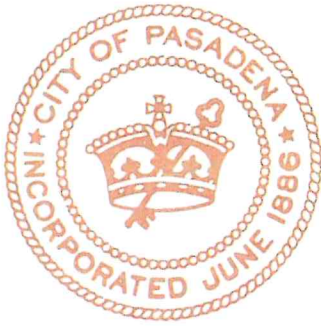




Agenda Report

July 13, 2026

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

FROM: Department of Transportation

SUBJECT: **AUTHORIZE THE CITY MANAGER TO EXECUTE AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) TO ACCEPT METRO GRANT FUNDING FOR OPEN AND SLOW STREETS CYCLE 6 IN THE AMOUNT OF \$500,000 TO HOST AN OPEN STREETS EVENT IN 2026, TO EXECUTE A CONTRACT WITH CICLAVIA, INC TO PARTNER FOR THE 2026 EVENT, AND TO AMEND THE DEPARTMENT OF TRANSPORTATION (DOT) FISCAL YEAR (FY) 2027 OPERATING BUDGET AND FY2027 CAPITAL IMPROVEMENT PROGRAM FOR THE \$240,000 LOCAL MATCH**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the action proposed herein is not a "project" subject to the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21065 and within the meaning of State CEQA Guideline Section 15378(b);
2. Authorize the City Manager to execute all agreements with the Los Angeles County Metropolitan Transportation Authority (Metro) to accept the Cycle 6 Open and Slow Streets grant in an amount not to exceed \$500,000;
3. Authorize a contract, without competitive bidding pursuant to City Charter Section 1002(F), contracts for Professional or Unique Services for \$330,000, with CICLAVIA, Inc. for the implementation and management of the program;
4. Grant the proposed contract with CICLAVIA, Inc. an exemption from the Competitive Selection process pursuant to Pasadena Municipal Code Section 4.08.049(B) contracts for which the City's best interests are served;
5. Authorize the City Manager to approve no-cost amendments to the subject contract, including durational extensions and necessary change orders;

6. Amend DOT's FY2027 Operating Budget by recognizing and appropriating \$83,385 of TDA Article 3 funding for the local match; and
7. Amend the FY 2027 Capital Improvement Program (CIP) Budget to replace General Fund in the amount of \$69,745 from the Pasadena Bicycle Program (75917) and in the amount of \$86,870 from the Pedestrian Crossing Enhancements Program FY2021-FY2028 (75112) with Transportation Improvement Fee (TIF) funds in the same amount, and allocate \$156,615 of General Fund to the DOT FY27 Operating Budget for the local match of the Open and Slow Streets Program Cycle 6 Grant as detailed in the report.

BACKGROUND:

In November 2025, the Metro Board approved funding awards for the Open and Slow Streets Grant Program Cycles 6 and 7, allocating \$10 million countywide to support events aligned with the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. The maximum grant award for each cycle is \$500,000 with a minimum 30% local match requirement. The local match can include in-kind services or staff time to demonstrate the City's contribution to non-Metro resources toward total event costs.

Pasadena applied for Cycle 6 and 7. The City was awarded both grants, with Cycle 6 to be held in 2026 and Cycle 7 in 2028, to support the 2028 Olympic and Paralympic Games. The Open and Slow Streets Cycle 7 will be brought to the City Council at a later time with a staff recommendation to accept the grant and authorize the City Manager to execute all associated agreements with Metro.

For Cycle 6, the City received \$500,000 in Metro grant awards that require City Council approval to accept the funds and authorize the implementation of the event. The City has experience successfully hosting Open Streets events; it hosted its first Open Streets event on May 31, 2015, in partnership with the non-profit CICALAVIA, Inc to support outreach and programming implementation funded through Metro's early Open Streets grant programming. Open Streets events temporarily close selected streets to vehicles, allowing the public to walk, bike, roll, play, and experience the roadway as an active, car-free community space. Open Streets also provides an economic development opportunity to increase customer traffic to local businesses. Metro has since evolved the program into Open and Slow Streets, adding a Slow Streets component that allows partial street closures to calm vehicle traffic while still allowing limited local access.

Metro's Open and Slow Streets Cycles 6 program goals include: encouraging walking, bicycling, and transit use; promoting sustainable transportation and mode shift; celebrating major global events arriving in Los Angeles; activating streets as community spaces; and improving access to safe, active transportation, especially within Equity Focus Communities. Additionally, Metro's eligibility guidelines allow and encourage jurisdictions to partner with community-based organizations (CBOs)/non-profits to be co-applicants.

