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

Metro

Board Report

File #: 2023-0450, **File Type:** Program **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE MEETING
JANUARY 17, 2024

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FIVE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AWARDING $5 million to the Open and Slow Streets Grants Program Cycle Five to fund 16 events scheduled through December 2025 (Attachment A); and

B. REPROGRAMMING Cycle Four funds not expended by December 31, 2023, up to the amount of $500,000, towards Cycle Five (Attachment A), increasing the total available funding amount for Cycle Five to $5.5 million.

ISSUE

The Open and Slow Streets Grant Program funds events that are designed to close streets to vehicular traffic, allowing Los Angeles County residents and visitors to experience alternative modes of transportation. The primary goal of Open Streets events 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 city and community levels.

Cycle Four of the Open and Slow Streets Grant Program ended on December 31, 2023. Board approval is needed to fund Cycle Five and reprogram the unused funds from Cycle Four.

BACKGROUND

In September 2013, the Metro Board approved the Open Streets Competitive Grant Program framework in response to Motion 72 by Directors Villaraigosa, Molina, Najarian, and Wilson (Attachment B). This framework includes the following:

- A grant program based on a two-year cycle.
- An annual allocation of funds of up to $2 million.
- A competitive grant process and program.
- A technical process for collecting data and evaluating funded events.
- Funding for support of planning, coordination, promotion, and other related organizational

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costs.

Summary of Open Streets Events to Date - Cycles One, Two, Three, and Mini Cycle

Staff developed a comprehensive framework and competitive grant process to solicit and evaluate Open Streets applications throughout Los Angeles County. So far, the Metro Board has funded four cycles of Open and Slow Streets and a Mini Cycle. The grant program has sponsored 70 events, spanning 248 miles of Open and Slow Streets activities across 38 different jurisdictions.

During its June 2014 meeting, the Metro Board approved a grant of $3.7 million for 12 events in Cycle One. In September 2016, Cycle Two received $4.14 million for 17 events. In Cycle Three, $4.53 million was awarded for 15 events, and the Metro Board directed staff to conduct an additional Mini Cycle for the applicants who were not selected for funding in Cycle Three to reapply for consideration. The Mini Cycle received $1.05 million for five events. In Cycle Four, approximately $7 million was awarded for 19 events across Los Angeles County. This includes $2.5 million per year for the two-year cycle that was allocated through the annual budget process and an additional $2 million per the Board Motion 9.1 (Attachment D) by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra on December 2, 2021 to award up to 19 events.

COVID-19 Impact and Slow Streets Concept

The Slow Streets concept was developed during Cycle Three in response to the COVID-19 pandemic and the "Safe at Home Order" implemented in March 2020. In May 2020, the Board passed Motion 40 (Attachment E) by Directors Garcetti, Solis, Garcia, Bonin, and Fasana which allowed the CEO to negotiate administrative scope changes for Cycle Three and the Mini Cycle based on written requests from the grantees. The purpose of this motion was to facilitate the implementation of the Slow Streets concept, which includes:

- Allowing the expansion of one-day events for an extended period.
- Replacing larger one-day events with smaller neighborhood events.
- Providing space within the public right of way to support vending and dining activities,
- Providing education, encouragement, and monitoring of safe physical distancing per Safe at Home Orders in support of community-based leadership.

As of November 2021, only two grantees from Cycle Three and the Mini Cycle have completed an amendment to their agreement. The amendments mainly involved minor changes or reprogramming of funds for Slow Streets events. Following a Board Motion in June 2021, staff recommended that Cycle Four applicants be allowed to propose Slow Streets, Open Streets, or a combination of multi-day events or extended routes for funding consideration. Metro received three applications under this new concept in Cycle Four.

Cycle Four Summary

In June 2021, the Board approved the revised Metro Open and Slow Streets Grant Program Cycle Four Package and Guidelines and authorized the total grant funding available for two-year cycles to $5 million. At this meeting, the Board also authorized staff to administratively release unchanged

Open Streets and Slow Streets applications and guidelines packages in future cycles without returning to the Board. Based on these recommendations, staff has continued to accept applications under the same concept for Slow Streets, Open Streets, or a combination of events.

The application package and guidelines focus on the following:

- Per Board recommendation, a funding ceiling of $500,000 per event application.
- Focus on regional distribution and disadvantaged communities and equity.
- Events that promote innovation.
- Increased participation opportunities and event promotion.
- Open and Slow Streets events that encourage social distancing include extended routes or multi-day events and outdoor activities such as business and educational activities.

