ridership by 10% on event days. Studies of open streets events generally indicate reductions in criteria pollutants and GHG emissions on event days.

Cycle Six and Seven Reporting and Evaluation

As in previous cycles, jurisdictions awarded funding in Cycles Six and Seven will receive standardized data collection templates to evaluate the success of their events. These templates have been used since Cycle One to measure and assess the program's outcomes. Evaluations cover various topics, including attendance, public transportation access, impact on transportation, and effects on local businesses. Evaluation is primarily intended to measure how events affect nearby communities and help municipalities promote the use of sustainable transportation modes.

DETERMINATION OF SAFETY IMPACT

The Open Streets Cycle Five Program will not have a direct safety impact on Metro or its employees as the events are held outside Metro-owned property. The intent of the Open and Slow Streets Grant Program is to provide safe and accessible streets, especially in EFCs, for people to walk, bike, and roll on event days, as well as to promote permanent infrastructure change to increase safety for active transportation users.

FINANCIAL IMPACT

Funding for the first year of the combined Open and Slow Streets Cycles Six and Seven is included in the FY25-26 budget in cost center 0441, under project number 410077, Open Streets Grant Program. Since this is a multi-year program, the cost center manager will be responsible for budgeting for these events in future years.

Impact to Budget

Local funding from Proposition C will be used for the Cycle Six and Seven events. These funds are not eligible for bus and rail operating and capital expenses. Proposition C includes 25% of funds eligible for transportation system/demand management (TSM/TDM) programs such as open streets events. The Southern California Association of Governments (SCAG) identifies open streets events as TSM/TDM strategies in their 2024 Regional Transportation Plan Congestion Management Toolbox - Motor Vehicle Restriction Zones.

If other eligible funding sources become available, they can be used instead of the designated funds. Furthermore, if any funds awarded from Cycle Five are not used for events in that cycle, these funds can be carried over to a future cycle.

EQUITY PLATFORM

Cycles Six and Seven of the Open and Slow Streets Grant Program aim to 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, 25 or 86% are located in EFCs. By hosting Open Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities. Grantees and their production teams will collaborate closely with Metro Operations and Communications staff, as well as local bus providers, to ensure transit services are minimally affected and that communities benefiting from and potentially impacted by the events are engaged.

Within the application, applicants were required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations. Additionally, applicants were encouraged to focus on Metro-designated EFCs while also addressing the diverse needs of communities. During this cycle, applicants were encouraged to partner with CBOs or non-profits; if they couldn't, they were advised to describe how they would reach the community.

All grantees must distribute surveys to event participants and nearby businesses using a data collection template developed for Open and Slow Street events. The goal of the surveys is to gather information about the benefits and impacts of Open Streets events on the community, including details such as participants' gender, age, and zip codes. All surveys will be supported by Metro translation services and other accessibility options to help participants with limited English skills and disabilities. From these surveys, we have learned that Metro rail ridership increases by up to 10% on Open Streets event days. Additionally, one in three attendees is participating for the first time.

Additionally, awarding points to candidates who organize their events in EFCs enables Metro to engage with these events and focus on sharing important information with individuals who have fewer transportation options. This includes providing detailed transportation and service options, as well as updates on newly launched programs and initiatives.

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 will contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will help 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.

This grant program encourages and promotes using transit and active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item directly encourages transit and active transportation, 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

Cycles Six and Seven of the Open and Slow Streets Grant Program support 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 may choose not to award Cycles Six and Seven of the Open and Slow Streets Grant Program. However, this decision would not align with Metro's objectives of promoting sustainable modes of transportation in Los Angeles County. Furthermore, this would negatively impact Metro's efforts to reach historically disadvantaged communities.

NEXT STEPS

With the Board's approval, staff will work with selected grantees and formally execute the grant agreements between Metro and each chosen grantee.

Additionally, staff will implement the post-event data collection and evaluation process to assess the impact of these events.

ATTACHMENTS

Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results and Recommendations

Attachment B - Motion 72 - Los Angeles County "Open Streets" Program

Attachment C - Motion 40 - Open Streets Program Response to COVID-19

Attachment D - Motion 9.1 - Open and Slow Streets Grant Program Cycle Four

Attachment E - Motion 9 - Uplifting Arts, Culture and Recreation

Attachment F - Open and Slow Streets Guidelines and Application Combined Cycles Six and Seven

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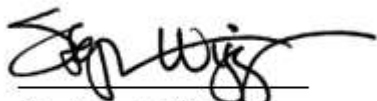
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Stephanie Wiggins
Chief Executive Officer

Attachment A - Open and Slow Streets Cycle Six and Seven Evaluation Results and Recommendations