The Cycle 6 CICALAVIA Pasadena one-day event is a joint partnership event between the City and the non-profit CICALAVIA, Inc. Pasadena Department of Transportation (DOT)

and CICALAVIA staff will manage and coordinate implementation of the event in close collaboration with the Police, Fire, Public Works, Public Health, and Parks Recreation and Community Services Departments, the Economic Development Division in the City Manager's Office, and Rose Bowl Operating Company (RBOC). The City will execute a Funding Agreement with Metro to secure the grant funding for CICALAVIA Pasadena and will coordinate with relevant City departments on required street closures and operational needs.

Metro required Cycle 6 events to occur during the June/July 2026 FIFA World Cup timeline. However, the North Hollywood to Pasadena Metro Bus Rapid Transit (BRT) construction is currently underway and significantly affecting the proposed route along Colorado Boulevard and at the Metro A Line Memorial Park Station. At the request of City staff, Metro has approved the event in November. DOT staff, in coordination with other City Departments and CICALAVIA, have identified alternative dates for the 2026 Open Streets event in both November and December. The date to be selected for the Open Streets event has not been finalized but would be on a Sunday to minimize traffic disruption and enhance business activity, on a typically slower retail business day. Although the BRT construction along the proposed corridor prevents the City from holding the Open Streets event during the 2026 FIFA World Cup as originally considered by the grant program, CICALAVIA Pasadena will still advance Metro's goals by delivering a high-profile event in 2026.

The Open Streets route will include Colorado Boulevard between DeLacey Avenue and Bonnie Avenue, and Raymond Avenue between Walnut Street and Del Mar Avenue connecting major business districts including Old Pasadena, Playhouse Village, and South Lake and major transit hubs including the Del Mar and Memorial Park Metro A Line Stations. A Slow Streets route or guided walk/bicycle tour and ride is also proposed, connecting the Memorial Park Metro A Line Station to the Rose Bowl. Attachment A provides the 2026 Pasadena CICALAVIA Proposed Route Boundaries.

The total cost to host CICALAVIA Pasadena is \$740,000, funded through a \$500,000 grant from Metro and a required local match of \$240,000 (in-kind). The Metro grant will cover CICALAVIA's \$330,000 costs while the remaining grant funds and local match amounts will cover the City's expenses for department staff time, support and supplemental expenses needed for traffic control and public safety. It is anticipated that all project expenditures, totaling approximately \$740,000, will occur in the first and second quarters of FY 2027.

CICALAVIA Pasadena	Local Match (32%)	Metro Grant	Total Cost
Pasadena	\$240,000	\$170,000	\$410,000
CICALAVIA, Inc.		\$330,000	\$330,000
Total	\$240,000	\$500,000	\$740,000

During the development of the FY2027 Operating Budget, a request to use General Fund for this project was included as an unfunded General Fund enhancement request for City Council consideration. However, since the funding was not allocated through the FY2027 Operating Budget adoption, DOT staff identified other funding within the CIP which could

be exchanged, as well as TDA Article 3 funds to be used as the local match for this project. The TDA Article 3 funds are California Transportation Development Act (TDA) funds from a ¼-cent state sales tax measure, designated specifically for bicycle and pedestrian projects and programs, and are distributed by LA Metro. Staff is also requesting to exchange General Fund from the following two CIP projects: \$69,745 from the Pasadena Bicycle Program (75917) and \$86,870 from the Pedestrian Crossing Enhancements Program FY2021- FY2028 (75112), with TIF funds. TIF is a more suitable funding source for infrastructure projects than the General Fund. This provides the opportunity to use the General Fund originally allocated to those bicycle and pedestrian projects towards the CICALAVIA Pasadena event.

Justification for Exemption from Competitive Bidding and Selection for Event Management

Staff recommends exempting the agreement with CICALAVIA, Inc. from competitive selection pursuant to Pasadena Municipal Code Section 4.08.049(B), which allows exemption where the best interests of the City are served. CICALAVIA, Inc. is uniquely qualified to support these efforts based on its specialized and proven experience in planning and delivering large-scale open streets events throughout Los Angeles County, including coordination with Metro grant requirements, route planning, stakeholder and community outreach, event logistics, implementation, and the required Metro data collection and post event reporting.

Accepting the Metro grant funds and approval of the item will give the City the necessary time to advance planning and coordination efforts. Additionally, the 2026 CICALAVIA Pasadena event can also serve as a precursor to the 2028 Olympic and Paralympic Games and Rose Bowl–hosted events. The City can incorporate lessons learned from this event into ongoing event planning and related projects.

COUNCIL POLICY CONSIDERATION:

The proposed actions align with the City's top priorities. Specifically, it addresses two of the City's priorities; to move Pasadena decisively toward a carbon-free future, and to improve roadways and implement pedestrian and bicycle safety strategies. Open Street and Slow Street events promote car free travel by encouraging people to try options to automobile travel and experience the business districts and other points of interest on bike and on foot.