DISCUSSION

Open and Slow Streets Grant Program Cycle Five

In the summer of 2023, staff administered the application process for a new biannual Open and Slow Streets Grants cycle. The program is open to all cities and councils of government (COG) county-wide. To spread awareness of the new cycle application process, staff sent emails and workshop invitations to all municipalities and COGs in Los Angeles County and to the Los Angeles County Public Works. The website was also updated with current information. A virtual workshop was conducted and 32 representatives from 16 entities attended. Special presentations and event production advice were provided to assist potential applicants to enhance their application process. Staff also provided an opportunity to answer questions from prospective applicants.

Outreach

An information workshop was held in preparation for Cycle Five. The meeting was conducted virtually, allowing representatives from municipalities and COGs located in different parts of Los Angeles County to attend easily. Attendees included staff members from the cities of Los Angeles, Santa Clarita, Vernon, Long Beach, Lancaster, Downey, Santa Monica, Calabasas, Huntington Park, and South Pasadena. The South Bay and San Gabriel Valley COGs also participated in the virtual workshop.
During the workshop, attendees were provided with an overview of the program, including its background and information specific to Cycle Five. Attendees also received a preview of the application and guidelines, followed by a question-and-answer session. In addition, there was a presentation on lessons learned and the planning process of an Open Streets event. The workshop aimed to equip cities and entities with the necessary technical support and answers to aid in developing their applications and production needs for these events.

At the end of the session, participants were encouraged to send additional comments or questions regarding the application and guidelines to OpenStreets@metro.net <mailto:OpenStreets@metro.net> for staff to address.

Program Criteria and Guidelines

The Open Streets Grant application and guidelines have remained consistent from previous cycles and use the same criteria (Attachment C). Clarifications and technical support have also been provided in certain areas throughout each application process cycle. These areas include but are not limited to allowing for innovation in the scope of events, accommodating multi-jurisdictional events, and prioritizing events that benefit Equity Focus Communities. The minimum score needed to be eligible and recommended for funding is 70 points, as stated in the application guidelines. Therefore, only the top ranked events will be recommended for funding. Per the guidelines, there is no guarantee that applicants will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application.

Cycle Five Funding Availability

Through the approved annual budget process, $2.5 million is allocated for the Open Streets Grant Program each year. Therefore, $5 million is available for a two-year cycle. Staff also recommends reprogramming an additional $500,000 from a canceled event during Cycle Four for a total of $5.5. million in available funding for Cycle Five.

This additional $500,000 is available due to the cancellation of the Eastside Open Streets Event by the City of Commerce. Since 2022, staff has worked with the City of Commerce to try to schedule the event; however, during the summer of 2023, the City of Commerce informed staff that they could not produce the event and would be giving up their grant. These funds could not be reprogrammed to the next highest-scoring Open Streets event in Cycle Four due to insufficient time for event production before the cycle ended on December 31, 2023. Therefore, staff recommends that this $500,000 be made available to Cycle Five applicants.

Applications Received and Evaluation Panel

A total of 28 applications were received for Open Streets Cycle Five by the application deadline of 5 p.m. on August 29, 2023, with a total requested amount of approximately $9.9 million. Of these 28 applications, 22 were from communities defined by Metro as Equity Focus Communities, and six were new applicants to the program.

An evaluation panel comprised of staff from Metro's Operations Department, Metro's Office of Equity and Race, and the Southern California Association of Governments (SCAG) assessed the applications based on their feasibility in terms of event production, adherence to Metro Open Streets guidelines, connectivity to transit, and opportunities for partnerships to host the event.

To fulfill the $5.5 million in funding available for Cycle Five and the increase the number of awards, four applications are recommended to be fully funded with the requested amounts, and 12 applications that received multiple awards over the life of the program are recommended to be partially funded with 80% of the requested amounts (Attachment A). All recommended events received a score of 70 points or higher to be eligible, which is consistent with the Board-approved application guidelines. Staff recommends partially funding the longstanding events in order to achieve the original goals of the program to provide seed funding to allow more new participants to

experience active transportation and public transportation for the first time. Any applicants who received Open Streets funding for five or more events prior to Cycle Five are considered to be in the longstanding category.

