Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

AUGUST 11, 2025

TO: **BOARD OF DIRECTORS**

THROUGH: **STEPHANIE WIGGINS**
CHIEF EXECUTIVE OFFICER

FROM: **RAY SOSA**
CHIEF PLANNING OFFICER

SUBJECT: **OPEN AND SLOW STREETS GRANT PROGRAM CYCLE SIX AND SEVEN**

ISSUE

The proposed Cycle Six and Seven Open and Slow Streets Application and Guidelines (Attachment A) direct $10 million of competitive grant funding and $5 million in location-specific grant funding to proposals that accomplish the goals of the Open and Slow Streets program while promoting the spirit of the 2026 FIFA World Cup and the LA28 Olympics and Paralympic Games (collectively referred to as the major events) and meeting prior Board direction. Through internal collaboration across Metro departments and thorough external engagement with jurisdictions and community stakeholders, Metro staff developed revised guidelines to be released in August 2025 in order to establish funding agreements in time for the 2026 FIFA World Cup.

BACKGROUND

Open Streets are car-free events that temporarily open streets to people walking, biking, or rolling. Slow Streets, which began during the pandemic and have been included in the grant program since, are 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. Metro's Open and Slow Streets goals include encouraging Angelinos to 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.

The Metro Open and Slow Streets Grant Program has undergone five implementation cycles since its inception in 2013 to enhance active transportation and public engagement across Los Angeles County. The program began with $3.7 million invested per two-year cycle in 2013 and has grown to a $5 million investment in Cycle 5 from 2024-2025. Each cycle has progressively refined outreach, equity, and programmatic goals, building a robust regional framework for activation of sustainable and inclusive public space.

At the September 2022 Ad Hoc 2028 and Paralympic Games Committee Meeting, the Board adopted Motion 9, which directs the Metro Office of Strategic Innovation (OSI) 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 Games.

In March 2024, the federal government awarded Metro a Reconnecting Communities and Neighborhoods (RCN) grant, which included $5 million to host Open and Slow Streets events at three new Mobility Hub sites in Los Angeles, Long Beach, and El Monte. Their activation will involve art, culture, recreation, and community engagement before, during, and after the Games, leaving a legacy. The funding is specifically allocated to each mobility hub location for its activation activities.

At the May 2025 Ad Hoc 2028 and Paralympic Games Committee Meeting, the Board adopted Motion 8, to increase access to the Olympic and Paralympic Games through activation of Fan Zones and Multi Modal Transportation Options.

DISCUSSION

There will be unprecedented transportation demand for open and slow streets funding in support of the 2026 FIFA World Cup and the 2028 Games. The 2028 Games alone will include an estimated 10-15 million ticket holders and over 10,000 athletes. The Open and Slow Streets Grant Program can support the transit-first games strategy by connecting people via walking, rolling, and biking, between transit hubs and major event activities. In addition, the grant program has been crafted to prioritize proposals that result in a legacy that Angelinos can benefit from for years to come.

Metro is combining two rounds of Open and Slow Streets funding (Cycles 6 and 7) for a total of $10 million in competitive funds, with an additional $5 million in non-competitive RCN grant funding to support Open and Slow Streets events from 2026-2028. In alignment with Board Motion 9 (September 2022), Metro staff revised the Open and Slow Streets Program criteria to fund projects that will transform our streets and transportation facilities into temporary centers of art, culture, and recreation, and to engage local communities in the spirit of the

upcoming major events, while still maintaining a focus on advancing the program's core goals. In alignment with Board Motion 8 (May 2025), the Open and Slow Streets grant program provides opportunities to improve and support multi-modal transportation to and from fan zones and Olympic and Paralympic venues.

Engagement Approach

Staff identified the need to conduct thorough engagement with agency and community stakeholders to ensure Metro develops guidelines that will facilitate Open and Slow Streets events that are: 1) longer in duration, 2) integrate new goals related to engaging communities in the upcoming major events, and transforming streets into centers for arts, culture, and recreation, and 3) are conceptualized years in advance. Given these ambitious goals, staff worked to ensure that thorough engagement with local jurisdictions and community stakeholders occurred prior to the finalization of guidelines. The intention of this engagement was to help shape the guidelines to ensure the most effective use of the Open and Slow Streets and RCN funds, and to encourage applicants to learn from one another and start conceptualizing transformative ideas that will meet these ambitious goals.

