



Board Report

File #: 2016-0084, File Type: Application

Agenda Number: 9

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2016

SUBJECT: OPEN STREETS GRANT PROGRAM CYCLE 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the **Metro Open Streets Grant Program Cycle 2 Application and Guidelines.**

AMENDMENT by SOLIS that bonus points be given to disadvantaged communities and have multi-jurisdictional/regional events using the CalEnviroScreen assistance for first time applicants. Also asked staff to seek opportunities to work with the Councils of Governments.

ISSUE

In June 2013 the Board adopted Motion 72 (Attachment B), directing staff to award up to \$2 million annually to support Open Street events. Cycle 2 guidelines and application (Attachment A) build on the Cycle 1 framework to support a competitive process. Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.

DISCUSSION

Open Street events are temporary one-day events that close streets to automotive traffic and open them to people to walk, bike or roll. Cycle 1 of the Open Streets Grant Program was successful in encouraging participants to ride transit and walk and ride a bike on urban streets, possibly for the first time. The Open Streets Grant program provides opportunities for economic development and the improvement of public health, since they get people out onto the street patronizing local businesses - all while exercising and interacting with their community. The Metro Outreach Booth at Open Streets events provides a platform for public input on Metro active transportation corridor projects such as the LA River and Rail to River and other programs, including the Countywide Bike Share Program. During Cycle 2 events the booth will continue to provide a location in the community to promote Metro programs.

Cycle 1 Implementation

In response to Motion 72 (Attachment B) staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for open street events throughout Los Angeles County. At the June 18, 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions (Attachment C). To date, 5 of the 12 events awarded funding in Cycle 1 have been staged totaling nearly 32 miles of streets closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation. The remaining events to be held in spring 2016 will add an additional 52 miles of Open Streets. The events have allowed participants to experience the region in a car-free and or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Street events, staff held a half day workshop that highlighted the objectives of the program; the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

Cycle 1 Evaluation

Per Board Motion 72, staff has begun to conduct an evaluation of Cycle 1 utilizing grantee's post implementation reports, transit TAP data and other sources. The initial event data shows:

- Boarding on the Metro Expo Line increased 26% during the December 7, 2014 CicLAvia: South LA;
- Metro Gold Line Boarding increased by 32% during the May 31, 2015 CicLAvia: Pasadena;
- 86% of responding businesses along the Long Beach: Beach Streets route responded that they would like to see another Open Streets event in their community
- Overall sales of Day Passes to the Metro system increased an average of 17% systemwide on the day of events and;
- Sales of 30 Day Passes increased 12% on the day of events.

A Request for Proposals (RFP) package is expected to be released in the spring of 2016 seeking the professional services of a contractor to conduct an in depth evaluation study of the twelve events included in Cycle 1. The evaluation study will be completed upon receipt of all Cycle 1 post event evaluation reports.

Cycle 2 initiation

The success of the Open Streets Grant Program funded events to date has been the result of the strong partnership among Metro, the grantee cities, and nonprofits such as CicLAvia, Bikeable Communities, BikeSGV and others. Staff will encourage similar partnerships with the Cycle 2 Open Street Program solicitation process. The proposed application and guidelines for Cycle 2 are informed by feedback from applicants, grantees and participants of Cycle 1. In response to feedback and in order to ensure that the Cycle 2 program continues to serve to increase multi-modal access, advance active transportation at local levels and encourage transit usage, the following modifications have been made to the application and guidelines:

- Proposed route length should be based on national and regional best practices;
- Event should be regional in nature, having the ability to attract participants from surrounding and countywide jurisdictions
- Applicants will be required to include a detailed transit agency coordination plan with Metro

- and any other agencies operating service adjacent to the event route
- A maximum funding ceiling was implemented based on population share for large cities and \$149,000 for smaller cities not partnering with other jurisdictions. The amount of \$149,000 is utilized since it is a sufficient amount of funds to create a community-scaled open streets event based on cost observed in Cycle 1 and it is the maximum amount the FHWA allows for a simple procurement process.
 - Counts of bicyclists exiting at all rail transit stations directly adjacent to the event route will be required as part of the post event reporting requirements.
 - Day of event surveys of participants arriving to Open Street events on rail to determine frequency of Metro Rail ridership will be required as part of the post event reporting requirements.
 - Metro's selected Cycle 1 evaluation study contractor will provide support to Cycle 2 grantees to assist with data collection of participation counts, surveys and other information.

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on safety on our employees or patrons.

FINANCIAL IMPACT

There is no impact to the FY 16 budget. Up to \$4 million for Cycle 2 will be requested during the FY 2017 and FY 2018 budget process. As this is a multi-year program it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in future years.

Impact to Budget

There is no impact to the FY16 budget. Staff will work with Regional Programming, Budget and Local Programs and the Office of Financial Services to identify a funding source and will request funds through the FY17 budget process.

ALTERNATIVES CONSIDERED

The Board has the option to not approve the Cycle 2 initiation. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board approval, staff will release the application package for the Open Streets program. An easy to fill-out web-based application will be utilized and an informational workshop will be held for applicants. It is anticipated that the application will be released in early spring 2016 with staff returning for Board approval of the Cycle 2 Open Street Grant Program in fall 2016.