| Rank | Applicant | Open and Slow Streets | Distance (Miles) | FIFA/Games | Event Title | Score | Amount Requested | Amount Recommended | Cost Per Mile Per Day | EFC (Y/N) | Subregion |
|------|--|-----------------------|------------------|-------------------------------|--|-------|------------------|--------------------|-----------------------|-----------|---------------------------------------|
| 1 | City of Los Angeles | Open Street | 2.2 | Olympic Games | La Chapulina: Figueroa Venue Connection | 90.30 | \$1,032,549 | \$ 1,032,549 | \$4,113 | Y | Central Los Angeles |
| 2 | El Pueblo de Los Angeles Historical Monument | Open Street | 0.15 | FIFA World Cup | Heart of LA – Open Street for World Cup Fan Zone | 90.07 | \$238,000 | \$ 238,000 | \$1,264,444 | Y | Central Los Angeles |
| 3 | El Pueblo de Los Angeles Historical Monument | Slow Street | 0.5 | Olympic Games | Heart of LA to Civic Center: Slow Street for 2028 Olympic and Paralympic Games | 89.37 | \$250,000 | \$ 250,000 | \$409,667 | Y | Central Los Angeles |
| 4 | City of Pasadena | Open Street | 2.65 | Olympic Games | Pasadena 2028 Olympic Streets | 85.67 | \$500,000 | \$ 500,000 | \$186,792 | Y | San Gabriel Valley |
| 5 | LA County Public Works SD2 | Open Street | 0.76 | FIFA World Cup | Metro to Magic: Avalon Open Streets | 85.43 | \$250,000 | \$ 250,000 | \$502,000 | Y | Gateway Cities |
| 6 | LA County Public Works SD2 | Open Street | 0.76 | Olympic Games | Metro to Magic: Avalon Open Streets | 85.25 | \$250,000 | \$ 250,000 | \$1,187,000 | Y | Gateway Cities |
| 7 | City of Pico Rivera | Open Street | 8.0 | Olympic Games | Celebrate Pico Rivera - Open Streets 2028 | 84.07 | \$800,000 | \$ 500,000 | \$81,250 | Y | Gateway Cities |
| 8 | City of Los Angeles | Open Street | 4.7 | Olympic Games | Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games | 83.43 | \$1,280,915 | \$ 500,000 | \$4,232 | Y | San Fernando Valley |
| 9 | City of Los Angeles | Open Street | 0.55 | FIFA World Cup | Park to Park 2026: A Westlake Open Streets Celebration | 83.07 | \$163,611 | \$ 163,611 | \$212,482 | Y | Central Los Angeles |
| 10 | City of Los Angeles | Open Street | 0.55 | Paralympics Games | Park to Park 2028: A Westlake Open Streets Celebration | 83.00 | \$163,611 | \$ 163,611 | \$212,482 | Y | Central Los Angeles |
| 11 | City of Torrance | Open Street | 0.87 | Olympic Games | Downtown Torrance Street Activation – LA28 Olympics | 81.77 | \$200,000 | \$ 200,000 | \$179,392 | N | South Bay Cities |
| 12 | City of Torrance | Open Street | 0.87 | FIFA World Cup | Downtown Torrance Street Activation – 2026 FIFA World Cup | 81.43 | \$200,000 | \$ 200,000 | \$179,392 | N | South Bay Cities |
| 13 | City of Santa Monica | Open Street | 2.0 | Olympic Games | COAST 2028, Santa Monica’s Open Streets Celebration | 81.07 | \$550,000 | \$ 500,000 | \$203,750 | N | Westside Cities |
| 14 | City of Pico Rivera | Open Street | 2.88 | FIFA World Cup | Celebrate Pico Rivera - Open Streets 2026 | 80.63 | \$250,000 | \$ 250,000 | \$142,361 | Y | Gateway Cities |
| 15 | City of Santa Monica | Open Street | 0.9 | FIFA World Cup | COAST 2026, Santa Monica’s Open Streets Celebration | 79.57 | \$250,000 | \$ 250,000 | \$455,944 | N | Westside Cities |
| 16 | City of Los Angeles | Open Street | 4.4 | FIFA World Cup | CicLAvia–Leimert Park meets Expo Park | 79.40 | \$503,516 | \$ 500,000 | \$163,479 | Y | Central Los Angeles |
| 17 | City of Inglewood | Open Street | 0.6 | FIFA World Cup | Inglewood Open Streets: Global Games, One Community | 78.47 | \$250,000 | \$ 250,000 | \$270,833 | Y | South Bay Cities |
| 18 | City of Inglewood | Open Street | 0.6 | Olympic Games and Paralympics | Inglewood Open Streets: Global Games, One Community | 78.47 | \$250,000 | \$ 250,000 | \$270,833 | Y | South Bay Cities |
| 19 | City of Pomona | Slow Street | 3.0 | Olympic Games | Pomona’s 2028 Summer Games Park Avenue Slow Street | 77.70 | \$1,000,000 | \$ 500,000 | \$17,857 | Y | San Gabriel Valley |
| 20 | City of West Hollywood | Open Street | 6.5 | FIFA World Cup | CicLAvia: Meet the Hollywoods | 77.50 | \$863,811 | \$ 500,000 | \$189,848 | Y | Central Los Angeles & Westside Cities |
| 21 | LA County Public Works SD1 | Open Street | 0.57 | Olympic Games | SGV FanFest | 76.60 | \$250,000 | \$ 250,000 | \$771,930 | Y | San Gabriel Valley |
| 22 | LA County Public Works SD1 | Open Street | 0.57 | FIFA World Cup | SGV FanFest | 74.77 | \$250,000 | \$ 250,000 | \$818,713 | Y | San Gabriel Valley |
| 23 | City of Pasadena | Open Street | 3.5 | FIFA World Cup | CicLAvia Pasadena | 74.73 | \$500,000 | \$ 500,000 | \$211,429 | Y | San Gabriel Valley |
| 24 | City of Los Angeles | Open Street | 4.4 | Olympic Games | South LA 2028: Leimert Park meets Expo Park | 74.37 | \$503,516 | \$ 500,000 | \$163,479 | Y | Central Los Angeles |
| 25 | City of Santa Clarita | Open Street | 0.4 | Olympic Games | Olympic Block Party | 72.83 | \$70,000 | \$ 70,000 | \$100,000 | Y | North Los Angeles County |
| 26 | City of Long Beach | Open Street | 4.27 | Olympic Games | Beach Streets Venue to Venue 2028 | 71.60 | \$427,000 | \$ 427,000 | \$142,857 | Y | Gateway Cities |

| Rank | Applicant | Open and Slow Streets | Distance (Miles) | FIFA/Games | Event Title | Score | Amount Requested | Amount Recommended | Cost Per Mile Per Day | EFC (Y/N) | Subregion |
|------|-------------------------------------|-----------------------|------------------|----------------|---|-------|------------------|----------------------|------------------------|-----------|--------------------------|
| 27 | City of Long Beach | Open Street | 4.87 | FIFA World Cup | Beach Streets Kickin' It 2026 | 69.90 | \$378,560 | \$ 378,560 | \$111,047 | Y | Gateway Cities |
| 28 | LA County Public Works SD4 | Open Street | 0.44 | Olympic Games | Walk, Roll, & Reach for Gold: Walnut Park Open Streets | 68.47 | \$250,000 | \$ 250,000 | \$1,161,000 | Y | Gateway Cities |
| 29 | City of Bell | Open Street | 2.28 | FIFA World Cup | Gateway Connections | 68.30 | \$175,000 | \$ 126,669 | \$109,649 | Y | Gateway Cities |
| 30 | LA County Public Works SD4 | Open Street | 0.44 | FIFA World Cup | Walk, Roll, & Reach for Gold: Walnut Park Open Streets | 68.13 | \$250,000 | | \$878,000 | Y | Gateway Cities |
| 31 | Los Angeles City Council District 9 | Open Street | 0.6 | FIFA World Cup | Viva la Copa: South Park Watch Party | 67.33 | \$200,000 | | \$250,000 | Y | South Bay Cities |
| 32 | San Gabriel Valley COG | Open Street | 5.0 | FIFA World Cup | Active Streets: Foothills, Family, Futbol | 67.30 | \$500,000 | | \$143,000 | Y | San Gabriel Valley |
| 35 | San Gabriel Valley COG | Open Street | 5.0 | Olympic Games | Active Streets: Mission-Meets-the-World | 61.20 | \$450,000 | | \$129,000 | Y | San Gabriel Valley |
| 36 | City of Palmdale | Open Street | 0.1 | FIFA World Cup | Palmdale PlayZone: World Cup Edition | 61.10 | \$175,000 | | \$20,000 | Y | North Los Angeles County |
| 37 | City of Palmdale | Open Street | 0.1 | Olympic Games | Palmdale Word Stage Olympic | 61.10 | \$70,000 | | \$20,000 | Y | North Los Angeles |
| 38 | City of South Pasadena | Open Street | 0.58 | FIFA World Cup | Goal to Gold: Open Streets South Pas 2026 | 58.70 | \$135,000 | | \$301,724 | N | San Gabriel Valley |
| 39 | City of Lakewood | Open Street | 1.5 | Olympic Games | Lakewood Street Fest | 58.30 | \$250,000 | | \$216,667 | N | Gateway Cities |
| 40 | City of West Hollywood | Open Street | <1.0 | Olympic Games | West Hollywood Celebrates the 2028 Games with Pride House LA-West | 57.50 | \$250,000 | | TBD | N | Westside Cities |
| 41 | City of Hawthorne | Open Street | 0.88 | Olympic Games | Hawthorne Blvd Street Fest: Move for Gold | 55.90 | \$250,000 | | \$369,318 | Y | South Bay Cities |
| 42 | City of Industry | Slow Street | 0.8 | Olympic Games | City of Industry Mountain Bike Slow Street Fair | 55.83 | \$225,000 | | \$203,125 | Y | San Gabriel Valley |
| 43 | City of Hawthorne | Open Street | 0.83 | FIFA World Cup | Hawthorne Open Streets: Road to the World Cup | 55.17 | \$250,000 | | \$301,204 | Y | South Bay Cities |
| 44 | City of Carson | Open Street | 1.5 | Olympic Games | Carson Open Streets – Road to 2026 & 2028 | 43.67 | \$750,000 | | \$100,000 to \$125,000 | N | South Bay Cities |
| 45 | City of Carson | Open Street | 0.95 | FIFA World Cup | Carson Open Streets – Road to 2026 & 2028 | 38.50 | \$250,000 | | \$263,158 | N | South Bay Cities |
| | | | | | Total Recommended: | | | \$ 10,000,000 | | | |

