SPECIAL MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend
In-Person & Remotely
Thursday, January 30, 2025
10:00 a.m. – 11:00 a.m.

To Attend In-Person:
SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Watch or View Only:
https://scag.ca.gov/scag-tv-livestream

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/82227737082

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 822 2773 7082

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1410. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

Instructions for Attending the Meeting

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 10:00 a.m.

To Attend by Computer: Click the following link: https://scag.zoom.us/j/82227737082. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID:** 822 2773 7082, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, January 29, 2025**, will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, January 29, 2025, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

TRANSPORTATION COMMITTEE AGENDA

Adele Andrade-Stadler 2956 West Shorb Street Alhambra CA 91803	**Ryan Balius** Anaheim City Hall 200 S. Anaheim Blvd. 2nd Floor, Public Works South Conference Room Anaheim, CA 92805	**Brian S. Berkson** City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Denise Delgado 1515 6th Street Coachella, CA 92236	**Jonathan Dumitru** Hilton Palm Springs-Lobby 400 E. Tahquitz Canyon Way Palm Springs, CA 92262	**J. John Dutrey** Anaheim Marriott Suites - Lobby 12015 Harbor Boulevard Garden Grove, CA 92840
James Gazeley City of Lomita - City Hall 24300 Narboone Avenue Lomita, CA 90717	**Jason Gibbs** City of Santa Clarita Orchard Conference Room, 1st Floor 23920 Valencia Boulevard Santa Clarita, CA 91355	**Curt Hagman** Chino Hills District Office 14010 City Center Drive Chino Hills, CA 91709
Jan C. Harnik City of Palm Desert - City Hall 73-510 Fred Waring Drive Palm Desert, CA 92260	**Fred Jung** City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832	**Trish Kelley** City of Mission Viejo - City Hall 200 Civic Center, 2nd Floor Mission Viejo, CA 92691
Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive Bay 2B Newport Beach CA, 92660	**Linda Krupa** Delta Hotel Marriott Bonvoy - Lobby 12021 Harbor Boulevard Garden Grove, CA 92840	**Andrew Lara** 6102 Maris Avenue Pico Rivera, CA 90660
Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard Torrance, CA 90503	**Richard Loa** Delta Hotel Marriott Bonvoy - Lobby 12021 Harbor Boulevard Garden Grove, CA 92840	**Clint Lorimore** City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752
Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	**Steve Manos** 53180 Odyssey Street Lake Elsinore, CA 92532	**Ray Marquez** City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709
Marsha McLean City of Santa Clarita Orchard Conference Room, 1st Floor 23920 Valencia Blvd. Santa Clarita, CA 91355	**Linda Molina** Delta Hotel Marriott Bonvoy - Lobby 12021 Harbor Boulevard Garden Grove, CA 92840	**Carol Moore** City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637
Juan Munoz-Guevara City of Lynwood - City Hall Annex Building 11330 Bullis Road Lynwood, CA 90262	**Frank Navarro** City of Colton – City Hall 650 N. La Cadena Drive Colton, CA 92324	**Sharona Nazarian** City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210

Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243	**Ed Reece** City of Claremont - City Hall Room: Council Office 207 Harvard Avenue Claremont, CA 91711	**Ali Saleh** City of Bell 6330 Pine Avenue Bell, CA 90201
Steve Sanchez La Quinta - City Hall West Conference Room 78-495 Calle Tampico La Quinta, CA 92253	**Tim Sandoval** City of Pomona Chuck Bader Conference Room 505 S. Garey Avennue Pomona, CA 91767	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference Room Temecula CA, 92590
Marty Simonoff Brea Civic and Cultural Center 3rd Floor, Management Services Conference Room 1 Civic Center Circle Brea, CA 92821	**Jeremy Smith** City of Canyon Lake - City Hall 31516 Railroad Canyon Road Canyon Lake, CA 92587	**Ward Smith** City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870
Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue 3rd Floor Council Member Office Corona, CA 92882	**Karen Spiegel** CAC 4080 Lemon Street, 5th Floor Riverside, CA 92501	**Cynthia Sternquist** 6131 Camellia Avenue Temple City, CA 91780
Michael M. Vargas City of Perris - City Hall 101 N. D Street Perris, CA 92570	**Donald P. Wagner** County Administration North 400 West Civic Center Drive 6th Floor, Conference Room 601 A Santa Ana, CA 92701	**Colleen Wallace** Delta Hotel Marriott Bonvoy - Lobby 12021 Harbor Boulevard Garden Grove, CA 92840
Thomas Wong City of Monterey Park – City Hall 320 Newmark Avenue Monterey Park, CA 91754		