ATTACHMENTS

Attachment A - Open Streets Cycle 2 Application Package & Guidelines
Attachment B - June 27, 2013 Board Motion #72

Attachment C - June 18, 2014 Planning and Programming Committee Item #15

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Open Streets Cycle 2 Program Guidelines and Application

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, 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 city's multi-modal policies.

Eligibility

Applicants must be a city/county within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle 2. Each city/jurisdiction can apply for the greater of a. \$149,000 OR b. population share (see chart). If an event is in multiple cities jurisdictions may combine population shares. Funds will be available starting in fall 2016, pending Metro Board approval and events must be staged by December 31, 2018. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

See Chart A for maximum eligibility

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.

General Event Information – 10 points

Project Feasibility – 30 points

<u>Event readiness (Funds will be required to be expended by December 31, 2018)</u>	<u>10</u>
<u>Agency/Partnership expertise*</u>	<u>5</u>
<u>Matching funds committed</u>	<u>5</u>
<u>Community support</u>	<u>5</u>
<u>Agency's existing active transportation programs and policies</u>	<u>5</u>

* Partners may include but are not limited to COGs, community groups, event producers and non-profits

~~Project Feasibility — 45 points~~

- ~~• Ability to attract participants from surrounding and countywide jurisdictions~~

- ~~Event readiness (Funds will be required to be expended within 2 years of award)~~
- ~~Agency/Partnership expertise~~
- ~~Matching funds committed~~
- ~~Community support~~
- ~~Support from neighboring cities/jurisdictions~~
- ~~Agency's existing active transportation programs and policies~~
- ~~Transit accessibility~~
- ~~Transit agency coordination plan~~

Route Setting – 30 points

Route is along existing bicycle infrastructure*	3
Topography - The grantee should select a route that minimizes hills**	3
Connections to cultural, architectural, and/or historical destinations	3
Activities for pedestrians (dance classes, yoga, concessions, information booths)	3
Cost Effectiveness (cost/per mile and the value of connections & destinations)	3
Proximity and access to commercial and retail corridors	3
Event cost per mile	4
Route includes disadvantaged communities***	4
Route length (industry standards recommend a minimum of 4 miles in length)	4

*Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (though the Call For Projects or by Measure R)?

** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

***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>)

Route Setting – 45 points

- ~~Event cost per mile~~
- ~~Connections between multiple cities and/or central business districts~~
- ~~Route is along existing bicycle infrastructure – Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (though the Call For Projects or by Measure R)?~~
- ~~Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)~~
- ~~Connections to cultural, architectural, and/or historical destinations~~
- ~~Connecting neighborhoods and cities that have active transportation and/or transit facility gaps~~
- ~~Activities for pedestrians (dance classes, yoga, concessions, information booths)~~
- ~~Cost Effectiveness (cost/per mile and the value of connections & destinations)~~
- ~~Proximity and access to commercial corridors.~~
- ~~Proximity and access to transit~~
- ~~Route length (industry standards recommend a minimum of 4 miles in length)~~

Transit and Community Connectivity - 30 points

Ability to attract participants from surrounding and countywide jurisdictions	5
Support from neighboring cities/jurisdictions	5
Transit accessibility	5
Connections between multiple cities and/or central business districts	5

Connecting neighborhoods that have active transportation or transit facility gaps	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding alcohol. 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. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Grantee's shall collaborate with Metro's selected Cycle 1 Evaluation study contractor to assist in providing a post implementation report including counts identifying the number of bikes alighting at transit stations directly connected to the route, and pedestrian and bicycle counts entered online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians, Cyclists along the route
using at least one of the following count methods:

- Use temporary automated electronic counters – Preferred Method
- Conduct an “incomplete count” (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram.
 - An incomplete count involves counting part of a population and then extrapolating to the entire population. A geographic area or screenline may be established as the sample area and an attempt made to count all the individuals in the set area or passing through the screenline. In the case of an open street event several geographic areas or screenlines should be established and sample counting should take place at regular intervals at the same time at all locations.

2. Transportation use data

- Counts of bicyclists exiting at all rail transit stations directly adjacent to the route
- Survey of at least 500 individuals exiting the train asking the following questions:
 - Are you attending today's open street event?
 - Is this your first time riding Metro Rail?
 - If “NO” how often do you ride metro rail
 - Less than once a month
 - 1-3 times per a month
 - 4-7 times per a month
 - 8 or more times a month

3. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or

community. The grantee shall engage in a dialogue with the community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- Participants & Volunteers
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- Business owners
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services on the day of the event. If municipal bus services were employed, report on ridership on the day of the event and provide a monthly average for the same day of the week since the event took place.

4. Local Economic Benefit

- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk. Surveys, interviews or sales tax data may be used to collect information on sales performance at selected participating businesses.