Cycle Five Evaluation Reporting

As in previous cycles, in Cycle Five, jurisdictions will be provided with 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 success. The templates cover various aspects, including attendance, public transportation access, event impact on transportation, and impact on local businesses. However, the primary objective is to measure the effects of these events on nearby communities and assist municipalities in increasing the use of sustainable modes of transportation.

DETERMINATION OF SAFETY IMPACT

The Open Streets Cycle Five Program will not have a safety impact on Metro or its employees as the events are held outside Metro-owned property.

FINANCIAL IMPACT

Funding for the first year of Metro's Open Streets Cycle Five program is included in the FY23-24 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 every year.

Impact to Budget

Local funding from Proposition C will be utilized for the Cycle Five events. The funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C includes 25% of funds eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Streets events as Transportation Demand Management (TSM/TDM) program in their 2012 Regional Transportation Plan Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used instead of the identified funds. In addition, should any remaining funds from Cycle Four not be programmed for events in Cycle Five, these funds may be carried over to a future cycle.

EQUITY PLATFORM

Cycle Five of the Open Streets and Slow Streets Grant Program aims to provide the residents of Los Angeles County, particularly those in Equity Focus Communities (EFCs), with the opportunity to walk, bike, or roll in their neighborhoods. Fifteen of the 16 proposed funding events are located in EFCs. By producing Open Streets events in EFCs, constituents from disadvantaged communities will also be able to experience and enjoy car-free events. Grantees and their production entities will work closely with Metro Operations and Communication's staff and local bus providers to ensure that transit services are minimally disrupted and that grantees reach out to communities that may be affected by the events.

All grantees are required to distribute surveys to event participants and nearby businesses using a data collection template created by an external consultant. The goal of the surveys is to understand the benefits and effects of Open Streets events on the community, including information such as the participant's gender, age, and zip codes. All surveys will be supported by Metro translation service and other accessibility services to support participants with limited English proficiency and disabilities.

Furthermore, awarding points to candidates who organize their events in EFCs enables Metro to engage in events and focus on disseminating vital information to individuals with fewer transportation options. This encompasses providing extensive details about transportation and service options and updates on newly launched programs and initiatives.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Cycle Five of the Open Streets Program aligns with the third goal of Metro’s strategic plan. The program aims to promote car-free and car-light mobility options among local communities and stakeholders and provide them with opportunities to experience these modes of transportation for the first time. This way, Metro can encourage sustainable transportation choices through Open Streets events. Additionally, these events allow Metro staff to share the latest information and address any queries from the communities they serve.

ALTERNATIVES CONSIDERED

It is possible that the Board may choose not to fund Cycle Five of the Open Streets Program and not to reprogram any remaining funding from Cycle Four. 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. Therefore, it is strongly advised to continue funding the Open Streets program.

NEXT STEPS

With the Board’s approval, staff will notify all selected grantees and execute the grant agreement between Metro and each chosen grantee administratively.

Additionally, staff will implement the post-event data collection and assessment process, which includes investing in active transportation infrastructure and promoting sustainable modes of transportation. Staff will also revisit the program criteria, considering the program is now ten years old, to ensure the Open and Close Streets Grant Program will be able to maintain its vision and value on promoting sustainable transportation in the region.

ATTACHMENTS

Attachment A - Open Streets Grant Program Cycle 5 Evaluation Result and Recommend Grant Amount
Attachment B - Board Motion 72 - June 2013

Attachment C - Open Streets Cycle Five Application Package and Guidelines
Attachment D - Metro Board Motion 9.1 - December 2021
Attachment E - Metro Board Motion 40 - May 2020

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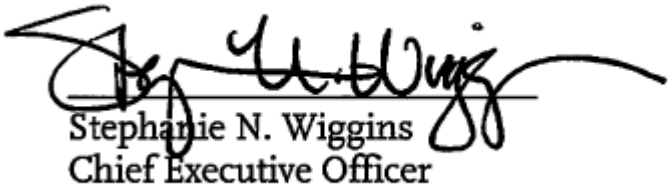

Stephanie N. Wiggins
Chief Executive Officer

Attachment A - Open Streets Grant Program Cycle 5
Evaluation Results and Recommend Grants Amount

