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

File #: 2026-0432, **File Type:** Motion / Motion Response **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

ISSUE

At its December 2025, meeting, the Board approved an amendment <https://boardagendas.metro.net/board-report/2025-0854/> to the Open and Slow Streets report by Directors Horvath, Dutra, Solis, Hahn, Sandoval, and Yaroslavsky to direct the Chief Executive Officer to report back with a series of recommendations and analysis related to the Open and Slow Streets Program. This report provides a staff recommendation and response to the Board's direction.

BACKGROUND

Metro's Open and Slow Streets grant program was created in 2013 with the goals of helping people experience public transportation, walking, and biking potentially for the first time. The program aims to encourage the adoption of sustainable transportation modes and promote community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. Since 2013, the Open and Slow Streets Grant Program has proceeded through seven funding cycles, committing funding to 113 events through a competitive process.

In 2025, Metro revised the program criteria and goals for Cycles 6 and 7 to further encourage active transportation and transit usage both during and beyond Open and Slow Streets events, and connections to the 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games.

At its December 2025 meeting, the Board approved the award of $10 million under Cycles 6 and 7 of the Open and Slow Streets Grant Program, and amended the to direct the CEO to report back on the following series of recommendations and analysis related to the Open and Slow Streets Program:

1. 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;

2. 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

3. 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.

DISCUSSION

In considering both a permanent Open and Slow Streets program, as well as an interim program to support events between the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games, staff emphasized funding availability and cost effectiveness relative to intended program outcomes. The resulting recommended approach will encourage the use of eligible and broadly available unprogrammed local funding for events between September 2026 and March 2028, and lay the groundwork for future cycles whereby Metro resources support specific objectives that will facilitate successful and self-sustaining open streets programming.

The staff-recommended approaches to addressing this Board amendment aim to operationalize the existing goals of the Open and Slow Streets Program by employing the following three guiding principles for the future Program, as follows:

1. Establish sustainable funding between Metro and partners that enable local jurisdictions to host civic events on a regular, more frequent schedule.
2. Tie civic events to more distinct, measurable outcomes, such as improved transit ridership, and active transportation usage.
3. Link events happening at the same locations to local jurisdictions making progress on installing permanent or semi-permanent active transportation infrastructure investments, complete streets, and equitable outcomes.

Detailed staff responses to the Board-directed three actions necessitating this report back are included below:

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.

Staff response:
Staff conducted extensive engagement with program stakeholders to inform Cycles 6 and 7, funding events in 2026 and 2028. Development of the program recommendations for Cycle 8 will involve continued dialogue with stakeholders and community members, as well as extensive evaluation of the Cycle 6 and 7 funded events. Cycle 8 recommendations will be presented to the Board in 2028, with specific eligible dates for funded events to be determined. In recommending a permanent program, staff will consider program models to emphasize cost-efficiency in relation to intended program outcomes, including potentially moving away from a competitive grant program. Staff has also pursued initial fact finding and engagement to inform these considerations, including a discussion with the City of Bogota, Colombia, where the open streets concept was initiated and which has provided extensive weekly open streets for over 40 years.

Considerations:
Through the first seven cycles, the Open and Slow Streets program has been successful in catalyzing popular civic events with broad reach across Los Angeles County. A 2020 evaluation report cites varied success of the program in achieving a 10% increase in Metrorail ridership on event days, with an 11% increase in TAP card sales on Open Streets Sundays depending on the location. Staff is in the process of developing a new report for 2026 with greater breadth and more updated data.
At the same time, the competitive grant model is time and resource intensive both for Metro staff and applicants without necessarily leading to better outcomes. Additionally, recent cycles have been marked by consistent increases in costs for event staffing, insurance, and other categories, with a significant portion of overall budgets comprised of public safety/law enforcement costs. In making recommendations for the future, staff will give strong consideration to non-competitive approaches including a sponsorship model and will recommend an approach that offers the best return on investment. Staff has conducted initial comparison to marketing and sponsorship arrangements, which will be further assessed to inform upcoming recommendations. At this time, staff considers sponsorship models compelling, especially in establishing return on investment metrics (e.g. for transit ridership impact per dollar invested). Development of a permanent program model will emphasize the following objectives (and may be inclusive of other objectives informed by stakeholder engagement):