General and Administrative Conditions Lapsing Policy

Open streets cycle 2 events must be staged by December 31, 2018 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. 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. An amount equal to 10% of each invoice will be retained until final completion of the event and audits. In addition, final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits

All grant programs may be audited for conformance to their original application. Event Schedule and Date Metro shall review the final date of the event to ensure regional and

scheduling distribution. At Metro's Program Manager request events may be rescheduled to avoid overlapping events.

Chart A

Los Angeles County Metropolitan Transportation Authority Open Streets Grant Funding Eligibility

Forecasted shares are based on population percentage as of 1/1/14.

Subregion	Jurisdiction	Population 1/1/14 per State Dept of Finance	% of County	Pop Share Funding	Max eligible
	FY17 & FY18			\$4,000,000	
AV	Burbank	105,543	1.051%	\$42,041	\$149,000
AV	Glendale	195,799	1.950%	\$77,994	\$149,000
AV	La Canada Flintridge	20,535	0.204%	\$8,180	\$149,000
Central	Los Angeles	3,904,657	38.884%	\$1,555,362	\$1,555,362
Gateway	Artesia	16,776	0.167%	\$6,682	\$149,000
Gateway	Avalon	3,820	0.038%	\$1,522	\$149,000
Gateway	Bell	35,972	0.358%	\$14,329	\$149,000
Gateway	Bell Gardens	42,667	0.425%	\$16,996	\$149,000
Gateway	Bellflower	77,741	0.774%	\$30,967	\$149,000
Gateway	Cerritos	49,741	0.495%	\$19,814	\$149,000
Gateway	Commerce	13,003	0.129%	\$5,180	\$149,000
Gateway	Compton	98,082	0.977%	\$39,070	\$149,000
Gateway	Cudahy	24,142	0.240%	\$9,617	\$149,000
Gateway	Downey	113,363	1.129%	\$45,156	\$149,000
Gateway	Hawaiian Gardens	14,456	0.144%	\$5,758	\$149,000
Gateway	Huntington Park	59,033	0.588%	\$23,515	\$149,000
Gateway	La Habra Heights	5,420	0.054%	\$2,159	\$149,000
Gateway	La Mirada	49,178	0.490%	\$19,589	\$149,000
Gateway	Lakewood	81,224	0.809%	\$32,354	\$149,000
Gateway	Long Beach	470,292	4.683%	\$187,334	\$187,334
Gateway	Lynwood	70,980	0.707%	\$28,274	\$149,000
Gateway	Maywood	27,758	0.276%	\$11,057	\$149,000
Gateway	Montebello	63,527	0.633%	\$25,305	\$149,000
Gateway	Norwalk	106,630	1.062%	\$42,474	\$149,000
Gateway	Paramount	55,051	0.548%	\$21,929	\$149,000
Gateway	Pico Rivera	63,873	0.636%	\$25,443	\$149,000
Gateway	Santa Fe Springs	17,349	0.173%	\$6,911	\$149,000
Gateway	Signal Hill	11,411	0.114%	\$4,545	\$149,000
Gateway	South Gate	96,057	0.957%	\$38,263	\$149,000
Gateway	Vernon	122	0.001%	\$49	\$149,000
Gateway	Whittier	86,538	0.862%	\$34,471	\$149,000
LV/M	Agoura Hills	20,625	0.205%	\$8,216	\$149,000
LV/M	Calabasas	23,943	0.238%	\$9,537	\$149,000

LV/M	Hidden Hills	1,901	0.019%	\$757	\$149,000
LV/M	Malibu	12,865	0.128%	\$5,125	\$149,000
LV/M	Westlake Village	8,386	0.084%	\$3,340	\$149,000
North	Lancaster	159,878	1.592%	\$63,685	\$149,000
North	Palmdale	155,657	1.550%	\$62,004	\$149,000
North	Santa Clarita	209,130	2.083%	\$83,304	\$149,000
SFV	San Fernando	24,222	0.241%	\$9,648	\$149,000
SGV	Alhambra	84,697	0.843%	\$33,738	\$149,000
SGV	Arcadia	57,500	0.573%	\$22,904	\$149,000
SGV	Azusa	48,385	0.482%	\$19,273	\$149,000
SGV	Baldwin Park	76,715	0.764%	\$30,558	\$149,000
SGV	Bradbury	1,082	0.011%	\$431	\$149,000
SGV	Claremont	35,920	0.358%	\$14,308	\$149,000
SGV	Covina	48,619	0.484%	\$19,367	\$149,000
SGV	Diamond Bar	56,400	0.562%	\$22,466	\$149,000
SGV	Duarte	21,668	0.216%	\$8,631	\$149,000
SGV	El Monte	115,064	1.146%	\$45,834	\$149,000
SGV	Glendora	51,290	0.511%	\$20,431	\$149,000
SGV	Industry	438	0.004%	\$174	\$149,000
SGV	Irwindale	1,466	0.015%	\$584	\$149,000
SGV	La Puente	40,478	0.403%	\$16,124	\$149,000
SGV	La Verne	32,228	0.321%	\$12,838	\$149,000
SGV	Monrovia	37,162	0.370%	\$14,803	\$149,000
SGV	Monterey Park	61,777	0.615%	\$24,608	\$149,000
SGV	Pasadena	140,879	1.403%	\$56,117	\$149,000
SGV	Pomona	151,713	1.511%	\$60,433	\$149,000
SGV	Rosemead	54,762	0.545%	\$21,814	\$149,000
SGV	San Dimas	34,072	0.339%	\$13,572	\$149,000
SGV	San Gabriel	40,313	0.401%	\$16,058	\$149,000
SGV	San Marino	13,341	0.133%	\$5,314	\$149,000
SGV	Sierra Madre	11,094	0.110%	\$4,419	\$149,000
SGV	South El Monte	20,426	0.203%	\$8,136	\$149,000
SGV	South Pasadena	26,011	0.259%	\$10,361	\$149,000
SGV	Temple City	36,134	0.360%	\$14,393	\$149,000
SGV	Walnut	30,112	0.300%	\$11,995	\$149,000
SGV	West Covina	107,828	1.074%	\$42,952	\$149,000
South Bay	Carson	92,636	0.923%	\$36,900	\$149,000
South Bay	El Segundo	16,897	0.168%	\$6,731	\$149,000
South Bay	Gardena	60,082	0.598%	\$23,933	\$149,000
South Bay	Hawthorne	86,644	0.863%	\$34,513	\$149,000
South Bay	Hermosa Beach	19,750	0.197%	\$7,867	\$149,000
South Bay	Inglewood	111,795	1.113%	\$44,532	\$149,000
South Bay	Lawndale	33,228	0.331%	\$13,236	\$149,000
South Bay	Lomita	20,630	0.205%	\$8,218	\$149,000
South Bay	Manhattan Beach	35,619	0.355%	\$14,188	\$149,000
South Bay	Palos Verdes Estates	13,665	0.136%	\$5,443	\$149,000