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.

TC - Transportation Committee
Members – January 2025

1. **Hon. Tim Sandoval**
   TC Chair, Pomona, RC District 38

2. **Hon. Mike Judge**
   TC Vice Chair, VCTC

3. **Hon. Adele Andrade-Stadler**
   Alhambra, SGVCOG

4. **Hon. Phil Bacerra**
   Orange County, CoC

5. **Hon. Ryan Balius**
   Anaheim, RC District 19

6. **Sup. Kathryn Barger**
   Los Angeles County

7. **Hon. Brian Berkson**
   Jurupa Valley, Pres. Appt. (Member at Large)

8. **Hon. Daniel Brotman**
   Glendale, AVCJPA

9. **Hon. Jeanette Burns**
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10. **Hon. Denise Delgado**
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11. **Hon. Jon Dumitru**
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    Lomita, RC District 39

15. **Hon. Jason Gibbs**
    Santa Clarita, NCTC

16. **Sup. Curt Hagman**
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17. Hon. Jan C. Harnik
RCTC

18. Hon. Laura Hernandez
Port Hueneme, RC District 45

19. Hon. Lauren Hughes-Leslie
Lancaster, NCTC JPA

20. Hon. Heather Hutt
Los Angeles, RC District 57

21. Hon. Fred Jung
Fullerton, RC District 21

22. Hon. Trish Kelley
TCA Representative

23. Hon. Lauren Kleiman
Newport Beach, RC District 15

24. Hon. Linda Krupa
Hemet, RC District 3

25. Hon. Andrew Lara
Pico Rivera, RC District 31

26. Hon. Bridgett Lewis
Torrance, Pres. Appt (Member at Large)

27. Hon. Richard Loa
Palmdale, NCTC

28. Hon. Clint Lorimore
Eastvale, RC District 4

29. Hon. Ken Mann
Lancaster, RC District 43

30. Hon. Steve Manos
Lake Elsinore, RC District 63

31. Hon. Ray Marquez
Chino Hills, RC District 10

32. Hon. Larry McCallon
Air District Representative

33. Hon. Marsha McLean
Santa Clarita, Pres. Appt. (Member at Large)

34. Hon. Tim McOsker
Los Angeles, RC District 62

35. Hon. L.Dennis Michael
Rancho Cucamonga, RC District 9

36. Hon. Linda Molina
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37. Hon. Carol Moore
Laguna Woods, OCCOG

38. Hon. Juan Muñoz-Guevara
Lynwood, GCCOG

39. Hon. Ara Najarian
Glendale, SFVCOG

40. Hon. Frank Navarro
Colton, RC District 6

41. Hon. Sharona Nazarian
Beverly Hills, WSCCOG

42. Hon. Nikki Perez
Burbank, RC District 42

43. Hon. Gil Rebollar
Brawley, RC District 1

44. Hon. Ed Reece
Claremont, SGVCOG

45. Hon. Marlon Regisford
Caltrans, District 7, Ex-Officio Non-Voting Member

46. Hon. Gabriel Reyes
San Bernardino County CoC

47. Hon. Crystal Ruiz
San Jacinto, WRCOG

48. Hon. Ali Saleh
Bell, RC District 27

49. Hon. Steve Sanchez
La Quinta, RC District 66

50. Hon. Zak Schwank
Temecula, RC District 5

51. Hon. Marty Simonoff
Brea, RC District 22

52. Hon. Jeremy Smith
Canyon Lake, Pres. Appt. (Member at Large)

53. Hon. Ward Smith
Placentia, OCCOG

54. Sup. Hilda Solis
Los Angeles County

55. Hon. Wes Speake
Corona, WRCOG

56. Sup. Karen Spiegel
Riverside County

57. Hon. Cynthia Sternquist
Temple City, SGVCOG

58. Hon. Butch Twining
Huntington Beach, RC District 64

59. Hon. Steve Tye
Diamond Bar, RC District 37

60. Hon. Michael Vargas
Riverside County CoC

61. Hon. Scott Voigts
Lake Forest, OCCOG

62. Sup. Donald Wagner
Orange County

63. Hon. Colleen Wallace
Banning, WRCOG

64. Hon. Alan Wapner
SBCTA

65. Hon. Thomas Wong
Monterey Park, SGVCOG

TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, January 30, 2025
10:00 AM

