



Next stop: access to opportunity.

**State Active Transportation Program
Planning and Programming Committee
File No. 2025-0814
October 15, 2025**



Recommendations

CONSIDER:

- A. APPROVING the State Active Transportation Program (ATP) Cycle 8 Grant Assistance Priorities in Attachment A;
- B. APPROVING the regional ATP Point Assignment Methodology as described in Attachment B; and
- C. AUTHORIZING the Chief Executive Officer or their designee to assign up to 10 points to projects to be considered for funding in the Southern California Association of Governments (SCAG) Large Metropolitan Planning Organization (MPO) Competition of the ATP.

Background

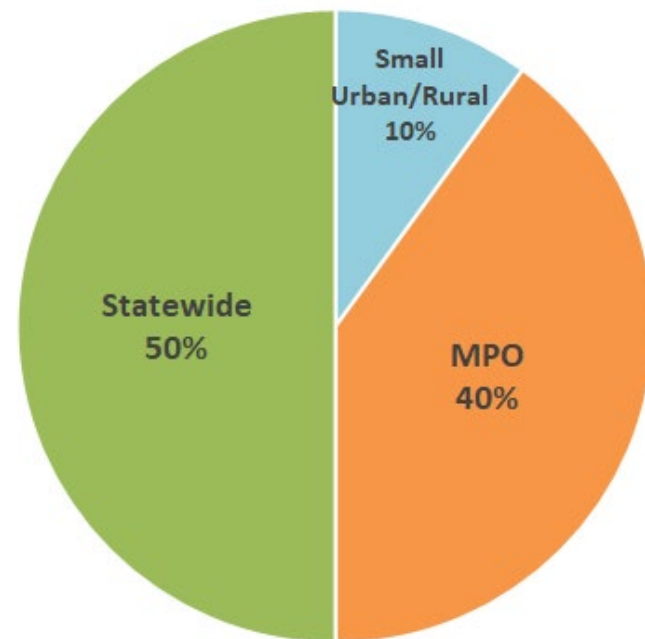
ATP is a biennial State grant program for bicycle and pedestrian projects.

ATP Cycle 8 will open in spring 2026.

Metro has two levers on the ATP:

- A. Grant Assistance** – Metro provides a consultant to work with local jurisdiction to prepare and submit application. The purpose is to **maximize funding** for LA County projects and incentivize projects that implement Metro goals.
- B. 10 Point Assignment** – In the MPO Competition, Metro assigns up to 10 points to augment the Statewide Competition score. The purpose is to add regional input for regional funds.

ATP's Three Competitions:



Total funds available:
\$574m over FY 28 – FY 31

Discussion

Proposed Additions to Grant Assistance Priorities (see yellow highlight on Slide 5):

- Projects that have completed project-specific community engagement – community engagement is important because it indicates project readiness, and it provides information about equity benefits and impacts
- Special needs – this criterion gives applicants an opportunity to make up for funding shortfalls in ATP Cycle 7 or the Metro Active Transport(MAT) program.

Proposed Grant Assistance Priorities

Table 2. ATP Cycle 8 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"> • 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>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>	

Discussion

Proposed Additions to 10 Points Assignment Methodology (See yellow highlight on Slide 7):

- Projects leveraging MAT funds to obtain ATP funds – this helps to stretch MAT funds further
- Projects that make quick-build projects permanent – quick-build projects are a cost-effective and rapid way to test various active transportation treatments in a community. Once an effective treatment is identified, it's important to be able to make the improvement permanent.

Proposed 10 Point Assignment Methodology

Table 2. Proposed ATP Cycle 8 Scoring Method	Points
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Project overlaps with Metro Equity Focus Communities	2
B. Consistency with Local/Regional Plans and Policies <ul style="list-style-type: none"> • Project leverages Measure M Expenditure Plan dollars from a Major Project or Multi-Year Subregional Program; Project leverages Metro Active Transport Program Cycle 2 dollars • Project improves a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Project is within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Project is from a Metro Board-adopted first/last mile plan <p>*Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities</p>	Up to 4
C. Project has completed or describes a plan for project-specific community engagement	2
D. Project makes a Quick Build permanent	2
Total (Up to)	10