- **Transit ridership:** Open streets should, and do, result in increased day-of-event ridership. Additionally, open streets are an opportunity to introduce first-time or infrequent riders to the Metro system, however, there is limited data on whether the events produce sustained ridership. Metro staff will be conducting surveys at future events to determine if the temporary increases in ridership also create sustained ridership.
- **Permanent active transportation infrastructure:** Open streets demonstrate the value of providing safe and enjoyable space for cycling and walking. They should prompt and support local agency efforts to improve permanent or semi-permanent walk/bike/roll infrastructure.
- **Facilitation of regularly occurring open streets comparable to more established programs around the world:** The benefits of open streets are best achieved through establishing a regular, predictable cadence of events. This goal is linked to the intent to explore and promote cost-efficiencies through regular staffing models, introduction of semi-permanent infrastructure (such as sunken bollards to readily close streets to traffic), and other

practices.

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.

Staff Response:
Staff will work with prospective event sponsors for events between September 2026 and March 2028 to identify and secure funding from unprogrammed local sources. Funding is broadly available in locally programmed categories, including Transportation Development Act (TDA) Article 3, and Local Return from various sales tax measures, as discussed below.

Considerations:
The Board's direction to consider an interim cycle to fund events between the FIFA World Cup in 2026 and Olympic and Paralympic Games in 2028 necessitates identification of available funding for this purpose. The Board's authorized funding of $10 million for Cycles 6 and 7 was fully committed by the December awards. Staff's investigation concluded that while there is not eligible, available funding among sources directly programmed by Metro, there is substantial highly-flexible funding available through sources programmed by local agencies, notably TDA Article 3 and Local Return from various sales tax measures.

Within all Metro-controlled funding sources, only Proposition C Ordinance 25% (PC25) funds are eligible to fund open and slow street events. This source has been utilized for all prior, as well as current Cycle 6 and 7, open and slow streets grants. As described below, PC25 cannot be made available for additional open and slow streets funding without disrupting other high-priority commitments. PC25 funds facilitate transit and rideshare modes through supportive investments, including maintenance of roadways with transit service. It is a fully subscribed funding source in the adopted budget and the Short Range and Long Range Transportation Plans. Currently, a minimum of $70,200,000 is allocated across the Vermont Transit Corridor, NextGen bus priority lanes, Rideshare, Freeway Service Patrol.. Redirecting PC25 for open and slow streets events would have detrimental impacts for these competing uses. For instance, the Freeway Service Patrol program tows/assists disabled vehicles and removes roadway hazards; $1 million equates to approximately 6,900 assists in LA County. The Rideshare program matches commuters for carpooling and vanpooling and $1 million is associated with a reduction of approximately 21 million vehicle miles traveled (VMT). Mobility hubs, which provide multimodal connections to transit, cost approximately $3-15 million each and $1 million can contribute to the total project cost. An additional $108 million of PC25 funding is budgeted for debt service repayment for bonds issued for capital projects and cannot be redirected.

Conversely, Local Return and TDA Article 3 funding are highly flexible and broadly available (uncommitted) across most Los Angeles County jurisdictions, including applicants for the recent Cycle 6 and 7 solicitation. Attachments A and B detail the availability of funding in these sources. Attachment C details eligibility of those funds to support Open and Slow Streets events. The staff proposed approach will include hands-on assistance to local jurisdictions in confirming availability, assessing and navigating trade-offs, and assistance in pursuing additional external funding as appropriate.

Additional description of funding sources assessed is included in the Background section of this report

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.

Staff Response:
Staff will provide technical assistance to event sponsors focused on identifying and programming available funding, coordinating event logistics and planning, and disseminating best practices tied to program objectives.

