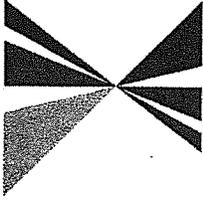


SOUTHERN CALIFORNIA



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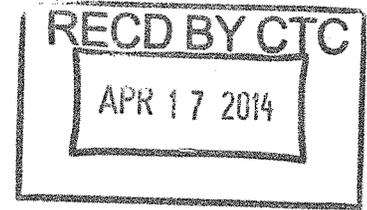
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April 14, 2014

Mr. Andre Boutros
Executive Director, California Transportation Commission
PO Box 942873
Sacramento, CA 94273-0001



Mr. Boutros

I am happy to report that the Southern California Association of Governments (SCAG) has developed, in consultation with the county transportation commissions, Caltrans and the California Transportation Commission staff a Regional Project Selection Process for the Southern California 2014 Active Transportation Program. The process defers project selection for the regional program to the Commission, as allowed by the ATP Guidelines, except to the extent that SCAG must intervene to meet the specific statutory requirements outlined for the SCAG region by state law. SCAG will not be conducting a supplemental MPO specific call for projects. The Regional Project Selection Process is attached for CTC consideration during the May 20 meeting.

SCAG adopted the Regional Project Selection Process for the California Active Transportation Program (ATP) Cycle 1 at its April 3, 2014 Regional Council meeting. The selection process meets the four criteria for SCAG delineated in SB-99:

1. Consultation with County Transportation Commissions, the CTC and Caltrans in developing a competitive project selection criteria
2. Consideration of Geographic Equity
3. Priority placed on projects consistent with local/regional plans within each county
4. SCAG must obtain concurrence from the county transportation commissions

The Regional Project Selection Process meets these requirements as follows:

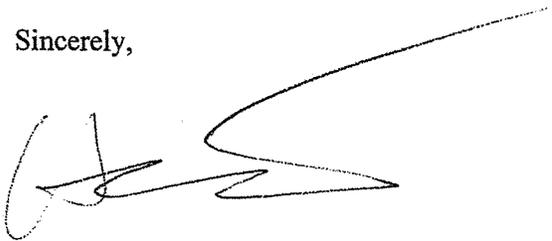
- SCAG will not conduct a separate call for projects, but instead use the state call for projects. Projects within the SCAG region not funded through the state program will be considered as part of the MPO program.
- Funding targets have been established for allocation to each county based upon the population within each county to meet the geographic equity requirement.

The Regional Council consists of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

- SCAG will use the state criteria and scoring as the primary basis for the competitive criteria. State criteria and scoring will account for at least 100 points on a 110 point scale for all Implementation Projects. Planning projects will be scored solely through the use of State criteria and scores.
- Each of the six county transportation commissions in the SCAG region will add up to ten (10) points to supplement the state scores for Implementation Projects, which may include capital and non-infrastructure projects, based on consistency with local/regional plans within their respective county.
- SCAG will add the state score to the local score and determine the ranking of projects within each county up to the total amount allocated for each county, assemble a final regional program of projects ensuring all state requirements are met, and seek approval of the full program by the Board of each county transportation commission and SCAG.
- SCAG will then submit the list of projects to the California Transportation Commission for funding.

We look forward to a successful grant application process. If you have any questions, please contact us at your earliest convenience. Sarah Jepson, our Manager of Active Transportation and Special Programs, can be reached at 213.236.1955.

Sincerely,

A handwritten signature in black ink, appearing to read 'Huasha Liu', with a long, sweeping horizontal stroke extending to the right.

Huasha Liu,
Director, Land-Use and Environmental Planning

Cc: David Giongco, CTC
Mitch Weiss, CTC

2014 Active Transportation Program

Southern California Association of Governments Regional Project Selection Process

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Project Selection Process (Process) outlines the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2014 California Active Transportation Program (ATP). The SCAG region's annual share is approximately \$25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately \$14 million) plus approximately \$11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. This Process only relates to the 2014 California Active Transportation Program, which includes three years of funding in Fiscal Year (FY) 2013/14, FY 2014/15, and FY 2015/16. The Process may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of non-motorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The Active Transportation Program Guidelines (Guidelines) describe the policy, standards, criteria and procedures for the development, adoption and management of the Active Transportation Program.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Guidelines.
- Per SB 99 and the Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and

- SCAG must obtain concurrence from the county transportation commissions.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- A large MPO may make up to 5% of its funding available for active transportation plans in disadvantaged communities.
- Non-infrastructure projects are eligible for funding; however, there is not a specific set-aside or cap for this purpose. Non-infrastructure funding is available for start-up or pilot projects that support education, encouragement, and enforcement activities—not ongoing efforts.