To deliver the best possible program, staff conducted the following engagement in May and June 2025:

- Facilitated a broad virtual meeting with interested jurisdictions and community stakeholders to gather feedback on critical questions related to the development of Open and Slow Streets guidelines. This meeting was very well attended, with approximately 140 participants from cities across the County and several community-based organizations (CBOs).
- Conducted 9 key stakeholder meetings with a range of jurisdictional representatives as directed in Board Motion 8 (September 2022), including county and city agencies (large and small), Councils of Governments (COGs), and community stakeholders to further refine the Open and Slow Streets guidelines in the context of major events.
- Conducted a survey open to all workshop invitees to gather additional comments and gain a better understanding of the status of Open and Slow Streets planning for the upcoming major events.

Staff had also intended to engage jurisdictions throughout the County at the Games Regional Transportation Summit (Summit) scheduled for June 12-13, 2025. The Summit was postponed and is being rescheduled for September 2025.

Key themes emerged from jurisdictions and community stakeholders across staff's engagement efforts. The themes and Metro's approach to addressing them is summarized below:

Escalating Costs

Stakeholders noted that costs to host open streets events have increased considerably, especially including insurance, which is recognized as a regional and statewide issue associated with major climate events. Applicants noted the difficulty in identifying funding to cover these growing costs for one-day events.

Metro's guidelines have been adjusted to remove the maximum dollar amount for large open and slow streets events. 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 links multiple communities, transit stations, and major event venues. Metro is also continuing to invite slow streets applications to provide a lower cost multi-day option that can provide strong multi-modal connections between transit stations and venues, fan zones, or other activities associated with major events. In addition, slow streets likely don't require the same level of insurance, which can also result in significant cost savings. Finally, to balance the potential increased value of grant awards for large open and slow streets events, Metro is also increasing the required match from 20% to 30% and awarding points for higher matching dollars to acknowledge that Metro's funds are meant to provide seed funding for jurisdictions to match.

Considering Non-Profits and Community Based Organizations (CBOs) as Lead Applicants

Metro considered allowing applications from non-profit organizations/community-based organizations (CBOs) in addition to jurisdictional applicants with the goal of increasing community leadership and multi-jurisdictional applications. Some jurisdictions and CBOs expressed concerns with this approach, citing that jurisdictions play a critical role in producing events, such as right-of-way permitting, traffic control plans, and confirming the commitment of leadership to support a successful event; inviting CBOs to apply, even with a letter of support from jurisdictions doesn't account for this critical jurisdictional role. CBO stakeholders noted that CBO's may not have a comprehensive understanding of the many steps required to host open and slow streets events, including the various permits and agency partnerships required, necessary community support, and marketing needs. By opening applications to CBOs as lead applicants, the steep learning curve may not fairly and adequately set those proposals up for success or compete well alongside jurisdictional proposals. Finally, all RCN-funded events are federalized, and grantees must meet federal funding requirements. Given the complexity of these funding requirements, Metro requires public agencies as lead applicants.

Metro's guidelines and approach address this feedback by maintaining jurisdictions as lead applicants but allowing CBOs to be co-applicants. Similar to prior rounds, COGs are considered eligible jurisdictions and encouraged to apply on behalf of multiple jurisdictions. Significant points are allotted to proposals that include high quality CBO partnerships to encourage CBO participation. In addition, Metro is developing a peer-to-peer technical assistance model where

experienced CBOs can train new CBO sub-recipients to build their capacity in delivering open and slow streets events.

Event Eligibility by Year
Stakeholders urged Metro to fund proposals in 2026, 2027, and 2028 in order to have multiple opportunities to practice ahead of the 2028 Games, and to host events in all years to sustain the program regularly for Angelinos.

Metro considered this request, however, given the limited funding available, the need for increased funding per event to meet the growing costs, the desire to hold events countywide, and the acknowledgement that Metro is not the only funder of open and slow street events, the guidelines include funding only for open and slow streets aligned with the major events 2026 and 2028. By including both years, jurisdictions can leverage Metro funding to learn from events in 2026 in advance of 2028. In addition, Metro has identified funds that local communities can use to hold events in other years (and provide matching funds), including eligible local return funds from Prop C, Measure R, and Measure M Transportation Development Act (TDA) Article 3 dollars, and locally procured sponsorship dollars.