Applicant	Event Date (s)	Event Title	*Average Score	Amount Requested	*****Amount Recommended	****Distance in Miles	***Cost per Mile	**EFC (Yes/No)	Events Funded by Entity to Date
City of Los Angeles	Sunday, June 25, 2025	OS10: CicLAvia-South LA (Leimert Park meets Watts)	89	$ 500,000	$ 400,000	10.4	$60,096	Y	19
SGVCOG	Sunday, April 28, 2024	OS3: 626 Golden Streets, Mission Meets Eclectic	84	$ 500,000	$ 400,000	5.0	$125,000	Y	5
City of Los Angeles	Sunday, April 14, 2024 or April 21, 2024	OS14: CicLAvia-Venice Blvd	84	$ 425,079	$ 340,063	5.8	$92,409	Y	19
City of Los Angeles	Sunday, October 12, 2025	OS18: CicLAvia-Heart of LA	83	$ 405,079	$ 324,063	7.2	$70,620	Y	19
City of Los Angeles	Sunday, April 13, 2025	OS17: CicLAvia-Koreatown meets Hollywood	82	$ 373,079	$ 298,463	5.0	$93,269	Y	19
City of West Hollywood	Sunday, August 18, 2024	OS28: CicLA-via: Meets the Hollywoods	82	$ 500,000	$ 400,000	6.5	$103,846	Y	19
City of Los Angeles	Sunday, October 13, 2024	OS19: CicLAvia-Heart of LA	82	$ 405,079	$ 324,063	6.5	$77,899	Y	19
SGVCOG	Sunday, November 2, 2025	OS4: 627 Golden Streets: Corazon del Valle	80	$ 500,000	$ 400,000	4.8	$131,580	Y	5
City of Los Angeles	Sunday, February 23, 2025	OS13: CicLAvia-SouthLA (Jefferson Blvd)	80	$ 373,079	$ 298,463	3.6	$129,541	Y	19
SGVCOG	Sunday, June 22, 2025	OS5: 628 Golden Streets: Mission at Twilight	80	$ 500,000	$ 400,000	5.0	$125,000	Y	5
City of Los Angeles	Sunday, June 23, 2024	OS12: CicLAvia-South LA (Western Ave)	80	$ 373,079	$ 298,463	5.0	$93,269	Y	19
City of Glendale	Saturday, October 19th, 2024	OS25: Be Street Smart Glendale Ave	79	$ 400,000	$ 400,000	2.4	$243,170	Y	2
City of Long Beach	Saturday, May 10, 2025	OS6: Beach Streets West Long Beach	78	$ 312,000	$ 249,600	3.3	$118,182	N	6
Los Angeles County	Sunday, October or November 2025	OS23: East Los Angeles Open Streets Event	70	$ 400,000	$ 400,000	1.9	$250,000	Y	2
City of Culver City	Sunday, August 17, 2025	OS27: CicLA-via Culver meets Venice	70	$ 500,000	$ 500,000	6.8	$92,592	Y	2
City of Bell	Saturday, May 3, 2025	OS26: Bell 5k Run/Walk Open Streets Event	70	$ 48,000	$ 48,000	4.4	$13,793	Y	0
City of Los Angeles	Sunday, May 19, 2024	OS15: CicLAmini-Wilmington	69	$ 245,079	$ -	2.3	$136,155	Y	19
City of Los Angeles	May - September, 2024	OS9: Reconnecting MacArthur Park Open Streets	69	$ 340,000	$ -	0.3	$566,666	Y	19
City of Los Angeles	Sunday, May 18, 2025	OS16: CicLAmini-Northridge	68	$ 245,079	$ -	1.5	$204,232	N	19
City of Los Angeles	Sunday, February 25, 2024	OS20: CicLAvia-Melrose	67	$ 373,079	$ -	4.0	$116,587	N	19
City of Los Angeles	Sunday, September 15, 2024	OS11: CicLAmini-Lincoln Heights	67	$ 245,079	$ -	1.2	$264,093	Y	19
City of Los Angeles	Sunday, September 14, 2025	OS21: CicLAmini-Pico	66	$ 245,079	$ -	1.9	$162,951	Y	19
City of Long Beach	Saturday, May 11, 2024	OS7: Beach Streets Uptown	65	$ 264,000	$ -	4.0	$82,500	Y	6
City of Los Angeles	Sunday, December 1 or December 8, 2024	OS22: CicLAvia-The Valley (Ventura Blvd)	65	$ 425,079	$ -	6.2	$85,425	N	19
SGVCOG	Saturday, August 4, 2024	OS8: 626 Golden Streets: Covina Play Streets	64	$ 200,000	$ -	2.3	$108,000	Y	5
Natural History Museum	Saturday and Sunday, July 20 and 21, 2024	OS24: Block Party Opening Celebration of NHM Commons	63	$ 500,000	$ -	0.8	$600,000	Y	0
City of Hawthorne	Saturday, December 14, 2024	OS2: Winter Neighborhood Stroll	63	$ 200,000	$ -	1.0	$100,000	N	0
City of Hawthorne	Saturday, June 15, 2024	OS1: Freedom on Wheel Bike Ride Event	61	$ 100,000	$ -	4.0	$37,500	Y	0
		Total		$ 9,896,948	$ 5,481,179				