Regional Project Selection

In order to expedite the administrative approval process and accelerate project implementation, SCAG intends to defer project selection to Caltrans and forgo its option to issue a supplemental regional call for projects. This means that the projects will be scored and ranked by Caltrans. An evaluation committee will not be required at the county or regional level within the SCAG region to separately score projects.

- Once projects have been scored and ranked by Caltrans for the regional program, SCAG and the county transportation commissions will review and, if necessary, recommend modifications to the regional program to ensure specific statutory requirements can be met in a manner that is consistent with the intent of the law and program guidelines. Regional Funding Categories
 - Two funding categories will be established for the regional program to support the review and refinement of the regional program by SCAG and the County Transportation Commissions. These categories will include: 1) Planning Projects and 2) Implementation Projects. *Planning Projects* may include the development of active transportation plans in disadvantaged communities as well as the implementation of non-infrastructure projects (e.g., education or traffic enforcement activities). *Implementation Projects* may include the planning, design, and construction of facilities and/or non-infrastructure projects (e.g., education or traffic enforcement activities).
 - No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.
 - Up to 5% of the total regional funds will be dedicated to funding Planning Projects, consistent with the intent of the ATP to fund a broad spectrum of projects *and* to ensure that disadvantaged communities have resources to develop ATP plans, which will be an eligibility requirement for future funding cycles. Non-infrastructure projects may also be funded under this category. If the total request in the Planning Projects Category is less than 5% of the total regional funds, or if applications in this category fail to meet minimum requirements, then the remaining funds will be allocated to Implementation Projects.

- County Transportation Commission’s Role in Project Selection
 - Prior to scoring by Caltrans, SCAG will provide each county with a list of **Implementation Project** applications submitted within each county.
 - The county transportation commissions will review the Implementation Project lists and determine which projects “are consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. If a project is consistent, the county will assign up to 10 points to each project. “Plan” shall be defined by each county transportation commission.
 - If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
 - The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of regional projects.
 - The Board of each respective county transportation commission will adopt the final recommended project list as further described in the Recommended Regional Program of Projects section below.

- SCAG’s Role in Project Selection
 - Implementation Projects Category
 - Following the release of the preliminary scores by Caltrans, SCAG will develop for each county a ranked Implementation Project list reflecting the base score awarded by Caltrans plus any additional point assignments (up to 10 pts as noted above) made by the respective county transportation commission.
 - The ranked list will include a preliminary funding mark, established by the county’s population-based share of no less than 95% of the total regional funds. The projects from each county above the preliminary funding mark will constitute the preliminary regional project list.
 - SCAG will analyze the preliminary regional project list and calculate the total amount of funding to be awarded to disadvantaged communities for **Implementation Projects** across all of the counties.
 - If the total is more than 25%, SCAG will consider the preliminary regional project list as final and include it in the regional program.
 - If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
 - This process will be repeated until the 25% target is met.
 - This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the disadvantaged communities' requirements for the regional program are met.
 - As noted in Recommended Regional Program of Projects section below, the CEOs, Caltrans and CTC will have the opportunity to make any final adjustments to the preliminary regional project list to address any inequities that may result from this process.
- Planning Projects Category
 - SCAG will create a ranked list of **Planning Projects** reflecting Caltrans' selection process and scores, and delineating those projects that are above and below the funding mark.
 - SCAG will quantify the percentage of funding dedicated to disadvantaged communities within the Planning Category and determine the amount of funding that needs to be dedicated to disadvantaged communities to ensure requirements are met.
 - SCAG will defer to the ranking of Caltrans in the selection of the planning and non-infrastructure projects, except as follows:
 - SCAG may recommend projects be moved up on the list to meet disadvantaged communities requirements.
 - SCAG may recommend projects be moved up on the list to ensure there is geographic equity in projects recommended for funding in the Planning Projects Category.
- Recommended Regional Program of Projects
 - SCAG will combine the projects selected from the Planning and Implementation Projects Categories to create a preliminary Regional Program of Projects (Program).

- If there are any duplicates in the Program resulting from the selection by both SCAG and a county of a non-infrastructure project, then SCAG will select an alternative project from the Planning Projects Category.
- The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Program to SCAG's Regional Council and the Boards of the county transportation commissions for approval and submission to the CTC.