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

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EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2026

SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the use of $1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;

B. AMENDING the FY27 Budget by $1,000,000 to authorize expenditures for Recommendation A; and

C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

ISSUE

At its July 2026 meeting, the Board approved an amendment by Directors Horvath and Bass to the Open and Slow Streets directing the Chief Executive Officer (CEO) to report back with the identification of $1 million in Metro-controlled funding for the Open and Slow Streets Program.

BACKGROUND

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

In June 2021, the Board authorized staff to update and release Open and Slow Streets program guidelines for future cycles. On August 11, 2025, criteria and goals for Cycles Six and Seven were

released. One of the objectives of Cycles Six and Seven was to encourage active transportation and transit use both during and beyond Open and Slow Streets events, and to support connections to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

At its December 2025 meeting, the Board approved <https://boardagendas.metro.net/board-report/2025-0854/> the award of $10 million of Metro funds under Cycles Six and Seven of the Open and Slow Streets Grant Program, and amended the report to direct the CEO to report back on a series of recommendations and analysis including obtaining input from community stakeholders to identify ways to make the program permanent, initiating an abbreviated cycle with identified funding for events occurring between September 2026 and March 2028, and offering technical assistance, including alternative sources of funding for events not funded through Cycles Six and Seven.

Staff provided a response to Board direction at the July 2026 meeting. The Board approved the recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 funding for Open and Slow Street events occurring between September 2026 and March 2028, and amended the report to direct the CEO to identify an additional $1 million of Metro-controlled funding for the Open and Slow Streets Program by September 2026. The amendment also referred a proposed program mission statement to the Planning and Programming Committee for review.

DISCUSSION

Funding

Local Proposition C 25% (PC25) is the only Metro-controlled, non-operations-eligible funding source available to fund Open and Slow Street events. Staff have identified $1 million of deobligated Call for Projects PC25 funding that can be applied towards the Open and Slow Streets Program. These PC25 funds previously funded bicycle and pedestrian capital improvement projects. The funds are eligible for transportation system/demand management (TSM/TDM) programs, such as open street events, and are not eligible for Metro bus and rail operations expenses.

While this funding can be used to fund Open and Slow Street events, PC25 funds, specifically set aside for reserves from deobligated Call for Projects, have been used for the Call process which prioritizes Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP).

Allocation Process

Pending Board direction, the additional $1 million of reserve funding will be made available to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government.

In prior Open and Slow Street cycles, awards were generally capped at $500,000 per event. In order for the $1 million to support more events, staff propose that the maximum award for this funding will be $200,000 per event. This could add at least 5 more events to the 29 events awarded in December 2025 and planned to be held during the World Cup and the Games. Additionally, given the timeline to execute events by March 2028, staff propose awarding grants to events on a first-come, first served basis that meet the following criteria for Cycle 8 (also outlined in Attachment A):

- Submission of a Letter of Interest
- Submission of a Scope of Work

- Distance of 2 miles or greater
- Event date no later than March 2028
- Dollar-for-dollar match to supplement limited available Metro funding and to support the use of Local Return and TDA Article 3 funds

Of note, staff are proposing a minimum 2-mile event length. This is in consideration of a preliminary review of Open and Slow Street events that took place during the 2026 FIFA World Cup, noting that longer events were better attended and better supported the program goals of encouraging sustainable transportation modes. Additionally, staff are proposing that this additional funding be subject to a dollar-for-dollar match in light of broad availability of TDA Article 3 and Local Return funding, which are eligible to be used for Open and Slow Streets matching funds.

Engagement

Staff have contacted various cities to confirm interest in developing an event during this time frame. Staff have already had five favorable preliminary discussions with jurisdictions interested in supporting Open and Slow Street events during this time frame. If approved, staff will implement a robust outreach program.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The amount of $4,564,174 is currently included in the FY27 Adopted Budget for the Open and Slow Streets Program in Cost Center 0441 Project 410077. Upon Board approval of this action, $1,000,000 of PC25 funding will be taken out of the Call for Projects Reserve and added to the budget in that line item. Since these are likely to be multi-year projects, cost center managers and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The fund source for these activities is PC25 funding, which is not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The recently awarded Cycles Six and Seven of the Open and Slow Streets Grant Program give residents of Los Angeles County, especially those in EFCs, the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding in Cycles Six and Seven, 25 (86%) are located in EFCs. By hosting Open and Slow Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

The Open and Slow Streets Program encourages and promotes taking transit and using active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Open and Slow Streets Grant Program supports the third goal of Metro's Strategic Plan. The Program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff-recommended action to approve the use of $1 million of previously deobligated PC25 funds to support potentially five more events to the 29 events funded by the Open and Slow Streets Program approved by the Board in January 2026. The 29 events approved by the Board in December 2025 are not affected by this action.

NEXT STEPS

With the Board's approval, staff will solicit Letters of Interest from eligible applicants.. Staff will confirm eligible submissions by November 2026 and will allocate funding to events based on the criteria outlined in this Board Report. Staff will continue to meet with local jurisdictions to inform them of Local Return and TDA Article 3 balances that can be used toward open street events. Initial conversations with local jurisdictions have yielded positive responses.

ATTACHMENT

Attachment A - Proposed Criteria and Requirements for Cycle 8

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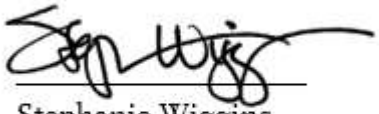

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