

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: December 4, 2025

To: The Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY OPEN AND SLOW STREETS PROGRAM CYCLE 6 AND 7**

SUMMARY

On August 25, 2025, the Los Angeles County Metropolitan Transportation Authority (Metro) released a notice of funding availability for Cycle 6 and 7 of the Open and Slow Streets Program with an application deadline of October 10, 2025. The Metro Board of Directors (Metro Board) subsequently approved grant awards on December 4, 2025. The Los Angeles Department of Transportation (LADOT) and El Pueblo de Los Angeles Historical Monument (El Pueblo) are seeking retroactive authorization for submitting 11 applications, including one joint application, and authorization to accept funding for nine applications.

RECOMMENDATIONS

That the City Council:

1. AUTHORIZE the previous submission of eight grant applications by the General Manager of LADOT and one grant application by the City of West Hollywood in partnership with LADOT to the Open and Slow Streets Cycle 6 & 7 Grant Program for the projects identified in this report;
2. AUTHORIZE the previous submission of two grant applications by the General Manager of El Pueblo to the Open and Slow Streets Cycle 6 & 7 Grant Program for the projects identified in this report;
3. AUTHORIZE the General Managers of LADOT and El Pueblo to execute any necessary funding and contractual documents, subject to the approval of the City Attorney as to form and legality, to receive Metro Open Streets Grant Program Cycle 6 and 7 awards, and to commit to provide the minimum required local match of up to \$1,924,844 through in-kind match for projects for which the City of Los Angeles is the Lead Agency, and up to \$100,000 for which the City of Los Angeles is a partner agency, in Fiscal Years 2025-2026, 2026-2027, 2027-2028, and 2028-2029.
4. AUTHORIZE the General Manager of LADOT to establish a new appropriation account in the amount of \$3,193,271 within the Transportation Grant Fund No. 655, Department 94, as a front-funding source for this reimbursable grant;

5. AUTHORIZE LADOT to enter into a letter of agreement with partner agencies delivering Open Streets events that travel through the City of Los Angeles jurisdiction, including the City of West Hollywood, in order to facilitate grant funding dispersal and ensure event coordination.
6. AUTHORIZE LADOT and El Pueblo to make any technical adjustments or clarifications as necessary and consistent with the intent of this report, subject to the approval of the Office of the City Administrative Officer; and AUTHORIZE the City Controller to implement these instructions.

BACKGROUND

Since 2010, the Los Angeles City (City) has successfully planned and delivered dozens of open streets events throughout the City. These events temporarily close streets to automobile traffic and open them to bicyclists, pedestrians, and people using non-motorized transportation. By encouraging communities to reimagine their streets in a car-free environment, Open Streets events have become an effective strategy in the global movement toward livable cities. They are increasingly common in regions looking to promote a shift toward sustainable transportation, ease traffic congestion, and enhance both economic and public health.

Metro created the Open Streets Program in 2013 to provide funding to local agencies for open streets events throughout Los Angeles County. The Metro Open Streets Program has the following goals:

1. Offer opportunities to experience public transportation, walking, and biking, potentially for the first time.
2. Encourage the adoption of sustainable transportation modes for the future.
3. Promote community engagement to develop policies and infrastructure for multiple modes of transportation.

In 2021, Metro added slow streets as an eligible project category to the program. Inspired by actions multiple jurisdictions took in response to the COVID-19 pandemic in 2020, slow streets are installations, typically on residential roads that reduce traffic volume and speed so that people can walk, bike, and play safely in the street. These installations can be constructed with temporary or permanent materials.

To date, Metro has funded five cycles of Open Streets events in 38 different jurisdictions. LADOT received funding for events in each previous cycle, with nine applications, including two joint applications submitted with other jurisdictions awarded most recently in Cycle 5.

In summer 2025, Metro notified local agencies that a total of \$10 million would be available in the upcoming Open and Slow Streets in a combined Cycle 6 and 7. Metro combined funding from Cycles 6 and 7 for awards in 2026 and 2028 respectively to better align with the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games. On August 25, 2025, Metro released a notice of funding availability with an application deadline of October 10, 2025. In accordance with the City's grant guidelines (L.A.M.C. 14.6) and considering the short period of time between program solicitation and application due date, staff are requesting retroactive authority to apply for funding. Furthermore, due to Metro's quick turnaround between the application deadline and award announcement, staff are also requesting the acceptance of funds for the awards approved by the Metro Board on December 4, 2025.

Additionally, Metro set aside \$5 million for three open streets activations, including one in the City as part of the separate Reconnecting Communities and Neighborhoods (RCN) federal grant that Metro was awarded in 2024. The City's portion of this allotment will fund an open street event that supports Metro's forthcoming North Hollywood Mobility Hub adjacent to the Metro North Hollywood B and G Line stations. LADOT did not have to submit an application for this location, since the location was selected by Metro and the funding was already committed outside of the Open and Slow Streets Cycle. LADOT instead submitted a letter of commitment for this activation and will continue to work closely with Metro to coordinate the future event.

DISCUSSION

Open and Slow Streets Selection Criteria

The Cycle 6 and 7 guidelines outlined a detailed rubric for scoring open streets applications out of 100 points. The score is based on the following categories: feasibility, cost efficacy, alignment with major events, arts and culture, transportation legacy, community partnerships, equity, and engagement.