Considerations:
Debriefs and technical assistance for discussions with Cycle 6 and 7 applicants and awardees are ongoing. Staff will offer one-on-one sessions with applicants, and, notably, will provide up-to-date information on available TDA Article 3 funding by jurisdiction. Staff will expand and refine on-going technical assistance efforts to focus on:

- Identifying and securing funding
- Grant writing assistance as appropriate
- Disseminating best practices for event production and cost control and achievement of specified objectives such as maximizing transit ridership
- Coordination with Metro functions including transit operations
- Disseminating lessons learned from evaluations of Cycle 6 and 7 events

FINANCIAL IMPACT

This recommendation will not impact Metro's FY27 budget. Local Return and TDA Article 3 are not eligible to fund Metro bus and rail operations.

EQUITY PLATFORM

The recently awarded Cycles 6 and 7 of the Open and Slow Streets Grant Program give residents of Los Angeles County, especially those in Equity Focus Communities (EFC), the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding in Cycles 6 and 7, 25 (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. .

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.

The Open and Slow Streets 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 6 and 7 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 could choose not to approve the staff recommended action to exclude PC25 as a funding source for Open and Slow Street events occurring between September 2026 and March 2028. Staff does not recommend this as PC25 funds are constrained and fully subscribed for high-priority investments.

NEXT STEPS

The Cycle 8 program recommendations will be presented to the Board in 2028 and will be based upon feedback from program stakeholders and community members, as well as extensive evaluation of the Cycle 6 and 7 funded events.

ATTACHMENTS

Attachment A - Local Return (LR) Fund Balances & Revenues for FY25
Attachment B - TDA3 Fund Balances & Revenues for FY26
Attachment C - Open and Slow Streets & Transit-First Fan Zones Funding Sources Available to Local Jurisdictions in Los Angeles County

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Stephanie Wiggins
Chief Executive Officer

Attachment A - Local Return Fund Balances & Revenues for FY25

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
Agoura Hills	$ 2,301,539		$ 1,637,225
Alhambra	20,871,229		6,732,994
Arcadia	14,493,314		4,596,403
Artesia	3,237,013		1,332,719
Avalon	0		277,508
Azusa	12,934,521		4,097,865
Baldwin Park	2,512,470		5,827,427
Bell	6,998,110		2,763,490
Bell Gardens	6,257,835		3,183,934
Bellflower	9,396,791		6,370,353
Beverly Hills	16,711,355		2,621,713
Bradbury	38,576		73,621
Burbank	23,066,742		8,656,919
Calabasas	3,526,450		1,888,812
Carson	14,352,783		7,634,254
Cerritos	4,529,032		3,965,695
Claremont	6,563,343		3,044,145
Commerce	(35,101)		996,744
Compton	27,400,530		7,761,207
Covina	4,411,145		4,169,664
Cudahy	8,982,744		1,844,259
Culver City	3,581,303		3,286,209
Diamond Bar	6,939,163		4,420,672
Downey	14,423,761		9,213,923
Duarte	2,956,208		1,887,819
El Monte	12,493,634		8,809,462
El Segundo	357,742		1,401,869
Gardena	14,325,022		4,952,998
Glendale	63,331,826		15,840,915
Glendora	10,484,037		4,236,661
Hawaiian Gardens	1,758,811		1,121,793
Hawthorne	15,310,037		7,097,291
Hermosa Beach	1,428,854		1,574,949
Hidden Hills	578,600		143,350
Huntington Park	8,950,226		4,412,391
Industry	1,555,772		35,361
Inglewood	14,846,469		8,798,779
Irwindale	226,387		122,813
La Canada Flintridge	3,258,129		1,650,475
La Habra Heights	1,053,374		455,889
La Mirada	9,558,709		3,966,688