South Bay	Rancho Palos Verdes	42,358	0.422%	\$16,873	\$149,000
South Bay	Redondo Beach	67,717	0.674%	\$26,974	\$149,000
South Bay	Rolling Hills	1,895	0.019%	\$755	\$149,000
South Bay	Rolling Hills Estates	8,184	0.081%	\$3,260	\$149,000
South Bay	Torrance	147,706	1.471%	\$58,836	\$149,000
Westside	Beverly Hills	34,677	0.345%	\$13,813	\$149,000
Westside	Culver City	39,579	0.394%	\$15,766	\$149,000
Westside	Santa Monica	92,185	0.918%	\$36,721	\$149,000
Westside	West Hollywood	35,072	0.349%	\$13,970	\$149,000
Unincorporated	County unincorporated	1,046,557	10.422%	\$416,880	\$416,880
	TOTAL	10,041,797	100.000%	\$4,000,000	NA

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 – 10 points

9. Open Street Event Name
(Example: Sunnyside 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 Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets. Street Vendors from local businesses, a health fair, yoga in the street, 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. Estimated Route Beginning Location:

(Example – Downtown Sunnyside @ Sunny Street & Main Street)

Maximum Allowed: 150 characters.

14. Estimated Route Ending Location:

(Example – Mid-Town Sunnyside @ Sunny Street & Happy Street)

Maximum Allowed: 150 characters.

15. Attach a map of the proposed route. A digital map made in Google maps or ArcGIS is preferred

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

Project Feasibility – 45 30 points

17 Estimated Month & Year of Event (Funds will be available starting in fall 2016, pending Metro Board approval. Event must be staged by December 31, 2018)

Maximum Allowed: 6 digits

18. Does your City’s General Plan or other planning program support open street event 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

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

Partnerships

20. Will your city partner with any other city or agency (including non-profits and other community partners)? Y/N

If “YES” for question 20

20a. List your partners and their role in the event planning and production:

Maximum Allowed: 600 Characters

If “YES” for question 20

20b. Do any of the partners (including the applicant) have previous experience organizing large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health such as athletic races or streets fairs)? List and describe.

Maximum Allowed: 800 Characters

If "NO" for question 20

20c. What is your city doing in lieu of partnerships with cities or agency (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

Event Budget

21. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

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

23. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

24. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

25. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

26. What are the estimated day of event staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 10 characters.

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

1. In-kind

2. Local Fund Match

28. What is the amount (or value) of the local match? (Answer to #21 x 0.2).

29. What is the event cost per mile (Answer to #11 / Answer #21)?

30. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Marketing and Outreach

~~30. Will the event draw participation from a regional audience? Y/N~~

If "YES" for question 30

~~30a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*~~

31. Will the event organizers perform outreach to local businesses along the event route? Y/N

If "YES" to question 31

31a. What strategies will you employ to encourage increased participation of businesses located along the event route? *Maximum allowed 150 characters*

32. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N

33. 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).

