

ATP Cycle 8 Grant Assistance Priorities

In November 2023, the Metro Board adopted the ATP Cycle 7 Priorities Framework to guide the allocation of Metro's grant-writing assistance (File ID 2023-0516). Table 1 shows the existing Cycle 7 framework.

Table 1. ATP Cycle 7 Grant Assistance Priorities	
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document	
<p>Priorities:</p> <ul style="list-style-type: none"> • Projects from a Metro Board-adopted First/Last Mile plan • Projects that are within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Projects overlapping with Metro EFCs • Projects overlapping with ATP-defined disadvantaged communities • Projects that have completed environmental and final design phases <p>*Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities</p>	
<p>Ineligible:</p> <ul style="list-style-type: none"> • Projects with bike components that are primarily conventional Class III Bike Routes (sharrows and "bike route" signs) 	

For ATP Cycle 8, Metro staff proposes to continue applying the approved framework to ensure the selection of projects which are likely to fit well with the State ATP selection criteria and contribute to implementing Metro plans and priorities. However, modification is needed to reflect updated priorities.

The modifications are:

- Addition of priority for projects that have completed project-specific community engagement. The intent is to ensure that we are prioritizing grant assistance to projects that show project readiness.
- Addition of priority for projects that show special need such as projects that applied to but were not awarded in ATP Cycle 7 and projects that have been awarded in the Metro Active Transport Program with a funding gap. The intent is to help projects pursue necessary funding that have already demonstrated benefits and need.
- Clarification of "Class III Bike Routes" to ensure applicants understand the types of projects that are ineligible for grant assistance.

Table 2 shows the proposed framework to be used for selecting projects for grant assistance for ATP Cycle 8.

Table 2. ATP Cycle 8 Grant Assistance Priorities
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document
<p style="text-align: center;">Priorities:</p> <ul style="list-style-type: none"> • Implement a Metro plan or a safety plan <ul style="list-style-type: none"> ○ Projects from a Metro Board-adopted First/Last Mile plan ○ Projects that are within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP ○ Projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Benefit disadvantaged communities <ul style="list-style-type: none"> ○ Projects overlapping with Metro EFCs ○ Projects overlapping with ATP-defined disadvantaged communities • Display Project Readiness (Infrastructure Projects Only) <ul style="list-style-type: none"> ○ Projects that have completed project-specific community engagement ○ Projects that have completed environmental and final design phases • Display Special Need <ul style="list-style-type: none"> ○ Projects that applied to but were not awarded in ATP Cycle 7. The project must include the same elements as the Cycle 7 project and must have received a score of 85 or more. ○ Projects that have been awarded in the Metro Active Transport Program with a funding gap <p>*Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities</p>
<p style="text-align: center;">Ineligible:</p> <p>Projects with bike components that are <u>primarily</u> sharrows and “bike route” signs without significant traffic calming infrastructure to slow and reduce traffic for all users.</p>