Key/Legend:

| | |
|--|--------------------------------|
| | Recommended |
| | Not Recommended / Waiting List |

Ineligible Applications

| Applicant | Open and Slow Streets | Distance (Miles) | FIFA/Games | Event Title | Amount Requested | Cost Per Mile Per Day | EFC (Y/N) | Subregion | Reason for Ineligibility |
|-----------------------|-----------------------|------------------|----------------------------------|---|------------------|-----------------------|-----------|---------------------|--------------------------|
| City of Los Angeles | Open Street | 2.2 | N/A | La Chapulina: Pathway to the Games | \$789,700 | \$512,792 | Y | Central Los Angeles | Ineligible event dates |
| City of Monterey Park | Open Street | 0.8 | N/A | 2028 Lunar New Year Festival | \$250,000 | \$244,563 | Y | San Gabriel Valley | Ineligible event dates |
| RGE Cares | Open Street | 3.0 | Olympic Games/ FIFA World Cup | Road to the Games: Compton-Long Beach Open Streets Festival | \$238,000 | \$133,333 | Y | Gateway Cities | Ineligible applicant |
| Little Tokyo BID | Open Street | 0.5 | FIFA World Cup | Little Tokyo Walk & Roll Street Fair | \$250,000 | \$73,500 | Y | Central Los Angeles | Ineligible applicant |

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

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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Motion by:

DIRECTORS GARCETTI, SOLIS, GARCIA, BONIN, AND FASANA

Open Streets Program Response to COVID-19

The COVID-19 emergency has required limiting or closing traditional public spaces, depriving residents from safe ways of spending time outside. As an alternative, many cities are reconfiguring streets through temporary traffic calming to create spaces for residents to get outside and maintain their physical and mental health. As a transportation authority, Metro can help local jurisdictions in Los Angeles County implement these reconfigurations.

Through the Metro Open Streets Grant Program, the Board recently awarded over \$5 million for various open streets events in Los Angeles County. However, due to the Safer at Home order and widespread call for social distancing in public, several large-scale, single-day, open streets events such as CicLAvia, 626 Golden Streets, and Long Beach's Beach Streets have been postponed, and their feasibility in the immediate future remains unclear.

In response to the COVID-19 pandemic, the May 13, 2020 Los Angeles County Department of Public Health Safer at Home Order permits local public entities to elect to temporarily close streets to through automobile traffic to allow more space for recreational activity in compliance with Social (Physical) Distancing requirements.

As such, residents of Los Angeles County may, in addition to traveling for essential trips, use the public right-of-way to walk and cycle for recreation or exercise close to home while maintaining safe physical distance. Many residents do not have easy access to open space and maintaining safe physical distances can be challenging on existing sidewalks, especially in densely populated neighborhoods. Easily accessible alternatives to beaches, trails and parks are needed throughout the county so that all residents can safely get outside. Allowing local entities to provide this additional space in streets through full or partial closure to motor vehicles, while avoiding impacts to transit operations where practicable, will relieve pressure on recreational facilities like beaches and trails, and reduce travel to them.

Temporary use of local streets to allow increased pedestrian and bicycle use at safe physical distances has been deployed in several cities in the U.S. during the COVID-19 crisis and is variously known as Healthy, Safe, Family-Friendly, or "Slow Streets."

Since some Open Streets Grant Program awardees are unable to use their grants as intended, this funding can be put to different and effective use in the COVID-19 crisis response.

Subject

SUBJECT: OPEN STREETS PROGRAM RESPONSE TO COVID-19

Heading

RECOMMENDATION

Title

APPROVE Motion by Directors Garcetti, Solis, Garcia, Bonin, and Fasana that the Board authorize the CEO to negotiate administrative scope changes to awarded events in the Open Streets Grant Program, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs, including but not limited to:

- 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.

ATTACHMENT D

File # 2021-0771

**REGULAR BOARD MEETING
DECEMBER 2, 2021**

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, SANDOVAL, AND DUTRA

Related to Item 9: Open and Slow Streets Grant Program Cycle Four

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly \$13 million in grant funding to cities throughout LA County for open streets events that allow people to experience active transportation in safe, new, and exciting ways.

In its third cycle, Metro even provided flexibility halfway through the program, allowing cities to repurpose open streets funding toward “slow” streets efforts that responded to the needs of the COVID-19 pandemic. As open streets events return, the number and diversity of applications to Metro’s Open and Slow Streets Cycle Four Grant Funding Opportunity reflect a significant increase in demand for these events. Of the 27 grant applications received, Metro staff recommend a full award to 12, and a partial award to one, leaving 14 applications unfunded.

This is the fourth cycle in which Metro has accepted and funded Open Streets, plus a “mini cycle” in 2020, and it demonstrates unprecedented interest and excitement around a type of event that Angelenos have grown to truly enjoy the past decade. As a result, while Metro will provide more funding this cycle than it has any of its previous three, however it will also fund fewer events overall this cycle than it has in each of the last two cycles.

Subject

**SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR
MOTION**

Heading

RECOMMENDATION

Title

APPROVE Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

- A. Program an additional up to \$2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and

B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.



Metro

Board Report

File #: 2022-0643, File Type: Motion / Motion Response

Agenda Number: 9.