The Transportation Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Tim Sandoval, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)
This is the time for public comments on any matter of interest within SCAG's jurisdiction that is ***not*** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1.   FFY 2027 & 2028 STBG/CMAQ Program Guidelines Update and Call for Project Nominations   PPG. 9
(Warren Whiteaker, Department Manager)   20 Mins.

RECOMMENDED ACTION:
Recommend that the Regional Council (RC): 1) approve the Federal Fiscal Year (FFY) 2027 and 2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Guidelines (FFY 2027 & 2028 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2027 & 2028 STBG/CMAQ Program Guidelines.

CHAIR'S REPORT
(The Honorable Tim Sandoval, Chair)

STAFF REPORT
(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
January 30, 2025

To: Transportation Committee (TC)

From: Heidi Busslinger, Principal Regional Planner
213-630-1541, busslinger@scag.ca.gov

Subject: FFY 2027 & 2028 STBG/CMAQ Program Guidelines Update and Call for Project Nominations

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council (RC): 1) approve the Federal Fiscal Year (FFY) 2027 and 2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Guidelines (FFY 2027 & 2028 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2027 & 2028 STBG/CMAQ Program Guidelines.

RECOMMENDATION ACTION FOR RC:
Approve the FFY 2027 & 2028 STBG/CMAQ Program Guidelines. Authorize the Executive Director to initiate call for project nominations consistent with the approved FFY 2027 & 2028 STBG/CMAQ Program Guidelines.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
The Surface Transportation Block Grant (STBG) program is a federal fund source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federal fund source that supports transportation projects and programs intended to support meeting the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The Federal Highway Administration (FHWA) directs an annual apportionment to the state of California, which is further distributed to eligible regions. The Southern California Association of Governments (SCAG) regional share of these funds for federal fiscal year (FFY) 2027 and 2028 apportionments are estimated to total $1.2 billion.

SCAG, in its role as the designated metropolitan planning organization (MPO), is responsible for the selection of STBG and CMAQ-funded projects in the SCAG region, which is accomplished through the call for project nomination process outlined in the FFY 2027 & 2028 STBG/CMAQ Program Guidelines. The FFY 2027 & 2028 STBG/CMAQ Call for Project Nominations will make STBG and CMAQ funding available from the FFY 2027 and 2028 apportionments.

SCAG staff is seeking RC approval of program guidelines that will serve as the basis for the project selection process for STBG and CMAQ funding. SCAG staff will subsequently initiate a call for project nominations consistent with the approved guidelines and return to the RC for approval of projects recommended for funding.

BACKGROUND:
Historically, the six county transportation commissions in the SCAG region selected projects to be funded with STBG and CMAQ dollars. Due to a federal corrective action during SCAG's 2022 federal certification review, this responsibility was shifted to SCAG as the MPO for the region. Starting in July 2023, SCAG became responsible for the project selection and administration of STBG and CMAQ funds for our region.