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
La Puente	4,706,541		3,093,585
La Verne	7,571,516		2,654,673
Lakewood	20,961,733		6,637,841
Lancaster	30,300,946		14,357,890
Lawndale	9,890,432		2,557,449
Lomita	7,072,679		1,663,891
Long Beach	113,430,677		37,947,010
Los Angeles City	643,850,743		311,885,019
Los Angeles County	293,716,727		82,647,883
Lynwood	9,982,876		5,484,579
Malibu	1,299,169		870,536
Manhattan Beach	6,101,916		2,839,181
Maywood	4,862,150		2,032,742
Monrovia	2,444,662		3,108,739
Montebello	29,609,298		5,105,044
Monterey Park	7,845,778		4,909,852
Norwalk	17,460,299		8,376,843
Palmdale	55,734,374		13,740,183
Palos Verdes Estates	1,439,947		1,071,194
Paramount	8,660,621		4,321,048
Pasadena	33,085,681		11,344,469
Pico Rivera	9,441,747		5,049,559
Pomona	22,175,319		12,398,934
Rancho Palos Verdes	7,221,198		3,397,842
Redondo Beach	9,715,249		5,665,029
Rolling Hills	717,642		138,216
Rolling Hills Estates	1,021,970		699,444
Rosemead	14,583,113		4,142,502
San Dimas	10,513,349		2,822,204
San Fernando	1,890,233		1,945,043
San Gabriel	5,060,929		3,185,508
San Marino	1,411,324		1,010,823
Santa Clarita	52,257,719		19,101,701
Santa Fe Springs	1,010,058		1,537,848
Santa Monica	26,018,207		7,595,663
Sierra Madre	2,072,821		896,126
Signal Hill	2,226,920		946,642
South El Monte	6,013,652		1,611,635
South Gate	17,423,305		7,670,858
South Pasadena	9,804,194		2,175,762
Temple City	9,443,915		2,965,803
Torrance	30,967,710		11,847,064
Vernon	62,234		16,977
Walnut	5,459,121		2,281,763

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
West Covina	19,905,235		8,935,007
West Hollywood	4,090,595		2,881,333
Westlake Village	1,292,629		655,801
Whittier	25,017,297		7,228,881
Grand Total	$ 1,982,814,935		$ 808,360,876

Note: Amounts are subject to change based on claims submitted

Attachment B - TDA3 Fund Balances & Revenues for FY26

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
Agoura Hills	$ 15,859		$ 15,859
Alhambra	368,643		65,351
Arcadia	148,963		44,564
Artesia	76,341		12,806
Avalon	5,000		5,000
Azusa	212,261		39,482
Baldwin Park	296,810		56,445
Bell	91,133		26,609
Bellflower	69,143		61,500
Bell Gardens	83,393		30,666
Beverly Hills			25,415
Bradbury			5,000
Burbank	412,953		84,352
Calabasas	18,176		18,176
Carson	407,134		73,427
Cerritos	228,023		38,193
Claremont	188,999		30,111
Commerce	9,696		9,696
Compton	110,251		74,823
Covina	186,635		40,332
Cudahy	106,825		17,751
Culver City			32,129
Diamond Bar	256,134		42,609
Downey	586,726		89,056
Duarte	18,906		18,906
El Monte	515,645		85,297
El Segundo	54,870		13,561
Gardena	47,954		47,954
Glendale	787,363		153,022
Glendora	40,911		40,911
Hawaiian Gardens	65,069		10,842
Hawthorne	110,614		68,350
Hermosa Beach	89,875		15,257
Hidden Hills	25,000		5,000
Huntington Park	160,348		42,516
Industry			0
Inglewood	193,826		84,721
Irwindale	10,000		5,000
La Canada Flintridge	27,540		16,024

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
La Habra Heights	22,352		5,000
Lakewood			64,034
La Mirada			38,409
Lancaster	473,571		137,883
La Puente	177,645		29,929
La Verne	89,740		25,327
Lawndale	147,834		24,655
Lomita	87,642		16,241
Long Beach	544,714		366,441
Los Angeles City	18,553,424		3,461,663
Lynwood	234,560		52,940
Malibu	19,298		8,495
Manhattan Beach	62,534		27,322
Maywood	100,026		19,541
Monrovia	149,168		30,431
Montebello	75,998		49,473
Monterey Park	165,145		47,410
Norwalk	218,178		80,813
Palmdale	584,214		132,632
Palos Verdes Estates	10,374		10,374
Paramount			41,665
Pasadena	340,117		111,577
Pico Rivera	187,418		48,586
Pomona	516,379		121,539
Rancho Palos Verdes	181,771		32,693
Redondo Beach	272,140		54,511
Rolling Hills	14,343		5,000
Rolling Hills Estates	25,214		6,829
Rosemead	145,355		40,377
San Dimas	75,037		27,103
San Fernando	71,728		18,895
San Gabriel	95,098		30,851
San Marino	11,968		9,899
Santa Clarita	335,955		184,043
Santa Fe Springs	36,858		14,900
Santa Monica	217,289		74,216
Sierra Madre	42,602		8,725
Signal Hill	25,535		9,156
South El Monte	61,144		15,539
South Gate	369,385		74,070
South Pasadena	117,098		20,993