Route Setting – 45 30 points

~~32. Will the route connect multiple cities? Y/N~~

~~If "YES" to question 32~~

~~32a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?~~

~~*Maximum Allowed: 1000 characters.*~~

~~3334. Will the route be along or connect to commercial corridors? Y/N Explain.~~

~~*Maximum Allowed: 1000 characters.*~~

~~3435. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.~~

~~*Maximum Allowed: 1000 characters.*~~

~~3536. List and describe the pedestrian and bicycle infrastructure along or adjacent to the route. Specify which infrastructure (if any) was funded by Metro.~~

~~*Maximum Allowed: 1000 characters.*~~

~~36. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.~~

~~*Maximum Allowed: 1000 characters.*~~

37. What are the average elevation gain/loss and the highest and lowest elevations in proposed route? (Tip: you can use a free website like www.mapmyride.com to calculate this information).

38. 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.

39. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

~~39. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N~~

~~If "NO" to question 39~~

~~39a. How will you 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.~~

~~Maximum Allowed: 1000 characters~~

~~40. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.~~

~~Maximum Allowed: 1000 characters~~

~~41. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N~~

~~42. 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).~~

~~43. 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.~~

~~44. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>~~

Regional Significance – 30 Points

40. Will the event draw participation from a regional audience? Y/N

If "YES" for question 40

40a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. Maximum allowed: 150 characters

41. Will the route connect multiple cities? Y/N

If "YES" to question 41

41a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

42. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.

Maximum Allowed: 1000 characters.

43. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N

If "NO" to question 43

43a. How will you 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.

Maximum Allowed: 1000 characters

44. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.

Maximum Allowed: 1000 characters

45. Has the applicant jurisdiction been host to an Open Street event in the past? Y/N

If "YES" to question 45

45a. What was the name of the previous Open Street event hosted in the jurisdictions?

Maximum Allowed: 100 characters

46. 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.

**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 “*Ciclovías*” 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.

###



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT C 22

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2014**

SUBJECT: 2014 OPEN STREETS GRANT PROGRAM

ACTION: APPROVE 2014 OPEN STREETS GRANT PROGRAM - CYCLE 1

RECOMMENDATION

Award and program cycle one (1) of the biennial Open Streets Grant Program including fiscal years 14/15 and 15/16. Award \$3.7 million to 12 Open Street events and set aside \$300,000 to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72 (Attachment A).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following;

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

We are recommending a biannual grant cycle based on the high interest we received, the administrative advantages for both grantor and grantees of having a biannual versus an annual grant cycle, and on the precedent of other Metro grant programs. This first cycle includes funding for 12 events totaling \$3.7 million and a \$300,000 set aside to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72, for a total of \$4 million over two fiscal years. This funding recommendation mirrors the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to these 12 events and to a comprehensive technical evaluation.

DISCUSSION

Open Street events are temporary one-day events that close the streets to automotive traffic and open them to people to walk or bike. The goals of the Open Streets Grant Program is to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, to encourage future mode shift, and for 2) civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Outreach

Following and proceeding the Board approval of the Open Streets Grant Program in September 2013, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and The Streets and Freeways Subcommittee. We released the Open Streets Grant Application online in late January and subsequently hosted an Open Streets Program Workshop on January 29, 2014. The workshop featured speakers from San Francisco and Los Angeles, who have implemented open street events, sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 80 people attended the event representing the cities and agencies across the Los Angeles Region.

Scoring and Evaluation

A total of 21 project applications were received on March 14, 2014 that included a total of \$5.2 million of funding requests. The event applications were diverse in scope ranging from 0.5 to 18 miles in length and are representative of the region. The application evaluation was conducted by an internal technical team with experience in multi-modal transportation. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure (Attachment B). Out of the 21 applications submitted, 20 received passing scores for a total of \$5.17 million of passing funding requests.

Open Streets Cycle 1 – FY 14/15 & FY 15/16

Following the the Board direction to fund up to \$2 million annually for Open Street Events, this first cycle includes two years (14/15 and 15/16) and thus, this first cycle will include \$4 million of grant awards. The biannual timeline will allow for the staging of events within the July 2016 deadline and provides time to study and evaluate these events as a group. Funded events are regionally diverse, connected to transit stations, regional bikeways and major activity centers (Attachment C).

In terms of funding requests that can be fulfilled for the next two fiscal years, based on score ranking and prioritizing one application per jurisdiction (before funding multiple applications from the same city), 12 open street events from 12 different jurisdictions can be funded for a total of \$3.7 million (Attachment D). An additional \$300,000 for a technical evaluation study of these events is included. Out of the 12 events, 10 will receive 100% of their funding request and the last two funded applications, that received the same score, will receive 80% of their respective request.

Evaluation Study

We are requesting a \$300,000 set-aside for an evaluation study of the 12 recommended open street events. Metro will solicit a research firm/university to assist Metro to collect data and to utilize it in a comprehensive analysis of the program. Local cities are required to report back on participation numbers, and the participants and businesses response to the event. The consultant will unify these reports by providing a standardized methodology to count participation and collect responses from participants and businesses. The outcome of the study will be a comprehensive analysis of all 12 events and a tool kit that Metro can adopt as methodology for future awardees to use to conduct evaluations. By selecting one group to lead an evaluation, versus having each city evaluate themselves, we will be using consistent methodologies across all the events and thus produce a more cohesive, valid and uniform evaluation of these events.