The program guidelines outline the STBG and CMAQ project selection process and were last approved by the RC in June 2023. The initial call for projects nomination process resulted in the approval of 33 projects with a total of $186.9 million in combined STBG and CMAQ funding approved by the RC in June 2024.

The process to update the program guidelines resulted in: incorporating lessons learned from the previous call for project nominations; streamlining the application process; establishing project categories reflective of Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG presidential and RC priorities and objectives; placing a greater prioritization of federal performance management areas; prioritizing PM2.5 reducing projects in alignment with federal guidance; and ensuring that eligible applicants are informed of the funding opportunity and related requirements in a timely manner. Further details are provided below to highlight key changes.

Overall, the program guidelines outline a process in which:
- SCAG determines the availability of STBG and CMAQ funding.
- SCAG initiates a regional call for project nominations.

- The county transportation commissions participate in the process by informing and engaging with eligible project applicants, developing county-level prioritization frameworks, and reviewing project nominations in each county against county priorities.
- SCAG evaluates project nominations against program criteria and develops a project recommendation list for RC approval.

Projects approved by the RC for funding will be programmed in the Federal Transportation Improvement Program (FTIP). While the program guidelines focus on CMAQ and STBG project selection for FFY 2027 and 2028 apportionments, any new project or new project phase to be programmed in the FTIP with CMAQ and/or STBG funds are subject to these guidelines and/or subsequently approved program guidelines. Program guidelines and the call for projects nomination process are anticipated to be updated every odd year to reflect the latest RC direction, updated plans and policies, new federal guidance, and for incorporation into the subsequent FTIPs.

Outreach and Engagement
The outreach and engagement process for the guidelines update included extensive collaboration with the six county transportation commissions from October 2024 to January 2025. The county transportation commissions are also in the process of developing their county specific project prioritization framework which will guide their evaluation and scoring of the applications, for submission to SCAG. The county transportation commissions have extensive experience in administering federal funds within their counties and their prioritization ranking of the project application reflect this, accounting for the largest portion of the scoring criteria. The county transportation commissions are required to engage their stakeholders in the development of their project prioritization framework. As such, further opportunities exist to help shape the framework being developed by the county transportation commission in this process.

Additionally, the regional evaluation portion of the guidelines and scoring criteria are driven by SCAG's Connect SoCal 2024. The four-year long Connect SoCal 2024 planning process involved extensive stakeholder engagement and robust policy discussions with local elected leaders. The FFY 2027 & 2028 STBG/CMAQ Program Guidelines directly support the implementation of Connect SoCal 2024. In addition, the tier one regional priorities build on extensive planning work conducted by SCAG, which spans several years of stakeholder and community engagement.

Summary of Key Changes
The major changes proposed to the STBG/CMAQ guidelines are outlined below.
- **Streamlined Application Process** – In this upcoming call for project nominations, all local agencies within the region will apply via an online SCAG application module. This change was driven by feedback received from applicants in the previous call who noted confusion regarding the application process, which varied by county.

- **Establishment of Regional Priority Project Categories** – Primary project categories were established within the updated guidelines to more directly align with Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG Presidential Priorities and Objectives. These primary project categories outline how SCAG will prioritize projects under the Regional Priorities scoring criteria and eliminates the need for lengthy responses within the application. Climate resilience was also added as a priority due to the recent wildfire events across the region.

- **Prioritization of PM2.5 Reducing Projects** – Per the latest interim CMAQ guidance dated October 28, 2024, the FHWA requires MPOs to prioritize PM2.5 reducing projects for CMAQ funding in areas designated as nonattainment or maintenance for PM2.5 under the Clean Air Act (42 USC 7401 et seq.). The scoring criteria were updated to further emphasize this requirement.

Next Steps

Upon TC approval and subsequent RC approval of the updated Program Guidelines, the application will open to eligible applicants via an online SCAG module on March 31st. SCAG will be hosting workshops for applicants on February 20 and March 12. Additional information will be available on the SCAG STBG/CMAQ webpage following RC approval of the Program Guidelines.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2024-2025 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).