Recommend Grant Award Amount

Events Recommend for 80% Funding	
$	4,133,179
Events Recommend for 100% Funding	
$	1,348,000
Total Funding Amount	
$	5,481,179

Remark:

*All recommended funding events received eligible average score of 70 points or above
**Route included in Equity Focus Communities consist of 10% of rating criteria
***Cost per mile consists of 5% of the rating criteria
****Distance in Miles of proposed route consists of 5% of the rating criteria
***** Applicants with five or more previously funded events are recommended for a partial funding award of 80%

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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Metro

Open and Slow Streets Cycle Five Guidelines

Program Guidelines

Program Objectives

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

Equity Approach

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

Eligibility

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

Funding

There is up to $5 million available for grants for the Open and Slow Streets Grant Program Cycle Five. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of $500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event.

There is no guarantee that applicant will receive full funding request. If the grant applicant is unable to accept the amended award amount and commit to producing the event as scoped, the award will be available to the next highest scoring application. Funds will be available starting on January 1st, 2024, pending Metro Board approval and events must be staged by December 31, 2025. Funding sources may be federal, and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

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

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

General Event Information – 10 points

Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2025)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

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

Route Setting – 46 points

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

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68)
**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?
*** As an example, see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/TheWiggle

Transit and Community Connectivity - 24 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	4
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility by Public Transit	2
Data Collection and Surveys Requirement Approach (see attached)	4

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. Street furniture or other programing will be the sole responsibility of the Grantee.

Data Collection and Reporting Requirements
The grantee shall collect data that should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. A survey sample is available here: *OpenStreets Exhibit C Standardized Data Collection Template*.

General and Administrative Conditions Lapsing Policy
Open Streets Cycle Five events must be staged by December 31, 2025. 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 of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events and to increase participant safety.

APPLICATION

General Information

1. City/Government Agency Name:

2. Project Manager Name:

3. Project Manager Title and Department:

4. Project Manager Phone Number:

5. Project Manager E-mail Address:

6. City Manager Name:

7. City Manager Phone Number:

8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name

(Example: Sunnytown Sunday Parkways Open Street Event.) *Maximum Allowed:* 150 *characters.*

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown 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.*

11. Estimated Route Length (in miles):

Maximum Allowed: 4 *digits.*

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

13. 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.

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.
Maximum Allowed: 150 *characters.*

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

If "YES" for Question 15
15a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of the grantee).
Maximum Allowed: 150 characters

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

If "YES" for Question 16
16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).
Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.
Maximum Allowed: 300 characters

Project Feasibility
18. Estimated day of the week, month, day, and year of Event
(Funds will be available starting in January 1, 2024, pending Metro Board approval. Event must be staged by December 31, 2025)

Example: *Sunday, April 11, 2025*

19. 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

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

Demonstration of Event Success

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

If "YES" for question 21
21a. List your proposed partners and their role in the event planning and implementation:
Maximum Allowed: 600 Characters

If "NO" for question 21
21b. What is your city 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*

22. Does your city 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 and describe.
Maximum Allowed: 800 Characters

If "YES" for question 22
22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?
Maximum Allowed: 10 characters.

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

25. What is the proposed local match amount? (min 20% in-kind required)
Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?
Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?
Maximum Allowed: 10 characters.

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?
Maximum Allowed: 7 characters.