Proposal Readiness
Most stakeholders noted that they do not have concrete open and slows streets proposals developed. To support ideation, Metro held a workshop in May, four months before the anticipated application deadline to encourage applicants to begin developing project proposals by learning about anticipated guidelines and hearing from peers. Metro will also offer project readiness reviews during the application window to provide feedback to applicants to ensure program goals are clear and support applicants in developing the strong proposals to meet agency goals. Metro will also leverage the rescheduled Games Regional Transportation Summit in early September to workshop open and slow street proposals and further support jurisdictions in developing proposals.

Supporting Small Jurisdictions new to Open & Slow Streets
Many smaller jurisdictions haven't had the opportunity to host an open or slow streets project in the past, however, there is interest from those jurisdictions. To ensure communities throughout the County can successfully compete to host an open and/or slow street event in their community Metro is inviting applications for smaller lower-cost neighborhood routes as these will require less capacity to deliver and Metro can fund more of these. Metro will also develop resources for grantees, including a tool kit with useful resources on how to deliver open and slow streets, peer-to-peer technical assistance, and proposal readiness reviews.

Connecting Applicants with Arts, Culture, and Recreation Organizations
Following the direction of Board Motion 8 (September 2022), staff are coordinating with partner agencies in the County and City of Los Angeles to connect applicants with arts, culture, and recreation CBOs to engage in programming during open and slow streets events. Staff are exploring aligning

complementary government funding opportunities with the goal of including arts, culture, and recreational programming at open and slow streets events as an eligible use within other agencies' relevant funding programs.

Clarify Reimbursable Costs, Especially for Programming, and Consider Allowing Sturdier Infrastructure

Metro open and slow streets funding has historically funded the activities related to planning for and implementing open and slow streets, but not the programming along open and slow streets, and only for temporary materials. Stakeholders noted confusion as to how programming is defined. To clarify what types of activities are reimbursable, not reimbursable but match-eligible, and not eligible for reimbursement or matching, Metro included a table with examples in the guidelines (Attachment A). While this round requires grantees to include arts, culture, and recreation in their open and slow streets projects, Metro maintains that our grant funding must be used for transportation purposes. As such, Metro will reimburse programming that is directly related to transportation and as noted above, is working to coordinate and align government funding opportunities for arts, culture, and non-transportation related recreation programming. Stakeholders also noted that allowing for sturdier semi-permanent and permanent materials will help jurisdictions host recurring events more cost-effectively throughout the course of the major events, and help to reduce costs for recurring events into the future. Metro will allow semi-permanent materials such as surface-mounted bollards and wayfinding signage. Permanent infrastructure 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.

NEXT STEPS

The schedule below lists the major milestones for the development and adoption of the Combined Cycles 6 & 7 of the Open and Slow Streets program.

Deliverable	**Date**
Final Guidelines & Application Released	Aug 2025*
Applications Due (6-8 weeks following Release)	Sept/Oct 2025
Funding Recommendation to Board	Nov/Dec 2025
Funding Agreements for 2026 Executed	Early 2026

*Date contingent on the release date of this Board Box providing at least 10 days between release of the Board Box and Project Solicitation.

Attachment A – Open and Slow Street – Cycle Six and Seven Application and Guidelines

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

Attachment A

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.

<u>Reconnecting Communities and Neighborhoods (RCN) Grant</u>
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 <u>not</u> be required to meet the 30% match.

<u>Matching Fund Requirements</u>
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** *(Cannot be reimbursed or count towards match)*
Pre-event Planning *(Can include professional services.)*	X		
Community Engagement *(Can include professional services.)*	X		
Marketing *(Can include professional services.)*	X		

Street Closure/Slow Streets Treatments *(Wayfinding, Signage, Delineators, A-Frames, K-Rail, Bollards, and Other Infrastructure)*	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 *(U-Haul, pop-up tents, etc.)*	X		
Staffing for event operations	X		
Alcohol			X
Programming: Entertainment *(Performers, DJs, Live Music, etc.)*		X	
Programming: Recreational Activations *(Yoga, Exercise Classes, Basketball Courts, Soccer Nets, Tennis Courts, etc.)*		X	
Programming: Arts and Culture		X	
Programming: Transportation-Based *(Learn-to-Bike Classes, Pump Tracks, etc.)*	X		
Placemaking *(Street Furniture and Rest Benches, Murals/Artwork Along the Route, etc.)*		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 (*see link in Data Collection and Reporting Requirements section above*).	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: Sunnytown 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 Sunnytown 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).