REVISED
2028 OLYMPICS COMMITTEE
SEPTEMBER 14, 2022

Motion by:

DIRECTORS SOLIS AND GARCETTI AS AMENDED BY BUTTS AND NAJARIAN

Uplifting Arts, Culture, and Recreation during the 2028 Olympic and Paralympic Games Motion

In 2028, Los Angeles will host the Paralympic Games for the first time and the Summer Olympic Games for the third time. The Paralympic Games, set for Tuesday, August 22, 2028, through Sunday, September 3, 2028, and the Summer Olympic Games, set for Friday, July 21, 2028, through Sunday, August 6, 2028, present a unique opportunity to welcome the world and expose a global audience to Los Angeles' arts and culture. The Olympic Movement has a rich history of engaging and working with Los Angeles' arts community. For ten weeks prior to the 1984 Olympics, Los Angeles hosted the Olympics Arts Festival. Reports show that over 1.25 million people attended the Festival which included dance, music, and theater performances as well as visual arts commissions, exhibits, and events. The legacy of the Festival can still be seen today, including along key transportation arteries like the 101 Freeway in Downtown LA which remain decorated with murals commissioned for the Festival.

Metro also has a pronounced history of supporting the arts and integrating artwork into Metro projects and initiatives through the Metro Art Program. Transit stations and TAP cards are regularly designed with pieces from local artists. Before the COVID-19 Pandemic, Union Station commonly presented cultural events, including music performances. Even more so, Metro's dedication to the arts and culture also includes bringing events to neighborhoods throughout Los Angeles. Through grant programs, Metro sponsors initiatives for arts, culture, and recreation, especially in Equity Focused Communities. Examples include festivals and pop-up events related to arts and culture at mobility hubs and Metro stations/stops. Another example is Play Streets, which temporarily close streets to automobile traffic and transforms them into playgrounds, with programming, play structures, and shade for recreational purposes. With the 2028 Olympic and Paralympic Games on the horizon, Metro is uniquely situated to leverage and expand its existing programs to ensure all Angelenos have equitable access to Olympic and Paralympic-inspired arts and cultural events. The 2028 Mobility Concept Plan (MCP), currently being developed, can be used to identify specific programs and/or corridor opportunities for such events.

SUBJECT: UPLIFTING ARTS, CULTURE, AND RECREATION DURING THE 2028 OLYMPIC AND PARALYMPIC GAMES MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis and Garcetti as amended by Butts and Najarian that the Board of Directors direct the Chief Executive Officer to:

- A. As part of the 2028 MCP, identify funding and develop recommendations to launch a special grant program dedicated to transforming our streets and transportation facilities into temporary centers of art, culture, and recreation to engage the local communities in the spirit of the Olympic Games before and/or during the 2028 Olympic and Paralympic Games;
- B. Collaborate with the Los Angeles County Department of Arts and Culture, Los Angeles County Department of Parks and Recreation, the City of Los Angeles (including the Los Angeles Department of Transportation and Department of Cultural Affairs), and LA28 ~~to design the new grant program guidelines;~~ to provide input to Metro on the development of guidelines for the new grant program;
- C. Engage with the California Department of Transportation related to opportunities for new and restored murals on the State Highway System;
- D. Consider how to uplift local and community-based arts organizations as part of the above directives; and
- E. Report back on the above directives in ~~January~~ March 2023.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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ATTACHMENT F

Open & Slow Streets Guidelines and Application Combined Cycles 6 & 7

Program Guidelines

Program Objectives

The combined cycles 6 and 7 of the Open & Slow Streets Grant Program provides \$10 million for open and slow streets events in Los Angeles County with a special focus on the 2026 FIFA World Cup and 2028 Olympics and Paralympic Games major events. Metro's Open and Slow Streets goals include helping people experience public transportation, walking, and biking potentially for the first time, encouraging the adoption of sustainable transportation modes, and promoting community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. In addition to these goals, this cycle also focuses on uplifting arts, culture, and recreation during the upcoming major events and spreading the spirit of these events to communities across LA County.

Open Streets are defined as streets temporarily closed to automobiles and open to people. Attendees can experience and re-imagine their streets while walking, rolling in a wheelchair, riding a bicycle, rollerblading or pushing a stroller in a car-free environment, while being encouraged to use public transit to get to and from open streets. Learn more about open streets and access resources here: <https://openstreetsproject.org/open-streets-toolkit/>.

Slow Streets are defined as installations to reduce traffic volume and speed on a roadway to a minimum so that people can walk, bike, and play safely in the street. Numerous cities implemented slow streets during the COVID-19 pandemic, with some continuing their programs. The San Francisco Municipal Transportation Agency (SFMTA) is one example of an agency that has an established post-pandemic Slow Streets program and more details on that program are available here: <https://www.sfmta.com/projects/slow-streets-program>.

Applicants can apply for two types of street events:

1. **Small Neighborhood-Scale Open & Slow Streets** (up to \$250,000 per event), which are smaller and location-focused street events under one mile or less in length. Small neighborhood-scale open and slow streets are meant to engage local communities in reimagining streets as shared public spaces that reflect community culture, with an emphasis on bringing major events to communities across Los Angeles County. Metro will prioritize applications that can be activated on more than one day and connected to the 2026 and 2028 major events. **Funding requests for \$100K and less are encouraged and may allow for an advanced stipend rather than a reimbursement.**

2. **Large-scale Open & Slow Streets**, which are typically multi-mile routes and must be at least one mile or greater in length that allow safe active transportation along open or slow streets. During the major events of 2026 and 2028, Metro will prioritize multiple-day programs along proposed routes. Please note that applicants will be evaluated on each proposal's cost effectiveness (including but not limited to cost per mile, per day), Metro does **not** anticipate awarding numerous grants above \$500,000 given the limited countywide funds available.

Goals:

Metro seeks to fund events that advance the goals of the program, which include:

- 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 for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal 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.
- Bringing the spirit of the World Cup, Olympics, and/or Paralympics to LA County communities near and far from game venues; and encouraging residents and event attendees to explore the County's diverse neighborhoods via transit, walking or biking.
- 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 events to maximize the benefits of the above goals.

Must:

- Include road closure, roadway intersection closure if along a multi-use pathway, or partial closure/local traffic only designation if along a Slow Street.
- Include connections to arts, culture, and recreation venues and/or activation of streets through arts, culture, and recreation.
- Celebrate the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games.
- Attend a training and workshop once your project is selected.
- Demonstrate capacity to deliver the proposed event.
- Be a government agency to apply; community based organizations/non-profits may be co-applicants.
- Be free to participate, open to the public, and accessible.

Metro will provide and promote technical assistance, workshops, toolkits, and other resources to increase capacity for applicants to deliver Open and Slow Streets events across the county.