ATTACHMENT(S):

1. PowerPoint Presentation - FFY 2027 & 2028 STBG-CMAQ Program Guidelines Update and Call for Project Nominations
2. FFY 2027 & 2028 STBG/CMAQ Program Guidelines

FFY 2027 & 2028 STBG/CMAQ Program Guidelines Update and Call for Project Nominations

Transportation Committee

January 30, 2025

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SCAG

Background

- As the designated metropolitan planning organization, SCAG is responsible for the project selection process for both federal Surface Transportation Block Grant Program (STBG) and federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. SCAG complies with this requirement through the development of the STBG/CMAQ Program Guidelines and the administration of the related Call for Project Nominations.

- Regional Council last approved Program Guidelines in June 2023, and approved 33 projects for $186.9 million in STBG and CMAQ funding in June 2024.

- The FFY 2027 & 2028 STBG/CMAQ Call for Project Nominations will direct an estimated $1.2 billion in available funding to eligible projects within the SCAG region.

Eligibility

Eligible Applicants: In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for CMAQ and STBG funds.

Eligible Projects: Projects must be eligible for STBG and/or CMAQ funds.

- **STBG Program**: Projects to preserve and improve the conditions and performance of surface transportation including highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects.

- **CMAQ Program**: Transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Eligibility (cont'd)

Tier 1 Regional Priorities

- **Clean Transportation** – zero emission vehicles/buses, infrastructure, and equipment.

- **Climate Resilience** – projects to address climate change impacts on transportation infrastructure.

- **Transit and Multimodal Integration** – support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to CMAQ new project limitation), microtransit, fare subsidies. Transit/rail safety and security projects.

- **Transportation Demand Management (TDM)** – TDM activities to reduce Single-Occupancy Vehicle (SOV) use including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.

- **Transportation System Management and Goods Movement** – highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems (ITS), truck parking facilities, and on-dock rail projects.

Eligibility (cont'd)

Tier 2 Regional Priorities

- **Complete Streets** – Complete streets projects to enable safe use and mobility for all users.

- **Natural Lands Preservation** – projects that support the preservation of and access to natural lands.

- **System Preservation** – projects that maintain existing transportation systems and facilities.

Project Selection Process

1. SCAG initiates Call for Project Nominations.

2. Eligible agencies apply for funding via the SCAG application module.

3. County Transportation Commissions prioritize applications (Highly Recommended, Recommended, Contingency List, Not Recommend) submitted within their respective county based on county developed framework.

4. SCAG reviews projects for eligibility, and against approved evaluation criteria.

5. SCAG presents funding recommendations to Regional Council for consideration.

Packet Pg. 15

Summary of Changes

This proposed update to the STBG/CMAQ guidelines incorporates the following major changes:

- **Streamlined application process.**
  - All applicants will apply via an online SCAG application module.
  - This process improvement was driven by feedback received from applicants in the previous call.

- **Establishment of project categories within the Regional Priorities scoring criteria.**
  - These primary project categories are reflective of Connect SoCal 2024 goals and strategies and the 2024-2025 SCAG presidential and Regional Council priorities and objectives.
  - The climate resilience category was added as a priority in response to recent wildfire events across the region.

Summary of Changes (cont'd)

- **Prioritization of federal performance management areas.**
  - The Performance Measures scoring criteria from the previous guidelines have been shifted to the federal performance management areas.
  - This change allows for alignment with the recently adopted Connect SoCal 2024.

- **Prioritization of PM2.5 reducing projects within the Air Quality Improvements scoring criteria.**
  - This additional scoring criteria aligns with federal requirements for CMAQ funding.