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
Temple City	108,051		28,744
Torrance	419,473		114,147
Vernon	5,000		5,000
Walnut	96,261		22,269
West Covina	490,498		87,149
West Hollywood	105,180		28,025
Westlake Village	6,324		6,324
Whittier	69,916		69,916
LA County	3,115,933		1,765,933
Grand Total	$ 9,254,400		$ 9,254,400

Note: Amounts are subject to change

Open and Slow Streets & Transit-First Fan Zones

Funding Sources Available to Jurisdictions in Los Angeles County

The table below documents funding available to all Los Angeles County jurisdictions that may be leveraged to support Open and Slow Streets events and Transit-First Fan Zones. The “Fund Source” column provides a link to the relevant guidelines, the “Applicability” column provides a general overview of the applicability of funds and the “Page Number” column provides the associated page numbers where additional information is provided. It is the responsibility of the jurisdiction to affirm eligibility. The funding sources listed herein are for transportation purposes only.

Fund Source	Applicability	Page Number
LA County Measure M – Local Return *17% of the total tax collected is allocated to jurisdictions based on population*	Active Transportation including Open Streets events, ADA improvements, demonstration projects, improving first/last mile access to transit	78
	Complete Streets	75
	Transportation Demand Management (TDM) projects, including first/last mile connectivity and bike sharing	77
Transportation Development Act (TDA) – Article 3 *Generated from the general statewide sales tax and state tax on diesel fuel and allocated by Metro to jurisdictions based on population*	Pedestrian and Bicycle Allocations for exclusive pedestrian and bicycle facilities, or for pedestrian/bicycle improvements to local streets and roads (including striping/maintenance). Up to 5% may also be used for pedestrian and bicycle safety education programs.	40, 42

LA County Proposition C – Local Return *20% of the total tax collected allocated to jurisdictions based on population*	Bikeways and Bike Lanes including signage, information/safety programs, maintenance, construction	18
	Transportation Demand Management (TDM) projects intended to influence the manner in which people commute, resulting in a decrease in the number of vehicle trips made and vehicle miles traveled during peak travel periods.	16
	Safety	19
	Americans with Disabilities Act Related Street Improvements including curb ramps and accessible sidewalks associated with transit.	20
LA County Measure R – Local Return *15% of the total tax collected allocated to jurisdictions based on population*	Bikeways and Pedestrian Improvements including, but not limited to, bike/pedestrian facilities (construction & maintenance), signage, information/safety programs, bike lanes and bicycle parking, ADA improvements, streetscapes, crossings and curb cuts, bike sharing, bike safety and bike education	4

For more information about Local Return Programs, please visit metro.net/about/local_return_pgm.

For additional questions, please contact:

- Chelsea Meister, Transportation Planning Manager: MeisterC@metro.net, or
- Susan Richan, Senior Director, RichanS@metro.net

Open and Slow Streets Grant Program Update
2026-0432

Planning & Programming Committee
July 15, 2026

Metro

Recommendation

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

Background

On December 4, 2025, the Metro Board approved Open and Slow Streets Program Cycles 6 and 7 and amended the Board report to direct the CEO to report back on the following series of recommendations and analysis:

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.

Response by Issue Area

A. Permanent Program

Staff to return to Board in late 2028 with recommendations, inclusive of Cycle 6 and 7 evaluation.

B. Abbreviated Cycle

Funding is broadly available in locally programmed categories including Transportation Development Act (TDA) Article 3, and Local Return (Grand Total Local Return Fund Balance FY25: $1,982,814,935) from various sales tax measures.