Connections to Arts, Culture, and Recreation

In addition to traditional Open and Slow Streets goals, this grant round also focuses on

uplifting arts, culture, and recreation during the upcoming major events and spreading the spirit of these events to communities across LA County. Applicants may consider the following strategies to accomplish this:

- Partner with local artists, arts and cultural organizations, libraries, parks or historic sites to bring programming to an Open or Slow Streets event.
- Locate a route adjacent to an arts or cultural institution, library, park, or historic site. Consider collaborating with the institution(s) in engaging people outdoors, along the route to maximize visibility.
- Consider strategies to and reflect the local community in programming, including uplifting local talents and creators.
- Set up a temporary athletic court/field for community members to enjoy the spirit of the major events.
- Conduct transportation-related programming, such as learn-to-ride-a-bike classes.

Please note that all programming must be free and open to the public. Programming dollars directly related to transportation (such as teaching community members to ride a bike) are reimbursable. Other non-transportation programming qualifies for matching funding. Other public agencies administer grant programs in support of arts and culture that may be a potential resource, including but not limited to the Los Angeles County Department of Arts and Culture: <https://www.lacountyarts.org/funding>, and the City of Los Angeles Department of Cultural Affairs: <https://culture.lacity.gov/grants/cultural-grant-program-org/>. LA County Department of Arts and Culture also has a Digital Resource Center on its website with additional arts funding resources: <https://www.lacountyarts.org/experiences/arts-and-culture-digital-resource-center/funding-resources-nonprofits>.

Equity Approach

Metro is committed to fostering a more equitable transportation system for Los Angeles County. Equity is both an outcome and a process to address racial, socio-economic and gender disparities, to ensure fair and just access – with respect to where one begins and the capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities.

Applicants are encouraged to propose events that promote equitable access to the celebrations of the FIFA World Cup in 2026 as well as the Olympic and Paralympic Games in 2028 for all Los Angeles County residents both near and far from the physical event spaces. These events should focus on providing opportunities for participants to experience art, culture and recreation, particularly in historically underserved communities that lack active transportation infrastructure. The goal is to ensure that marginalized groups can fully participate in these celebrations of Los Angeles County while being encouraged to try a new mode of transportation.

Applicants are required to explain how their event development will reach and serve marginalized communities through route design, outreach, programming, and other considerations. Metro encourages applicants to focus on Metro-designated Equity Focus Communities while also considering diverse needs or other marginalized identities such as people with disabilities, seniors, families with small children, women, and LGBTQIA+ people.

Resources available:

- [Metro Equity Focus Communities Map](#)
- Metro Equity Hub: <https://equity-lametro.hub.arcgis.com/>

Eligibility

Applications are open to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government. There is no limit to the number of grants submitted by a jurisdiction, or grant awarded to a jurisdiction, however, applicants with more than one proposal shall rank applications in order of priority. Community based organizations (CBOs)/non-profit organizations may apply as co-applicants of a jurisdiction.

Metro encourages first-time applicants to submit proposals. Jurisdictions may partner with other jurisdictions and/or CBOs/non-profits to submit proposals. There must be a lead applicant that will enter into a grant agreement with Metro and oversee reimbursements.

All applicants (lead applicants and any partners) must include letters of support from the city agency that manages the street right of way, and an elected official that oversees the geographic area. In addition, letters of support are required from any named CBO/non-profit partners.

Applicants may apply for events in 2026 during the FIFA World Cup and again in 2028 for the Games. Applicants should state how any lessons learned from 2026 events will be integrated into 2028 events. Applicants must submit two separate proposals, but may duplicate appropriate content, as applicants will need to submit two separate sets of dates and budgets, and other elements may also differ between 2026 and 2028.

The Open and Slow Streets grant program may be leveraged to facilitate fan zones, fan fests, community viewing parties, or other community gatherings associated with the upcoming major events by providing funding to create strong pedestrian and bicycle connections between fan zones and transit stations, and/or to facilitate street activations if fan zones are held wholly or partially in the public right-of-way. This grant program, however, will not fund the direct costs of fan zones, including screens for broadcasting games, bleachers/stadium seating, or FIFA or LA28-branded signage. In addition, the local jurisdiction and any co-applicants are solely responsible for confirming that any advertising aligns with FIFA or LA28 fan zone, fan fest, etc. advertising restrictions and requirements.

Funding

There is up to \$10 million available for competitive grants for the Open & Slow Streets Grant Program. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, and co-applicants, can apply for:

- Any amount below \$10 million for a large-scale Open & Slow Streets
- A maximum of \$250,000 for a small neighborhood-scale Open or Slow Streets

Historically, grant awards were capped at \$500,000 for multi-mile routes. While Metro has lifted this cap to encourage extraordinary and impactful large events, Metro is unlikely to fund proposals above \$500,000 unless the proposed event is multi-day, anticipated to result in a lasting sustainable transportation legacy, and/or links multiple communities,

transit stations, major event venues, and/or major fan zones. Metro also does not anticipate awarding numerous grants at or above \$500,000 given the limited countywide funds available. Please note that applicants will be evaluated on each proposal's cost effectiveness (including but not limited to cost per mile, per day), and that \$250,000 is the maximum grant amount for small neighborhood-scale routes regardless of the proposal type (open or slow street).

Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the lead applicant and all other jurisdictions/co-applicants that are participating in the event.

There is no guarantee that applicants will receive their full funding request. If a reduced grant amount is offered, Metro will give the grantee an opportunity to consider whether they can still perform the event. If the grantee proposes to scale down the event as a result of a reduced award before awards are approved by the Metro Board, Metro will reassess the proposed changes to determine whether the proposal is still considered competitive. If the grant applicant is unable to accept the amended award, the award will be available to the next highest scoring application. If a grant has already been awarded by the Metro Board and a grantee requests to significantly rescope their proposed event, Metro will evaluate the proposed change to determine if their proposal maintains the same score. If the grantee cannot maintain their score and rank qualifying to be selected. Funds will be available starting on January 1st, 2026, through December 31st, 2028, pending Metro Board approval. The Open & Slow Streets Grant Program is expected to run during the FIFA World Cup and LA 28 Olympic and Paralympic Games.

Funding sources may be federal; cities/jurisdictions receiving federally-derived funding will be required to comply with all federal funding procedures and requirements.

Reconnecting Communities and Neighborhoods (RCN) Grant

Metro received \$5 million in federal funding through RCN for Open Streets events in three cities: El Monte (connecting to the El Monte Station), Los Angeles (connecting to the NoHo station), and Long Beach (connecting to the Willow Station). This funding is in addition to the \$10 million available for competitive proposals. The \$5 million funding award will be evenly distributed to the three cities to support the 2028 Games. All RCN recipients will be required to:

- Meet federal funding requirements.
- Complete this application by the proposal deadline and ensure project scopes meet the goals and requirements of the Open and Slow Streets program. Metro staff may require adjustments to the project scope in order to meet program goals.
- Meet all Metro Open & Slow Streets reporting requirements.

RCN grant subrecipients will not be required to meet the 30% match.