Scoring Criteria

PREVIOUS SCORING CRITERIA	NEW SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization.	**CTC Prioritization:** Relative CTC project prioritization.	**50 Points**
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	**Regional Priorities:** Focused on primary program/project categories that implement adopted Connect SoCal	**20 Points**
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): • Location Efficiency • Mobility and Accessibility • Safety and Public Health • Environmental Quality • Economic Opportunity • Investment Effectiveness • Transportation System Sustainability • Environmental Justice	**Federal Performance Management Areas:** Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management Areas: • PM1 - Transportation System Safety • PM2 - National Highway Pavement and Bridge Condition • PM3 - National Highway System (NHS) Performance • PM3 - Freight Movement • PM3 - CMAQ Program • Transit Asset Management (TAM) • Transit System Safety	**20 Points**
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	**Equity:** Assessment of project benefits that advance transportation equity**.**	**10 Points**
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	**Air Quality Improvements and Cost-Effectiveness:** For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points.	**10 Points**

Upcoming Activity

PROJECT SELECTION MILESTONES	DATE (Subject to Change)
Program Guidelines Adoption	February 6, 2025
SCAG-Led Applicant Workshops*	February 20, 2025 & March 12, 2025
Office Hours	Available upon request
Project Nominations Open for Local Agencies	March 31, 2025
Project Nomination Applications Due Date	May 16, 2025 at 5pm
County Transportation Commission Project Prioritization Packages Due to SCAG	August 1, 2025 at 5pm
Regional Council Considers Award Recommendations	November 6, 2025

*SCAG in collaboration with county transportation commission staff may also host county-specific workshops. More information regarding these additional workshops will be available in the coming weeks.

THANK YOU!

For more information, please visit:

https://scag.ca.gov/stbg-cmaq-program

FFY 2027 & 2028 STBG/CMAQ PROGRAM GUIDELINES

Guidelines outlining the SCAG-administered project selection process in compliance with federal requirements for the Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ).

FEBRUARY 2025

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List of Exhibits

FFY 2027 & 2028
STBG/CMAQ Program Overview

The federal fiscal year 2027 and 2028 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines, scheduled for adoption by the SCAG Regional Council in February 2025, establish the framework for project selection and allocation of CMAQ and STBG funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the CMAQ and STBG programs.

Background

Planning and programming actions for federal formula-funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council-approved Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), as well as Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. The RTP/SCS is developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the state of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. The RTP/SCS currently in effect is Connect SoCal 2024, adopted by the SCAG Regional Council in April 2024.

The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, funding, and the timely implementation of transportation control measures to help reduce air pollution. The FTIP applicable to the current call for project nominations is the 2025 FTIP, which was federally approved on Dec. 16, 2024. The 2027 FTIP will be in effect by mid-December 2026.

Federal Transportation Performance Management Targets, adopted by the SCAG Regional Council, provide near and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

Guidelines and Development Process

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination has included bi-weekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also be hosting workshops open to all eligible applicants related to these guidelines in spring 2025.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG will evaluate the availability of STBG and CMAQ funding. The current call for project nominations will primarily make funding available from apportionments for federal fiscal years (FFY) 2027 and 2028. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a subsequent congressional reauthorization or continuing resolution.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, deobligations, OA loan repayments, and set-aside for SCAG-selected regional planning activities that would support planning priorities led by SCAG and/or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG-CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. These and other administrative processes will be further detailed in SCAG's Administrative Programming Procedures for federal transportation funds. Additionally, use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of STBG and CMAQ funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which projects are selected by SCAG in coordination with the SCAG region's six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Exhibit 1   Program Target Percentages

County	CMAQ Target Percentage	STBG Target Percentage
Imperial County	0.6%	1.2%
Los Angeles County	54.8%	53.3%
Orange County	17.3%	17.1%
Riverside County	12.7%	11.8%
San Bernardino County	11.3%	12.2%
Ventura County	3.3%	4.3%

Attachment: FFY 2027 & 2028 STBG/CMAQ Program Guidelines (2027&2028 STBG-CMAQ Program Guidelines)