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

- In-kind
- Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach a completed Open Streets Financial Plan and Event Scope of Work

Route Setting

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

If "YES" to question 32
32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?
Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain. *Maximum Allowed:* 1000 *characters.*

34. Will the route be along any residential corridors? (Y/N)
Maximum Allowed: 1000 *characters*

If "YES" to question 34
34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?
Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)
Maximum Allowed: 1000 *characters*

If "YES" to question 34
35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?
Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or

historical destinations and events? Y/N Explain.
Maximum Allowed: 1000 characters.

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

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If "YES" to question 39
39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. 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: 1000 characters.

41. Use 40. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.
https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

Maximum Allowed: 4 digits

Regional Significance
42. List all rail stations within a $^1/_2$ mile radius of the event route.
Maximum Allowed: 250 characters

43. For those rail stations within a $^1/_2$ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).
Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.
Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

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

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

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 it 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
<u>RECOMMENDATION</u>

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.

Attachment E
Board Motion File # 2020 -0375

REGULAR BOARD MEETING
MAY 28, 2020

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.

Legistar #: 2023-0450
Planning and Programing Committee
January 17,2024

Metro Open Streets Grant Program Cycle Five Funding Recommendations

Metro

Recommendation

- AWARDING $5 million to the Open and Slow Streets Cycle Five to fully fund four events and partially fund 12 longstanding events with 80% of requested amounts scheduled through December 2025

- REPROGRAMMING Cycle Four funds not expended by December 31, 2023, up to the amount of $500,000, towards Cycle Five (Attachment A), increasing the total available funding amount for Cycle Five to $5.5 million.

Metro

Open Streets Cycle Five

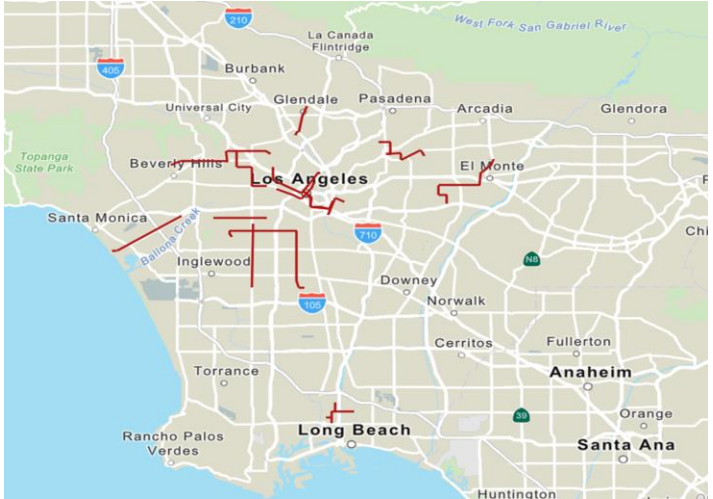
- Since the inception of the program, Open Streets events have taken place in 38 different jurisdictions and approximately 248 miles of street closures for these events throughout Los Angeles County.

- The competitive Cycle Five application process was kicked-off in summer 2023. Emails were sent to all 88 municipalities, Los Angeles County and Council of Governments (COGS). A workshop was also conducted and 32 representatives from 16 entities have attended the workshop. Special presentations and event production advice were provided to assist potential applicants to enhance their application process. Staff also provided an opportunity to answer questions from prospective applicants.

- An evaluation panel that consisted of members from the Metro Office of Equity and Race, Metro Operations, and the Southern California Association of Governments (SCAG) conducted the selection process based on the scoring criteria.

Cycle Five Funding Recommendations

- A total of 28 applications were received for approximately $9.9 million in funding requests.
- Four applications are recommended to be fully funded with the requested amounts and 12 longstanding events are being recommended to be partially funded with 80% of the requested amounts.
- Recommend partially funding the longstanding events in order achieve the original goals of the program to provide seed funding to allow more new participants to experience active transportation and public transportation for the first time.
- Fifteen out of sixteen recommended funded events include routes along Equity Focus Communities.



