

ATP Cycle 8 Point Assignment Method

Following the Statewide Competition, applications from within large MPO areas that are not funded are considered in the MPO Competition. Senate Bill 99 requires SCAG to select projects in consultation with its member counties, and to select projects that are consistent with local and regional plans. SCAG accomplishes this by combining points assigned by Metro and the other counties to the points from the Statewide Competition score for each ATP project application.

Table 1 shows the ATP Cycle 7 scoring method.

Table 1. ATP Cycle 7 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	3
B. Consistency with Local/Regional Plans and Policies <ul style="list-style-type: none"> • Project is within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • 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 leverages Measure M Expenditure Plan dollars from a Major Project or Multi-Year Subregional Program 	Up to 3
C. Project has completed or describes a plan for project-specific community engagement	2
D. Project is from a Metro Board-adopted first/last mile plan	2
Total (Up to)	10

For ATP Cycle 8, Metro staff proposes revising the point assignment policy to also prioritize projects that leverage Metro Active Transportation Program funds but face funding gaps, as well as those that aim to make quick-build projects permanent—ensuring these community-driven efforts continue to provide lasting benefits beyond their initial implementation.

The proposed scoring method for ATP Cycle 8, including the modification described above, is shown in Table 2.

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 *Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities	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