Matching Fund Requirements

A minimum match of 30% is required, and applicants will receive additional points for larger matching funds. The local match can include eligible local return funds from Prop C, Measure R, and Measure M, Transportation Development Act (TDA) Article 3 funds, funds from private sources (sponsorships, grants), in-kind funds (non-monetary contributions such as goods, supplies, equipment, services, staff, and volunteer time), etc. Note that

jurisdictions are responsible for ensuring compliance between any official FIFA or LA28 sponsorship requirements that may be related to the jurisdiction’s open or slow streets events and locally procured sponsorships.

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. Nonmaterial scope and event changes shall be handled administratively and be approved by Metro’s 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. Grant funds may be used to purchase k-rail, A-fames, removable or surface-mounted bollards, planters that serve as crash rated barriers, and other movable crash rated barriers and similar equipment that can reduce the long-term costs for repeated and/or temporary street closures. Permanent materials such as retractable bollards may qualify as an eligible expense if the applicant can demonstrate that the cost for this investment is more cost effective than closing the street operationally, that the jurisdiction will be able to install the materials in time for the event, and that the materials will be used to support ongoing open or slow streets events at the proposed location into the future. This must be documented in the application. Street furniture or other programing will be the sole responsibility of the Grantee but is match eligible.

The table below provides examples of reimbursable expenses that the Metro Open and Slow Streets grant can reimburse, matching expenses that can be leveraged to meet the 30% match requirement or exceed the requirement for additional points, and ineligible expenses that cannot be reimbursed or leveraged as a match. Any reimbursable expenses can also qualify as matching expenses. This table is not comprehensive of all possible expenses.

Table 1. Examples of Eligible Expenses*

| Item* | Reimbursable | Match Eligible | Non-Eligible Expenses <i>(Cannot be reimbursed or count towards match)</i> |
|---|--------------|----------------|---|
| Pre-event Planning <i>(Can include professional services.)</i> | X | | |
| Community Engagement <i>(Can include professional services.)</i> | X | | |
| Marketing <i>(Can include professional services.)</i> | X | | |

| | | | |
|---|-----|---|---|
| Street Closure/Slow Streets Treatments <i>(Wayfinding, Signage, Delineators, A-Frames, K-Rail, Bollards, and Other Infrastructure)</i> | X | | |
| Surface-Mounted Bollards | X | | |
| Retractable Bollards and other infrastructure for closing/limiting vehicle traffic on a regular basis | X** | | |
| Insurance for day-of event | X | | |
| Traffic control officers or police officers | X | | |
| Rentals <i>(U-Haul, pop-up tents, etc.)</i> | X | | |
| Staffing for event operations | X | | |
| Alcohol | | | X |
| Programming: Entertainment <i>(Performers, DJs, Live Music, etc.)</i> | | X | |
| Programming: Recreational Activations <i>(Yoga, Exercise Classes, Basketball Courts, Soccer Nets, Tennis Courts, etc.)</i> | | X | |
| Programming: Arts and Culture | | X | |
| Programming: Transportation-Based <i>(Learn-to-Bike Classes, Pump Tracks, etc.)</i> | X | | |
| Placemaking <i>(Street Furniture and Rest Benches, Murals/Artwork Along the Route, etc.)</i> | | X | |
| Pop-Up Tents and Other Shade Structures | X | | |
| Water Stations, First Aid, Modular Curb Ramps, and Other Safety Measures | X | | |
| Bike Valet | X | | |
| Screens/TVs for Projecting | | X | |
| Food Trucks | | | X |
| Stages | | X | |
| Stadium Seating/Bleachers | | X | |
| FIFA or LA28 Branded Signage | | | X |

* Note: All Open and Slow Streets events and programming must be free and open to the public.

***Materials such as retractable bollards may qualify as an eligible expense if the applicant can demonstrate that the cost for this investment is more cost effective than closing the street operationally, that the jurisdiction will be able to install the materials in time for the event, and that the materials will be used to support ongoing open or slow streets events at the proposed location. This must be documented in the application.*

Data Collection and Reporting Requirements

The grantee shall collect data that shall 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. A survey sample is available here: [Open Streets Standardized Data Collection Template](#).

General and Administrative Conditions Lapsing Policy

Open and Slow Streets events must be staged by the 2028 Olympic and Paralympic Games. Date changes/confirmation of the date of the event/events after an application is submitted and awarded will require Metro Project Manager approval in advance. 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(s) of the event. At Metro's Program Manager's request events may be rescheduled to ensure alignment with program goals and to increase participant safety.

Scoring

Projects will be evaluated out of 100 points on the following criteria:

General Event Information – 5 points

Project Feasibility and Cost Efficacy – 22 points

| | |
|---|---|
| Approach to ensuring a safe route, including prohibiting vehicle traffic (open streets applicants) or considerably limits vehicle traffic (slow streets applicants), and providing adequate accommodation or scheduling to mitigate heat-related health impacts (e.g., shade, access to water, holding event in the morning or in the evening, etc.). | 3 |
| Demonstrated team capacity to successfully deliver project. | 4 |
| Agency's existing active transportation programs and policies. | 1 |
| Matching funds committed – zero points for the required 30% match; additional points will be awarded based on the amount of matching funds and the likelihood/certainty of those funds. | 7 |
| Event Financial Plan, including but not limited to cost effectiveness per mile per day. | 7 |

Transportation Legacy Impacts and Community Connectivity - 30 points

| | |
|---|----|
| Promotes the 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 for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy or 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. | 10 |
| Promotes the use of public transit during the event and beyond. | 7 |
| Data Collection and Surveys Requirement Approach (<i>see link in Data Collection and Reporting Requirements section above</i>). | 3 |
| Other route considerations (topography, length, access to destinations, etc.). | 2 |
| Programming along route is culturally relevant to local communities. | 3 |
| Provides multi-day events/activation, such as a recurring regular schedule, and/or is semi-permanent in nature such as Slow Streets. | 5 |

2026 FIFA World Cup and 2028 Olympic and Paralympic Games Alignment – 15 points

| | |
|--|---|
| Event location alignment and plan to celebrate 2026 FIFA World Cup, 2028 Olympic Games, and/or 2028 Paralympic Games (includes | 5 |
|--|---|

| | |
|--|---|
| connections between major transit stations and venues, fan zones, or other major event activities and/or attractors) | |
| Connections to arts, cultural, and/or recreation | 5 |
| Brings the spirit of the major events to communities near and far from venues | 5 |

Equity and Engagement – 28 points

| | |
|---|---|
| Route serves/connects equity focused communities (EFCs) or other underinvested communities. | 8 |
| Event route or programming focuses on serving marginalized communities by innovatively addressing unique barriers to access (i.e. disability community, LGBTQIA+, BIPOC, youth, etc.). | 3 |
| Tests safe alternatives to a high injury network (HIN) or corridor with high concentrations of traffic collisions if a HIN hasn't been established, with an emphasis on HINs within EFCs. | 5 |
| Plan to attract participants from throughout the surrounding community/County is culturally-relevant and encourages active transportation and transit connections. | 5 |
| High-quality partnerships with Community Based Organizations and/or non-profits. | 7 |

APPLICATION

General Information

1. City/Government Agency Name: Co-Applicant Name: (optional)
2. Project Manager Name: Co-Applicant Name: (optional)
3. Project Manager Title and Department: Co-Applicant Title: (optional)
4. Project Manager Phone Number: Co-Applicant Phone Number: (optional)
5. Project Manager E-mail Address: Co-Applicant E-mail Address: (optional)
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:
9. LA County Supervisorial District: (1-5)
10. For jurisdictions applying for more than one event, please state the ranking of this proposal, where 1 = highest priority, 2 = second priority, etc.
11. Event Type:
 - a. Select one: Open Street or Slow Street
 - b. Select one: Small Neighborhood Event (under 1 mile, max \$250k funding request) or Large Event (over 1 mile, no max, see program guidelines for more details)
12. Event Name
(Example: Sunnyside Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.
13. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars 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. Local retailers and restaurants will be invited to expand their operation into the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)
Maximum Allowed: 500 characters.