Metro

Cycle Five Funding Recommendations

Ranking	Applicant	Event Date (s)	Event Title	*Average Score	Amount Requested	*****Amount Recommended	****Distance in Miles	***Cost per Mile	**EFC (Yes/No)	Events Funded by Entity to Date
1	City of Los Angeles	Sunday, June 25, 2025	OS10: CicLAvia-South LA (Leimert Park meets Watts	89	$ 500,000	$ 400,000	10.4	$60,096	Y	19
2	SGVCOG	Sunday, April 28, 2024	OS3: 626 Golden Streets, Mission Meets Eclectic	84	$ 500,000	$ 400,000	5.0	$125,000	Y	5
3	City of Los Angeles	Sunday, April 14, 2024 or April 21, 2024	OS14: CicLAvia-Venice Blvd	84	$ 425,079	$ 340,063	5.8	$92,409	Y	19
4	City of Los Angeles	Sunday, October 12, 2025	OS18: CicLAvia-Heart of LA	83	$ 405,079	$ 324,063	7.2	$70,620	Y	19
5	City of Los Angeles	Sunday, April 13, 2025	OS17: CicLAvia-Koreatown meets Hollywood	82	$ 373,079	$ 298,463	5.0	$93,269	Y	19
6	City of West Hollywood	Sunday, August 18, 2024	OS28: CicLA-via: Meets the Hollywoods	82	$ 500,000	$ 400,000	6.5	$103,846	Y	19
7	City of Los Angeles	Sunday, October 13, 2024	OS19: CicLAvia-Heart of LA	82	$ 405,079	$ 324,063	6.5	$77,899	Y	19
8	SGVCOG	Sunday, November 2, 2025	OS4: 627 Golden Streets: Corazon del Valle	80	$ 500,000	$ 400,000	4.8	$131,580	Y	5
9	City of Los Angeles	Sunday, February 23, 2025	OS13: CicLAvia-SouthLA (Jefferson Blvd)	80	$ 373,079	$ 298,463	3.6	$129,541	Y	19
10	SGVCOG	Sunday, June 22, 2025	OS5: 628 Golden Streets: Mission at Twilight	80	$ 500,000	$ 400,000	5.0	$125,000	Y	5
11	City of Los Angeles	Sunday, June 23, 2024	OS12: CicLAvia-South LA (Western Ave)	80	$ 373,079	$ 298,463	5.0	$93,269	Y	19
12	City of Glendale	Saturday, October 19th, 2024	OS25: Be Street Smart Glendale Ave	79	$ 400,000	$ 400,000	2.4	$243,170	Y	2
13	City of Long Beach	Saturday, May 10, 2025	OS6: Beach Streets West Long Beach	78	$ 312,000	$ 249,600	3.3	$118,182	N	6
14	Los Angeles County	Sunday, October or November 2025	OS23: East Los Angeles Open Streets Event	70	$ 400,000	$ 400,000	1.9	$250,000	Y	2
15	City of Culver City	Sunday, August 17, 2025	OS27: CicLA-via Culver meets Venice	70	$ 500,000	$ 500,000	6.8	$92,592	Y	2
16	City of Bell	Saturday, May 3, 2025	OS26: Bell 5k Run/Walk Open Streets Event	70	$ 48,000	$ 48,000	4.4	$13,793	Y	0
17	City of Los Angeles	Sunday, May 19, 2024	OS15: CicLAmini-Wilmington	69	$ 245,079	$ -	2.3	$136,155	Y	19
18	City of Los Angeles	May - September, 2024	OS9: Reconnecting MacArthur Park Open Streets	69	$ 340,000	$ -	0.3	$566,666	Y	19
19	City of Los Angeles	Sunday, May 18, 2025	OS16: CicLAmini-Northridge	68	$ 245,079	$ -	1.5	$204,232	N	19
20	City of Los Angeles	Sunday, February 25, 2024	OS20: CicLAvia-Melrose	67	$ 373,079	$ -	4.0	$116,587	N	19
21	City of Los Angeles	Sunday, September 15, 2024	OS11: CicLAmini-Lincoln Heights	67	$ 245,079	$ -	1.2	$264,093	Y	19
22	City of Los Angeles	Sunday, September 14, 2025	OS21: CicLAmini-Pico	66	$ 245,079	$ -	1.9	$162,951	Y	19
23	City of Long Beach	Saturday, May 11, 2024	OS7: Beach Streets Uptown	65	$ 264,000	$ -	4.0	$82,500	Y	6
24	City of Los Angeles	Sunday, December 1 or December 8, 2024	OS22: CicLAvia-The Valley (Ventura Blvd)	65	$ 425,079	$ -	6.2	$85,425	N	19
25	SGVCOG	Saturday, August 4, 2024	OS8: 626 Golden Streets: Covina Play Streets	64	$ 200,000	$ -	2.3	$108,000	Y	5
26	Natural History Museum	Saturday and Sunday, July 20 and 21, 2024	OS24: Block Party Opening Celebration of NHM Con	63	$ 500,000	$ -	0.8	$600,000	Y	0
27	City of Hawthorne	Saturday, December 14, 2024	OS2: Winter Neighborhood Stroll	63	$ 200,000	$ -	1.0	$100,000	N	0
28	City of Hawthorne	Saturday, June 15, 2024	OS1: Freedom on Wheel Bike Ride Event	61	$ 100,000	$ -	4.0	$37,500	Y	0
			Total		$ 9,896,948	$ 5,481,179				