These actions to produce Open and Slow Streets events are also consistent with the City's goal to support and promote the quality of life and local economy where people can circulate without cars. The proposed events are further supported by the General Plan Mobility Element, including policies that:

- 1.2 Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- 1.8 Improve safety for all modes by developing and coordinating between the Police Department and the Transportation Department the implementation of traffic

- management, education and enforcement initiatives. Increase options for walking and bicycling to recreate, shop and services while improving safety for all modes.
- 1.23 Improve public health by supporting walking and bicycling throughout the city.
 - 1.29 Coordinate transportation options for major community and commercial events to increase transit access, ridesharing and bicycle access and parking options.
 - 1.31 Emphasize transportation projects and programs that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
 - 2.6 Continue to strengthen the marketing and promotion of non-auto transportation to residents, employees and visitors.

ENVIRONMENTAL ANALYSIS:

CEQA excludes, from environmental review, actions that are not "projects" as defined by Public Resources Code Section 21065 and within the meaning of State CEQA Guidelines Section 15378(b). Sections 21065 and 15378(b) define a project as an action which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Section 15378 excludes from the definition of "project" administrative activities of governments that will not result in direct or indirect physical changes in the environment. The actions proposed herein, authorizing the City Manager to execute contracts and agreements to accept grant funding, is an administrative activity that will not result in direct or indirect physical changes in the environment, and therefore is not a "project" as defined by CEQA. Since the action is not a project subject to CEQA, no environmental document is required.

FISCAL IMPACT:

As detailed in the table below, approval of this action will amend the DOT's Operating Budget by appropriating the Metro Open and Slow Streets grant funds in the amount of \$500,000 and recognizing and appropriating \$83,385 in TDA Article 3 funding for the local match. This action will also amend the Fiscal Year 2027 Capital Improvement Program by exchanging General Fund in the amount of \$69,745 from the Pasadena Bicycle Program (75917) and in the amount of \$86,870 from the Pedestrian Crossing Enhancements Program FY2021- FY2028 (75112) with Transportation Improvement Fee (TIF) funds in the same amount, and allocate \$156,615 of General Fund to the DOT FY27 Operating Budget for the local match of the Open and Slow Streets Program Cycle 6 Grant. DOT budgeted \$500,000 of the Metro Open and Slow Streets Cycle 6 grant revenues and appropriations during the FY27 annual operating budget cycle. Project number 95073 - Open and Slow Streets FY2027- FY2029 has been established. Managing the account through the Department will also support the accuracy and documentation required for grant reimbursement and reporting.

Project and Fund Source	Appropriated Funding	Changes	Revised Appropriation
Pasadena Bicycle Program (75917)			
Highway Safety Improvement Program (HSIP) Grant Cycle 12	\$ 285,480	\$ -	\$ 285,480
General Fund (HSIP Cycle 12 Local Match)	\$ 69,745	\$ (69,745)	\$ -
TDA Article 3	\$ 100,000	\$ -	\$ 100,000
Transportation Impact Fee	\$ -	\$ 69,745	\$ 69,745
Total	\$ 455,225	\$ -	\$ 455,225
Pedestrian Crossing Enhancements Program FY2021-2028 (75112)			
Community Development Block Grant	\$ 482,744	\$ -	\$ 482,744
Gas Tax	\$ 75,000	\$ -	\$ 75,000
General Fund (HSIP Cycle 12 Local Match)	\$ 86,870	\$ (86,870)	\$ -
HSIP Grant Cycle 10	\$ 248,700	\$ -	\$ 248,700
HSIP Grant Cycle 11	\$ 249,120	\$ -	\$ 249,120
HSIP Grant Cycle 12	\$ 324,630	\$ -	\$ 324,630
Measure M MSP	\$ 236,148	\$ -	\$ 236,148
Reserved for Key Projects	\$ 38,645	\$ -	\$ 38,645
Transportation Impact Fee	\$ 317,531	\$ 86,870	\$ 404,401
Total	\$ 2,059,388	\$ -	\$ 2,059,388
CICLAVIA Pasadena			
Metro Open and Slow Street Grant (Cycle 6)	\$ -	\$ 500,000	\$ 500,000
General Fund (exchanged for TIF from CIP Project 75917 and 75112) - Local Match	\$ -	\$ 156,615	\$ 156,615
TDA Article 3 - Local Match	\$ -	\$ 83,385	\$ 83,385
Total	\$ -	\$ 740,000	\$ 740,000

Respectfully submitted,



JOAQUIN T. SIQUES
 Director
 Department of Transportation

Prepared by:



Tony Jusay
 Planner

Approved by:



MATTHEW E. HAWKESWORTH
 Interim City Manager

Attachments:

Attachment A – Pasadena Open and Slow Streets Proposed Route Boundaries