14. Estimated Route Length (in miles): maximum allowed 4 digits
15. Estimated Number of Signalized Intersections: Maximum Allowed: 3 digits
16. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred.

Project Feasibility and Cost Efficacy

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

Maximum Allowed: 150 characters.

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

If “YES” for Question 18

- 18a. How many freeway crossings exist along the proposed route and what are their locations? Please describe your approach to coordinating with Caltrans. (NOTE: Additional coordination with Caltrans will be required for each freeway ramp crossing and these costs must be accounted for in the project budget).

Maximum Allowed: 500 characters

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

If “YES” for Question 19

- 19a. How many at-grade crossing(s) exist along the proposed route and what are their locations? Please describe your approach to coordinating with railroad operators. (NOTE: Additional staff resources and coordination with railroad operators will be required for each grade crossing and these costs must be accounted for in the project budget).

Maximum Allowed: 500 characters

20. Estimated day(s) of the week, month, day, and year of Event.

Example: Sunday, April 11, 2025

(Note: Funds will be available starting in January 1, 2025, pending Metro Board approval. Event must be staged by the 2028 Olympic and/or Paralympic Games.)

21. If your first event is during the 2026 FIFA World Cup, do you plan to repeat your event in 2028? If yes, please note that you must submit two applications: one for each proposed year; you may repeat any relevant responses.

Yes or No

22. Does your City's General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a 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, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

23. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

24. For Open Streets proposals, municipal and private motorized vehicles are prohibited from the route during operating hours of the event. For Slow Streets proposals, vehicle traffic volumes and speeds should be significantly reduced for the duration of the Slow Streets installation. List how your jurisdiction will plan, implement, and monitor the route for conformance with these requirements; any other safety measures that will be taken; and for multi-day events, how would access be accommodated over the course of the event? (For instance, for how many days per week, and for how many hours per day will the Open Street be fully closed to vehicles? Will the Slow Street operate as a standard Slow Street over the course of the installation, or will there also be additional full closures?)

Maximum Allowed: 800 characters

25. How will your project minimize health and safety impacts of heat-related illnesses?

Describe how you provide shade, access to water, etc.

26. Does your jurisdiction/project team (may include contractors such as consultants or event producers) have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List all relevant team members and describe their capacity to deliver these events and any plans to further enhance capacity to ensure a successful event.

Maximum Allowed: 2,000 Characters

If "YES" for question 26

26a. What lessons has your jurisdiction learned from previous open or slow streets (or similar) events that will increase the success of the proposed event?

Maximum Allowed: 800 Characters

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

Maximum Allowed: 10 characters.

28. What is the requested grant amount?

Maximum Allowed: 10 characters

29. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

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

Maximum Allowed: 10 characters.

31. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

32. *What is the proposed match amount? (min 30% match required)*

Maximum Allowed: 10 characters.

33. In bringing the spirit of these major events to communities across Los Angeles County, Metro is strongly encouraging jurisdictions to partner with Metro by providing matching funds. What are the sources of your proposed matching funds? Please state whether or not the funds have been secured, and if not, plans to secure funds.

Maximum allowed: 800 characters

34. What is the event cost per mile per day (Answer to #27 / Answer #14 / Answer #20)?

35. Attach a completed [Open Streets Financial Plan and Event Scope of Work](#)

Transportation Legacy and Community Connectivity

36. How will your proposal promote the usage of and access to, sustainable modes of transportation (bicycling, walking and transit)? This may include the following: promoting

mode shift from single-occupancy vehicles by encouraging transit use for the first time, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multi-modal policy or 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.

Maximum allowed: 2,000 characters

37. Will the route connect multiple jurisdictions? Y/N

If “YES” to question 37

37a. How will your jurisdictions ensure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event? (Please also see question 51 and ensure all jurisdictional partners provide letters of support.)

Maximum Allowed: 1,000 characters.

38. Please describe the land uses and any relevant attractors along the route, and how you will adapt to differing types of land uses (as applicable) to ensure connectivity and cohesiveness along the route. *Maximum Allowed: 1,000 characters.*

39. List and describe the existing bicycle and pedestrian infrastructure along or adjacent to the route, including any active transportation high quality connections and any planned infrastructure that may be tested during the event or in place by the time of the event. Will the route encourage first time active transportation users to modify their travel behavior in the future?

Maximum Allowed: 1,000 characters.

40. What is the elevation change between the highest and lowest points along the proposed route? (Tips: you can use a free website like www.mapmyride.com or Google Maps to calculate this information; see San Francisco’s “Wiggle” for an example of route planning that avoids hills: <http://en.wikipedia.org/wiki/TheWiggle>).

41. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1,000 characters.

42. List all rail stations and high frequency bus stops within a ½ mile radius of the event route and how you will ensure safe connections from those stations to the event.

Maximum Allowed: 1,000 characters

43. Describe how your city will satisfy Metro’s evaluation and data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

Maximum Allowed: 500 characters.

2026 FIFA World Cup and 2028 Olympic and Paralympic Games Alignment

44. Describe how the proposed project aligns with the 2026 FIFA World Cup, 2028 Olympic Games, and/or 2028 Paralympic Games, including, but not limited to, connections between major transit stations and venues, fan zones, or other major event activities and/or attractors.

Maximum Allowed: 1,000 characters.

45. Describe how the proposed project brings the spirit of the major events to communities near and far from venues.

Maximum Allowed: 1,000 characters.

46. Describe how your open and slow streets event coincides with the upcoming major events. This may include a recurring schedule of activations aligned with major events, a daily activation during certain hours of the day, or less frequent event.

Maximum Allowed: 1,000 characters.

47. How will the route connect to arts, culture, and/or recreation? This may include programming along the route, connections to and/or partnerships with institutions along the route. Explain.

Maximum Allowed: 2,000 characters.

Equity and Community Partnerships

48. Using Metro’s Equity Focus Communities mapping tool (<https://equityhub.metro.net/pages/data-and-maps#EFC>), explain how your event development will reach and serve marginalized communities through route design, outreach, programming, and other considerations.