DETERMINATION OF SAFETY IMPACT

The 2014 Open Streets Grant Program Cycle 1 will not have any adverse safety impacts on our employees and patrons. The principals of the Open Streets Grant Program include promoting multi-modalism and active transportation that can improve the mobility and wellness of patrons.

FINANCIAL IMPACT

The funding of \$2 Million for the first year of the program is included in the FY15 budget in cost center number 4320, Transit Corridors, under project number 410077, Open Street Grant Program. Since this is a multi-year program, the cost center manager and Chief Planning Officer of Countywide Planning will be accountable for budgeting the costs in future years. We are recommending a local funding source for open street events in order for cities to most efficiently utilize the funds and stage the events in the next two years.

Impact to Budget

The source of funds for these Open Street Events is Congestion Mitigation Air Quality (CMAQ). Metro will serve as a pass-through agency for the CMAQ funds with local cities invoicing Metro directly. These funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones.

These funds are eligible for transit capital projects and improved transit services, limited to operational assistance for new or expanded service for up to 3 years. Should other eligible funding sources become available, they may be used in place of the identified funds

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of cycle 1 of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing an Open Streets Program. The Board could also choose to fund only one fiscal year of the program, for a total of \$2 million. This is not recommended since that amount would only fund 7 events (6 fully, 1 partial funded) and include a set-aside of \$300,000 for an evaluation study. This scenario would prevent many qualified Open Street events from moving forward, only 39% of qualified events would be funded compared to the recommended scenario which funds 77% of qualified events.

NEXT STEPS

Upon approval, we will notify project sponsors of the final funding award and proceed to initiate memorandum of understanding. We plan to return to the Board in late 2015 to request authorization to initiate cycle two of the Open Streets Program.

ATTACHMENTS

- A. June 2013 Metro Board Motion 72
- B. Open Streets Program Guidelines
- C. Recommended Open Street Events Map
- D. 2014 Open Streets Event Grants Cycle 1: Summary of Funding and Recommendations

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**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

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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.

###

Open Street Application Guidelines

Application Questions/Requirements

- Provide the following grantee general information: grantee agency name, project manager contact name, phone #, e-mail, and address.
- Provide a description of the open street event, route and schedule.
- Provide the intersection for the start and end points and the route length.
- Provide a map of the proposed route. Include any alternate route being considered on the map using a different color or symbol to differentiate it from the main route (a digital map made in Google or ArcGIS is preferred).
- Are there any Metro funded pedestrian or bicycle projects along the route? List and describe.
- Coordinate with Metro and/or applicable municipal transit service operators to provide access to the event under one of these conditions:
 - Is the route within ½ mile Metro Rail or Metrolink station? List all the stations within a ½ mile radius. (Proximity to a transit station is a critical element of the open streets event success and the organizer should encourage and assist participants to take transit, walk or bike to the event)
 - If the route is not within ½ of a mile of a Metro Rail or Metrolink station, explain and specifically identify how you will transport people to the event from the nearest transit station using a combination or “bike trains” (groups of people who travel by bike together – www.labiketrains.com) and/or a special bike shuttle that carry a minimum of 10 bikes each (see Mammoth Bike Shuttle for an example of a shuttle service that accommodates 20-30 bikes).
- List and describe supportive activities (dancing, pedestrian zones, games and educational programs) that will be offered the day of the event.
- List and identify all community partners and provide letter(s) of support/commitment from each one.
- Describe the partners experience producing large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health. Include the number of people who where in attendance and any demographic information regarding the attendance.
- Provide an estimated budget (include matching funds or in-kind donation)
- Describe how your cities general plan and/or other existing planning programs/projects are supportive of an Open Streets event. Include in your description programs and projects that support and encourage the use of walking and biking for transportation purposes.
- Provide a minimum 20% local match. Match may be in-kind services.
- Provide a letter of support from the COG/sub-region

Application Evaluation will be based on the following criteria:

1. Project Feasibility

- Event readiness
- Transit accessibility
- Agency/Partnership expertise
- Matching funds committed
- Community support
- Agency's existing active transportation programs

2. Route Setting

- Proximity and access to transit
- Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)
- Route is along existing bicycle infrastructure – lanes & paths funded through Metro's Call For Projects, TDA Article 3, Propositions A, C, or Measure R Local Return
- Connections between multiple cities and/or central business districts
- Connections to cultural, architectural, and/or historical destinations and events
- Connecting neighborhoods and cities that have active transportation and/or transit facility gaps
- Activities for pedestrians (dance classes, yoga, concessions, information booths)
- Cost Effectiveness (cost/per mile and the value of connections & destinations)

Grantee's Post Implementation Reporting Requirements

Grantee's are required to provide a post implementation report and enter participation counts online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians and Cyclists

Using at least one of the following count methods

- Install temporary electronic loop detection counters
- Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram

2. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or community. The grantee shall engage in a dialogue with the

community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- **Participants & Volunteers**
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- **Business owners**
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership

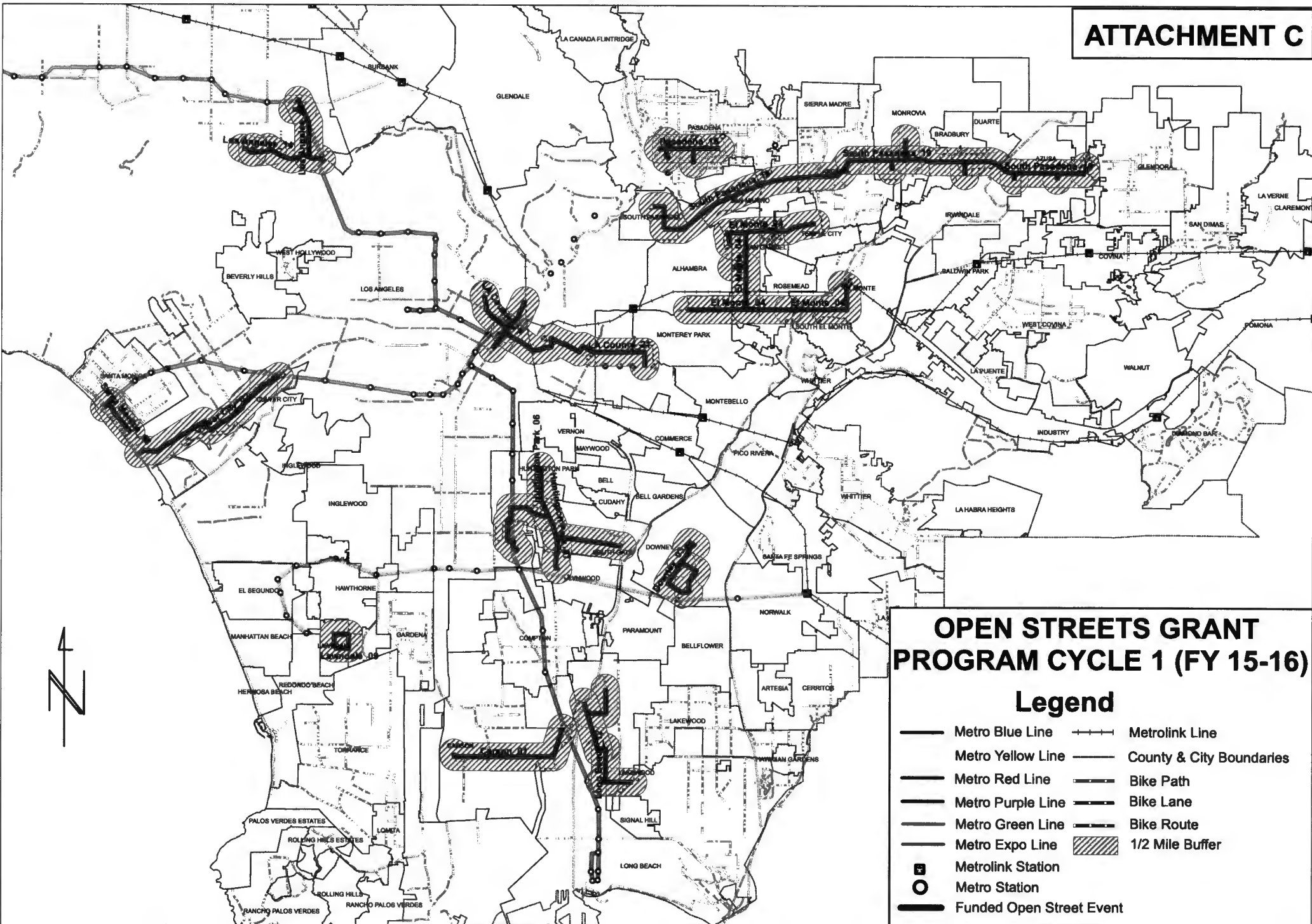
If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services.

4. Local Economic Benefit

Provide at least one of the following:

- Report the sales tax receipts revenue for all businesses along the route and/or within $\frac{1}{4}$ mile of the route for the day of the open street event and a monthly average for that same day of the week for comparison.
- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk.