Agencies could apply for small events under one mile in length, limited to a maximum award of \$250,000, or large events over one mile in length, which did not have a maximum grant limit. Large events seeking more than \$500,000 must be multiple days long, serve multiple communities, and leave a lasting legacy impact. Agencies were allowed to apply for a specific event to take place multiple times as long as two separate applications were submitted.

LADOT Selection Process

With no maximum allowable request per large application and only \$10 million available for countywide awards, Open and Slow Streets Cycle 6 and 7 was an extremely competitive grant opportunity. LADOT coordinated with agency partners to identify Open Streets activations that best aligned with the City's major event goals and to ensure resource needs were accurately estimated. All events were vetted through this inter-departmental staff working group that considered City priorities, City staff resource availability, and Metro grant guidelines for eligibility and competitiveness criteria.

Application Details

Working with partner agencies across the City, LADOT submitted eight applications for funding consideration and partnered with the City of West Hollywood on the submission of one joint application. El Pueblo, in collaboration with LADOT, submitted two additional applications for funding consideration. The 11 applications jointly submitted for Open and Slow Streets Cycle 6 and 7 funding are listed in Attachment A.

Recommended Awards

On December 4, 2025 the Metro Board approved staff recommendations for the Open and Slow Streets Cycle 6 and 7 awards. Six of LADOT's eight applications received either full or partial funding. LADOT's joint application with the City of West Hollywood also received partial funding. El Pueblo's two applications received the full funding amount requested. The complete list of award amounts are listed in Attachment A. For applications that received partial funding, the City's required 30% local match will be reduced and LADOT will coordinate with Metro to shorten the proposed routes accordingly.

Local Match/Leveraging Requirements

Metro requires a minimum 30 percent local match for each award and applications that included a match over 30 percent scored more points per Metro's rubric. Local match percentages per application

are included in the Project List in Attachment A. LADOT expects to submit Capital and Technology Improvement Plan (CTIP) budgetary requests for the required local match identified in Attachment A in order to enter into a funding agreement and host these open street events.

FISCAL IMPACT

There is no impact to the General Fund at this time. Open Streets events are largely funded through grants and available special funds. Additionally, LADOT requests funding annually through the City's budget process for portions of the program that are not grant-funded, typically via special purpose fund appropriation requests in the City's Measure M Local Return Fund. LADOT expects to submit CTIP budget requests for the required 30% local match.

LRC:TC:rg/rj

Attachments

Attachment A: List of Proposed Open and Slow Streets Cycle 6 & 7 Projects

	Project Name	Project Limits	CD	Requested Grant Amount	Actual Grant Award	Local Match
1	Figueroa Venue Connection 2028	Figueroa St from 7th St to Jefferson Blvd	9,14	\$1,032,549	\$1,032,549	\$442,522
2	Figueroa Pathway to the Games 2027	Figueroa St from 7th St to Jefferson Blvd	9, 14	\$789,700	\$0	-
3	Experience the Sepulveda Basin: A Car-Free Journey Through Parks and Open Space for the 2028 Games	Victory Blvd from Haskell Ave to Balboa Blvd; Haskell Ave from Victory Blvd to G Line Sepulveda Station; Balboa Blvd from Victory Blvd to Burbank Blvd; Burbank Blvd from Woodley Ave to Balboa Blvd	6	\$1,280,915	\$500,000	215,000
4	DTLA Open Streets: A Civic Center Celebration for the 2028 Games	Spring St from Temple St to 2nd St; 1st St from Spring St to Los Angeles St; Main St from Temple St to 1st St	14	\$732,598	\$0	-
5	Park to Park: A Westlake Open Streets Celebration 2026	Wilshire Blvd from Alvarado St to Hoover St	1	\$163,611	\$163,611	\$70,119
6	Park to Park: A Westlake Open Streets Celebration 2028	Wilshire Blvd from Alvarado St to Hoover St	1	\$163,611	\$163,611	\$70,119
7	CicLAvia: South LA 2026	Martin Luther King Jr Dr from Figueroa St to Crenshaw Blvd; Crenshaw Blvd from Martin Luther King Jr Dr to 52nd St	8, 9, 10	\$503,516	\$500,000	\$215,792
8	South LA 2028: Leimert Park meets Expo Park	Martin Luther King Jr Dr from Figueroa St to Crenshaw Blvd; Crenshaw Blvd from Martin Luther King Jr Dr to 52nd St	8, 9, 10	\$503,516	\$500,000	\$215,792

9	El Pueblo/Union Station - Heart of LA: Open Street for World Cup Fan Zone 2026*	Los Angeles St from Alameda St to Arcadia St	14	\$238,000	\$238,000	\$331,000
10	El Pueblo/Union Station - Heart of LA: Open Street for Games Fan Zone 2028*	Los Angeles St from Alameda St to Arcadia St	14	\$250,000	\$250,000	\$364,500
11	Meet the Hollywoods 2026**	Hollywood Blvd. from Hillhurst to Highland; Highland Blvd from Hollywood to Santa Monica; Santa Monica Blvd from Highland to La Brea (city limit)	13, 4	\$1,234,015 (\$863,811 City of LA request)	\$333,500	\$100,000***

*Submitted by El Pueblo

**Submitted by West Hollywood

***Reflects the City of LA's portion of the local match