Maximum Allowed: 1,000 characters.

49. Describe how the proposed project tests safe alternatives to a high injury network (HIN), or corridor with high concentrations of traffic collisions if an HIN hasn’t been established (see resource: [TIMS - Transportation Injury Mapping System](#)), with an emphasis on HIN’s within EFCs.

Maximum Allowed: 1,000 characters.

50. Describe how the proposed event route or programming focuses on serving marginalized communities by innovatively addressing unique barriers to access (i.e. disability community, LGBTQIA+, BIPOC, youth, etc.). All projects must include a discussion of how events and/or programming are accessible and inclusive for people with disabilities.

Maximum Allowed: 1,000 characters.

51. Non-profit and community-based organization partnerships are highly encouraged, especially in helping to reach EFC's and high priority populations and in designing events that are welcoming and reflective of the diversity and culture of Los Angeles County. Does your city plan to partner with any non-profits and/or community based organizations (CBOs) to assist in event implementation and planning? (Y/N)

If "YES" for question 51

- 51a. List your proposed partners and their role in the event planning and implementation. If you are planning to select non-profit and/or CBO partners after the grant award, please describe your process to do so, and how you will ensure the partnership is meaningful. (Please also see question 51 and ensure letters of support are included for all named non-profit/CBO partners.)

Maximum Allowed: 600 Characters

If "NO" for question 51

- 51b. What is your 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

52. Describe the marketing strategy you will employ to encourage event participation. Consider the following: How is your event proposing to capture high attendance among the different age groups? How will you encourage attendees near and far to participate and arrive at this event through transit and active transportation modes? How is the program sensitive and inclusive to the communications preferences of the surrounding community in terms of marketing and outreach?

Maximum allowed: 2,000 characters

53. What strategies will you employ to encourage increased participation of businesses,

institutions, etc. located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)?

Maximum allowed 500 characters

54. Upload letters of support from the applicant jurisdiction and, if applicable, each city/non-profit/other partner. Important: each jurisdiction should provide two letters of support, one from an elected official that represents the geographic area where the event is being proposed, and a second from the department that oversees right-of-way permitting. (Please include all letters in one PDF).



Open and Slow Streets Grant Program Cycles Six and Seven

Recommendation

CONSIDER

- A. **AWARDING \$10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games (Attachment A).**

- B. **AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available (Attachment A).**



Open and Slow Streets Grant Program

- Cycles Six and Seven combined (total of \$10 million) to address Board directive and maximize opportunities for the World Cup and the Games.
- Proposed Application and Guidelines for Cycles Six and Seven communicated via Board Box on August 11, 2025. After 10-day review period, Application and Guidelines released on August 25, 2025 (due date October 10, 2025).
- Metro received 49 applications, requesting \$18.5 million total.
 - 41 applications include routes in Equity Focus Communities.
 - 4 applications deemed ineligible as submitted due to event date, applicant, or incomplete information.

Cycles Six and Seven Funding Recommendations

| Rank | Applicant | Event Title | Amount Recommended |
|------|--|--|----------------------|
| 1 | City of Los Angeles | La Chapulina: Figueroa Venue Connection | \$ 1,032,549 |
| 2 | El Pueblo de Los Angeles Historical Monument | Heart of LA – Open Street for World Cup Fan Zone | \$ 238,000 |
| 3 | El Pueblo de Los Angeles Historical Monument | Heart of LA to Civic Center: Slow Street for 2028 Olympic and Paralympic Games | \$ 250,000 |
| 4 | City of Pasadena | Pasadena 2028 Olympic Streets | \$ 500,000 |
| 5 | LA County Public Works SD2 | Metro to Magic: Avalon Open Streets | \$ 250,000 |
| 6 | LA County Public Works SD2 | Metro to Magic: Avalon Open Streets | \$ 250,000 |
| 7 | City of Pico Rivera | Celebrate Pico Rivera - Open Streets 2028 | \$ 500,000 |
| 8 | City of Los Angeles | Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games | \$ 500,000 |
| 9 | City of Los Angeles | Park to Park 2026: A Westlake Open Streets Celebration | \$ 163,611 |
| 10 | City of Los Angeles | Park to Park 2028: A Westlake Open Streets Celebration | \$ 163,611 |
| 11 | City of Torrance | Downtown Torrance Street Activation – LA28 Olympics | \$ 200,000 |
| 12 | City of Torrance | Downtown Torrance Street Activation – 2026 FIFA World Cup | \$ 200,000 |
| 13 | City of Santa Monica | COAST 2028, Santa Monica’s Open Streets Celebration | \$ 500,000 |
| 14 | City of Pico Rivera | Celebrate Pico Rivera - Open Streets 2026 | \$ 250,000 |
| 15 | City of Santa Monica | COAST 2026, Santa Monica’s Open Streets Celebration | \$ 250,000 |
| 16 | City of Los Angeles | CicLAvia–Leimert Park meets Expo Park | \$ 500,000 |
| 17 | City of Inglewood | Inglewood Open Streets: Global Games, One Community | \$ 250,000 |
| 18 | City of Inglewood | Inglewood Open Streets: Global Games, One Community | \$ 250,000 |
| 19 | City of Pomona | Pomona's 2028 Summer Games Park Avenue Slow Street | \$ 500,000 |
| 20 | City of West Hollywood | CicLAvia: Meet the Hollywoods | \$ 500,000 |
| 21 | LA County Public Works SD1 | SGV FanFest | \$ 250,000 |
| 22 | LA County Public Works SD1 | SGV FanFest | \$ 250,000 |
| 23 | City of Pasadena | CicLAvia Pasadena | \$ 500,000 |
| 24 | City of Los Angeles | South LA 2028: Leimert Park meets Expo Park | \$ 500,000 |
| 25 | City of Santa Clarita | Olympic Block Party | \$ 70,000 |
| 26 | City of Long Beach | Beach Streets Venue to Venue 2028 | \$ 427,000 |
| 27 | City of Long Beach | Beach Streets Kickin’ It 2026 | \$ 378,560 |
| 28 | LA County Public Works SD4 | Walk, Roll, & Reach for Gold: Walnut Park Open Streets | \$ 250,000 |
| 29 | City of Bell | Gateway Connections | \$ 126,669 |
| | | Total Recommended: | \$ 10,000,000 |



Metro

Cycles Six and Seven Funding Recommendations

- Staff recommend awarding funding for 29 events comprising:
 - 12 distinct jurisdictions
 - Six first-time awardees
 - 25 locations in Equity Focus Communities
 - Nearly 65 miles in total event routes (approximate distance from Long Beach to Santa Clarita)
- One application deemed “extraordinary”, with funding recommended above \$500,000
- All eligible, non-awarded applications established as waiting list

Next Steps

Upon Board approval, staff will:

- Work with applicants to execute grant agreements
- Assess program impact through post-event data collection

