

Attachment B - ATP Cycle 7 Policies

ATP Grant Assistance Priorities

Metro has provided grant writing services to Metro project managers and local agencies for the past six cycles to support the development of strong applications that increase the likelihood of LA County's collective success. To date, the California Transportation Commission (CTC) has awarded LA County projects approximately \$1 billion. Almost 50% of the awarded funds are for projects that received Metro grant assistance. In October 2021, the Metro Board adopted the ATP Cycle 6 Priorities Framework to guide the allocation of Metro's grant-writing assistance (File ID 2021-0587). Table 1 shows the existing framework.

Table 1. ATP Cycle 6 Grant Assistance Priorities
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document
Percentage Set-asides: <ul style="list-style-type: none">• 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions• 25% of overall grant assistance to other state ATP-eligible projects that help implement the Metro Active Transportation Strategic Plan
Priorities if requests for grant assistance exceed available resources: <ul style="list-style-type: none">• Priority will first be assigned to projects located within Metro Equity Focus Communities (EFCs)• Second priority to projects that are sponsored by agencies that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application

For ATP Cycle 7 Metro staff proposes a new framework to help implement active transportation-related policies and plans adopted by the Metro Board in the past couple years – including the 2023 Active Transportation Strategic Plan (ATSP) requesting consideration in this board report – while also ensuring selected projects are competitive against state ATP criteria. The proposed framework is shown in Table 2. Major changes between the ATP Cycle 6 and 7 frameworks include:

- Elimination of percentage set-asides for first/last mile projects and other projects that implement the Metro ATSP. Eliminating the percentage set-asides will

simplify the project selection process and provide flexibility to serve broader range of ATP-eligible projects that may not strictly fit into those two set-aside categories. The framework upholds priority for first/last mile projects and projects that implement the ATSP.

- Prioritization for projects that overlap with Metro EFCs. The proposed Cycle 7 framework would evaluate a projects' overlap with EFCs as part of the regular evaluation process, rather than only in the situation that requests for grant assistance exceed capacity.
- Prioritization for projects that overlap with one of the ATP's definitions for disadvantaged communities. This formalizes an evaluation criterion Metro staff has always applied to assess a project's competitiveness for the ATP. The ATP defines disadvantaged communities in the following ways:
 - Median Household Income: less than 80% of the statewide median
 - CalEnviroScreen: top 25% of California communities
 - National School Lunch Program: at least 75% of public-school students in the project area eligible to receive free or reduced-price meals
 - Healthy Places Index: the 25th percentile or less of California communities
 - Native American Tribal Lands: located within Federally Recognized Tribal Lands or submitted by a Federally Recognized Tribal Government
 - Regional Definition: Communities of Concern identified in SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies
- Prioritization for 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. The intent is for projects to be informed by safety data and analysis of where death and serious injuries are occurring within the local jurisdiction. This priority is consistent with the objectives of Metro's Street Safety, Data Sharing, and Collaboration Policy adopted by the Board in June 2022 (File #: 2022-0340).
- Addition of ineligible projects. Projects that include Conventional Class III bike routes as the main bike component are not competitive in the ATP and were ineligible in Metro's Call for Projects program.

Table 2. ATP Cycle 7 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"> • 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 style="text-align: center;">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)

Regional Competition Scoring Method

The CTC administers the ATP in sequential competitions. All LA County candidate projects not awarded funding through the initial Statewide Competition are next considered in the Regional MPO Competition. ATP statute requires the Southern California Association of Governments (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 counties through their county-level project selection methods with points from the Statewide Competition score for each ATP project application. The project selection scoring method must outline how a county will augment each project’s Statewide Competition score by up to 20 additional points based on consistency with regional/local plans.

Table 3 shows the ATP Cycle 6 scoring method (File #: 2019-0671).

Table 3. ATP Cycle 6 Scoring Method	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Equity Focus Communities	3
B. Consistency with Local/Regional Plans – Regional Plans <ul style="list-style-type: none"> • Leverages Measure M • Implements the Active Transportation Strategic Plan Consistency with Local/Regional Plans – project has robust community support	1 and/or 1
C. Bonus for First/Last Mile	5
Total (Up to)	10

For ATP Cycle 7, Metro staff proposes modifications to the scoring method to clarify criteria for consistency with local and regional plans, including adding active transportation-related policies and plans adopted by the Metro Board in the past couple years – including the 2023 Active Transportation Strategic Plan (ATSP).

The proposed scoring method for ATP Cycle 7 is shown in Table 4.

Table 4. 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