Remark:

*All recommended funding events received eligible average score of 70 points or above

**Route included in Equity Focus Communities consist of 10% of rating criteria

***Cost per mile consists of 5% of the rating criteria

****Distance in Miles of proposed route consists of 5% of the rating criteria

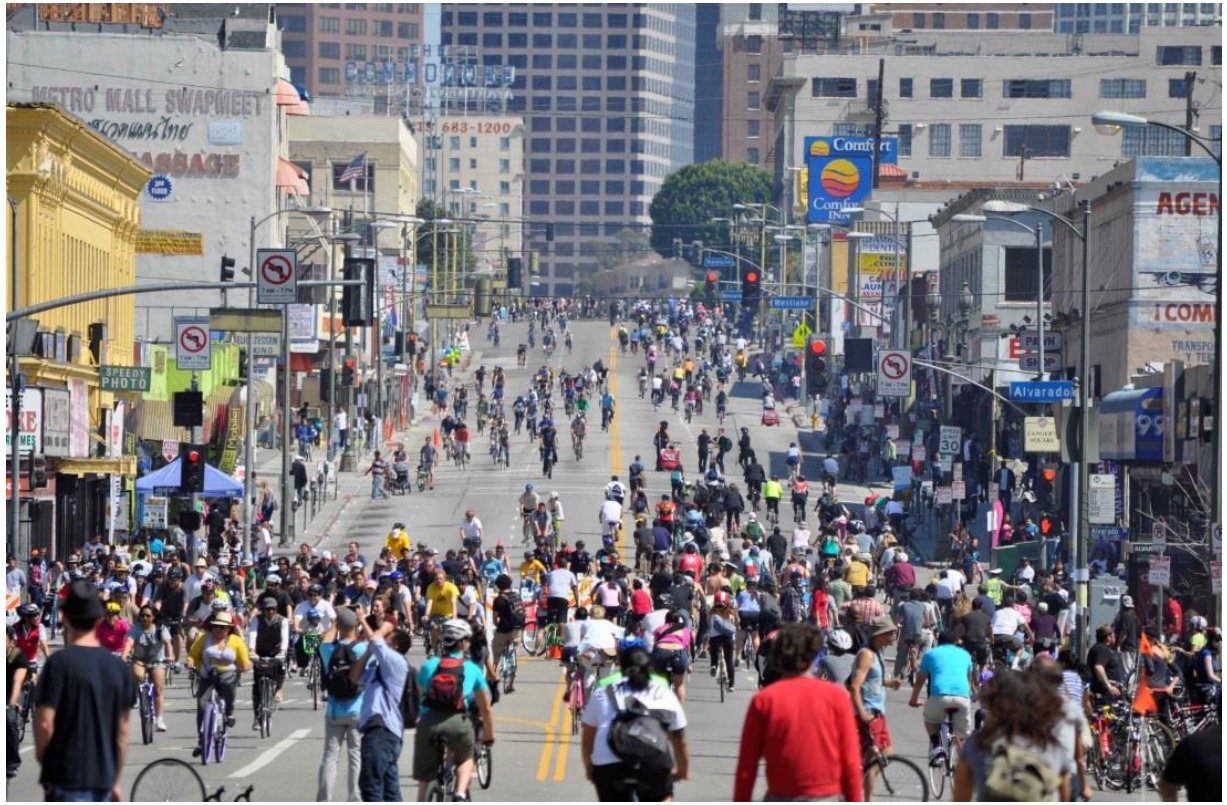
***** Applicants with five or more previously funded events are recommended for a partial funding award of 80%

Metro

Cycle Five Next Steps

Pending Board Approval:

- **Notify all applicants of awards**
- **Reprogram up to $500,000 in funding from a canceled Cycle Four event to Cycle Five**
- **Revisit program criteria after Cycle Five**



Metro