ATTACHMENT C



2014 Open Streets Events Grants Cycle 1
Summary and Funding
Recommendation

Attachment D

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
12	City of Long Beach	Beach Streets: Bixby Knolls & North Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit.	Metro Blue Line Wardlow Station, LA River Regional Bicycle/Pedestrian Path	Spring 2015	93	\$ 260,800	\$ 260,800
4	City of El Monte	SGV Earth Day Festival	South El Monte, Rosemead, Temple City, San Gabriel and Monterey Park, BikeSGV, Day One, APIOPA.	El Monte Metrolink Station, Upper Rio Hondo Regional Pedestrian/Bicycle Trail	Spring 2015	90	\$ 291,520	\$ 291,520
16	City of Pasadena	CicLAvia Pasadena	CicLAvia	Gold Line Stations: Del Mar, Memorial Park, Lake, and Allen	Spring 2015	90	\$ 424,000	\$ 424,000
11	City of Long Beach	Beach Streets: Downtown Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at Pacific Avenue, Downtown Long Beach, 1st Street, and 5th Street.	Fall 2015	90	\$ 156,000	\$ -
21	County of Los Angeles	CicLAvia: Heart of LA	CicLAvia	Union Station Red/Purple Line: Pershing Square, 7th Street/Metro Center and Civic Center Gold Line: Chinatown, Little Tokyo/Arts District, Mariachi Plaza, Soto Station, Indiana Station, Maravilla Station and East LA Civic Center Station.	Fall 2014	89	\$ 508,000	\$ 508,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
1	City of Carson	Car-Free Carson		The Metro Blue Line Del Amo Station	Spring 2016	88	\$ 100,000	\$ 100,000
3	City of Downey	Downey Ride & Stride Open Street Event	Downey Bicycle Coalition, YMCA and Kaiser Permanente	Metro Green Line Station (0 .4 mile from the route)	Spring 2016	88	\$ 62,655	\$ 62,655
19	City of South Pasadena	SGV Golden Streets	San Marino, East Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa , BikeSGV, AQMD	Existing & Future Metro Gold Line Stations : South Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Alameda in Azusa, Citrus. San Gabriel River Regional Pedestrian/Bicycle Trail	Spring 2016	86	\$ 393,600	\$ 393,600
2	City of Culver City	CicLAvia Culver City	CicLAvia, City of LA	Culver City Expo Line Station, Ballona Creak Regional Pedestrian/Bicycle Trail	Spring 2015	85	\$ 453,600	\$ 453,600
9	City of Lawndale	Lawndale Community Bicycle Ride and Open Street Event	Lot to Spot (FLTS), L.A. County Recreation Department , The South Bay Bicycle Coalition,		Spring 2015	85	\$ 40,536	\$ 40,536
18	City of Santa Monica	Expo Opens Santa Monica	Main Street Merchants Association, the SOULstice to the Expo Opens Santa Monica event. Santa Monica Pier, Santa Monica Spoke	Future Santa Monica Expo Light Rail Station	Spring/ Summer 2016	85	\$ 200,000	\$ 200,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
14	City of Los Angeles	CicLAvia: The Valley	CicLAvia	North Hollywood Red Line, North Hollywood Orange Line Station, Universal City Red Line Station	Spring 2015	82	\$ 462,000	\$ 366,773
7	City of Huntington Park	CicLAvia: Southeast Cities	CicLAvia, Huntington Park , South Gate , Lynwood , City of Los Angeles (Council District 15), County of Los Angeles, South Gate, Lynwood, City of Los Angeles (First Supervisorial District)	Blue Line Slauson Station and 103rd St / Watts Towers Statio, Green Line Long Beach Blvd Station	Spring 2015	82	\$ 753,910	\$ 598,515
10	City of Long Beach	Beach Streets: Grand Prix Open Course Pre-Ride	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at the Downtown Long Beach Station, 1st Street Station, and Pacific Avenue Station.	Spring 2015	81	\$ 40,000	\$ -
13	City of Los Angeles	CicLAvia: South LA	CicLAvia	Expo Line - Expo/Western Station - Expo/Vermont Station - Expo Park / USC Station Blue Line - San Pedro Station	Winter 2014	80	\$ 419,200	\$ -
17	City of Pico Rivera	Walking the Gold Line Open Street Event	The Cities of Pico Rivera, Santa Fe Springs, and Whittier.	San Gabriel River Regional Pedestrian/Bicycle Trail	Summer 2015	79	\$ 160,000	
5	City of Hawthorne	Taste of Hawthorne	Moneta Gardens Improvement, Hawthorne/LAX/Lennox Rotary Club		Spring 2015	77	\$ 30,000	

[illegible]

Open Streets Cycle 2

Recommendation

Authorize the Metro Open Streets Grant Program Cycle 2 Application and Guidelines

Cycle 2 Guidelines and Application

- In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to \$2 million annually to support Open Street events.
- Cycle 2 guidelines and application
 - Build on the Cycle 1 framework to support a competitive process.
 - Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.

Cycle 1 Open Street Implementation

- Board awarded \$3.7 million to 12 events in 12 jurisdictions in September 2014 and set aside \$300,000 for an evaluation study.
 - 5 of the 12 events have been staged totaling nearly 32 miles
 - The remaining events to be held in April – June 2016 for 52 miles of Open Streets
- Board directed Cycle 1 evaluation study ridership analysis conducted for first 5 events. Further study pending
 - + 10% ridership increase along route corridor on the day of the events
 - + Sales of Day Passes increased 17% systemwide on the day of events.



Metro

Updates to Cycle 2 Application

Max Funding Ceiling

- Based on population share for large cities and \$149,000 for smaller cities not partnering with other jurisdictions.

Transit Coordination Plan

- Applicants will be required to provide a transit agency coordination plan with Metro and any other agencies operating service adjacent to the event route

Post Reporting Data

- Cycle 1 evaluation study contractor will support grantees with data collection.
- Counts of bicyclists utilizing rail transit stations

Cycle 2 Next Steps

Pending Board Approval:

- **Release the online application – April 2016**
- **Hold an informational workshop**
- **Outreach to COG's, the Metro TAC and TAC subcommittees**
- **Returning to Board for Award Cycle 2 - September 2016**