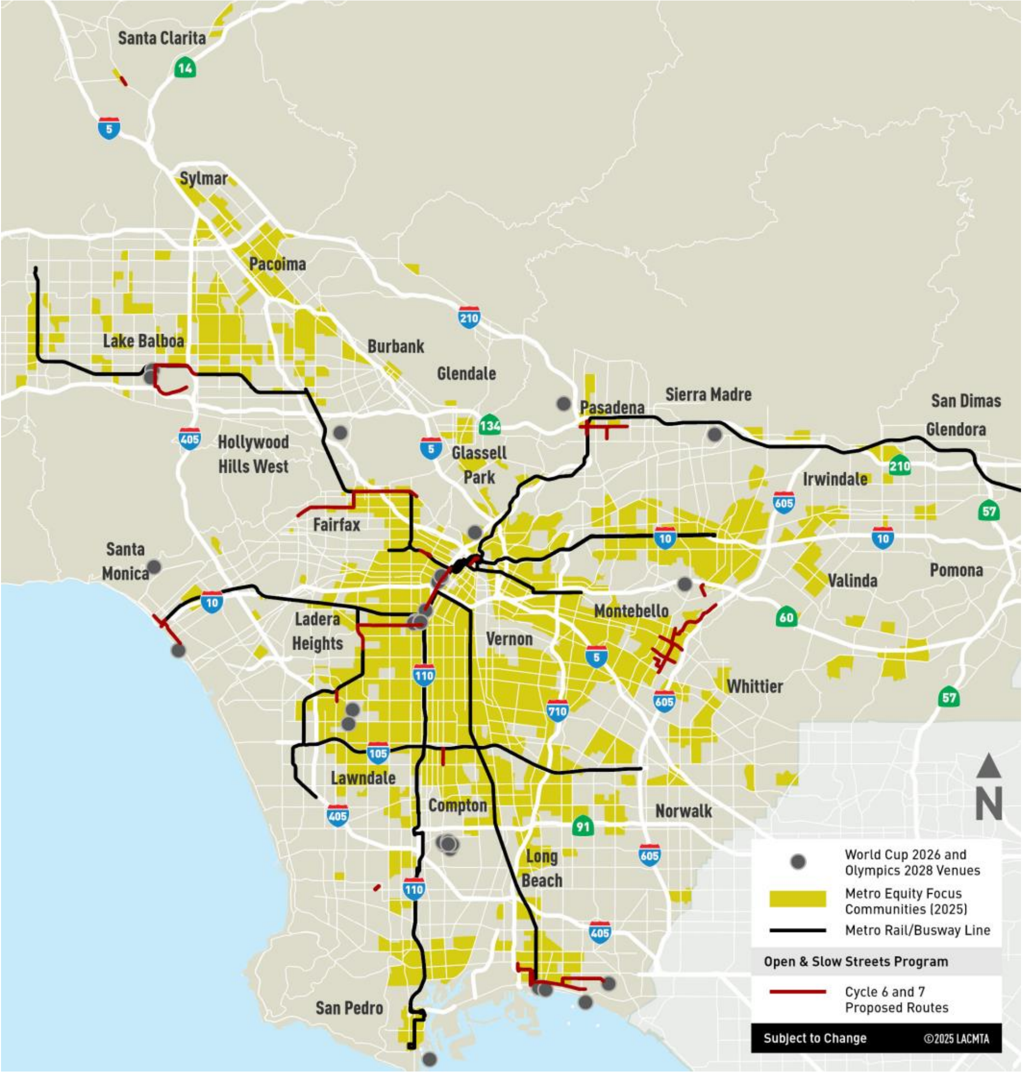
C. Technical Assistance

Staff will provide technical assistance to event sponsors focused on identifying and programming available funding, coordinating event logistics and planning, and disseminating best practices tied to program objectives.

Equity

- 25 (86%) of the 29 events funded in Cycles 6 and 7 are located in Equity Focus Communities (EFCs).

- Applicants were:
  - Encouraged to focus on EFCs while also addressing the diverse needs of communities.
  - Required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations.
  - Encouraged to partner with CBOs or non-profits; if they couldn't, they were advised to describe how they would reach the community.



Next Steps

Staff will continue collecting feedback from program stakeholders and community members. Staff will develop Cycle 8 program recommendations based on this feedback as well as extensive evaluation of Cycle 6 and 7 funded events. Staff will present Cycle 8 program recommendations to the Board in 2028.