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STBG and CMAQ funding are subject to the Timely Use of Funds provisions outlined in Assembly Bill (AB) 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

Exhibit 2   Federal Fiscal Year Obligation Deadline

Federal Fiscal Year	2026-27	2027-28
Obligation deadline	9/30/2029	9/30/2030

Call for Project Nominations

ROLES AND RESPONSIBILITIES

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

The county transportation commissions are responsible for developing their Project Prioritization Framework to guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please see Appendix A for more information regarding the County Transportation Commission Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for CMAQ and STBG funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for and have a federal-aid master agreement in place with the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. This provision may not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer may need to coordinate with the county transportation commission regarding roles and responsibilities, as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review Caltrans information *Factors to Consider Before Applying for Federal Funds.* This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise (DBE) participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority (Metrolink).

Attachment: FFY 2027 & 2028 STBG/CMAQ Program Guidelines (2027&2028 STBG-CMAQ Program Guidelines)

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ELIGIBLE PROJECTS

Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

STBG Federal Guidance

CMAQ Federal Guidance

Consistent with RTP/SCS Goals and Strategies and Federal Performance Measure Goals, projects should be used for activities that are related to the following primary project categories **and have a clear transportation nexus**:

Tier 1 Regional Priorities

- Clean Transportation – zero-emission vehicles/buses, infrastructure, and equipment.
- Climate Resilience – projects to address climate change impacts on transportation infrastructure.
- Transit and Multimodal Integration – support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to CMAQ new project limitation), microtransit, fare subsidies. Transit/rail safety and security projects.
- Transportation Demand Management (TDM) – TDM activities to reduce single-occupancy vehicle use, including carshare, vanpool, and shared micromobility. Projects to enhance travel and tourism.
- Transportation System Management and Goods Movement – highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems (ITS), truck parking facilities, and on-dock rail projects.

Tier 2 Regional Priorities

- Complete Streets – Complete streets projects to enable safe use and mobility for all users.
- Natural Lands Preservation – projects that support the preservation of and access to natural lands.
- System Preservation – projects that maintain existing transportation systems and facilities.

Examples of projects that may fall into each of these primary project categories are included in Appendix B. These primary project categories were derived from the Connect SoCal 2024 goals and strategies. The tiers were established based on the 2024-25 SCAG Presidential Priorities and Objectives which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The climate resilience primary project category is included in Tier 1 in light of recent wildfire events across the region.

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highways Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend some projects be funded with a combination of CMAQ and STBG funds to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency in order to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. Toll credits are eligible to be used as a match for STBG and CMAQ funds, which can increase the

federal share to 100 percent. However, due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available for STBG and CMAQ funds. More information regarding matching funds is outlined in Caltrans' Local Assistance Procedures Manual (LAPM) Chapter 3: Project Authorization.

Applicants should also consult their county transportation commissions for the possibility of additional matching requirements which may be incorporated as part of their Project Prioritization Framework.

Application Process

Through the STBG/CMAQ call for project nominations process, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with SCAG RTP/SCS goals and strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement which will be evaluated at the project level. SCAG strongly encourages applicants to direct focused outreach and engagement to priority populations within their respective counties as part of project development.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission's Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG's consideration during final project selection.

Exhibit 3   Project Selection Timeline

Project Selection Milestone	Date*
Guideline adoption	Feb. 6, 2025
Workshops	Feb. 20 and Mar. 12
Project nominations open to local agencies	Mar. 31, 2025
Local agency project nomination application submission deadline	May 16, 2025, at 5 p.m.
County Transportation Commission project prioritization packages deadline	Aug. 1, 2025, at 5 p.m.
Regional Council awards funding	Nov. 6, 2025

Actual dates subject to change

Regional Project Evaluation

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the county transportation commissions and develop a recommended list of projects for adoption by the SCAG Regional Council. This process will consist of the following steps:

1. **Confirm Eligibility**: SCAG staff will review submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with the adopted RTP/SCS. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria**: Eligible projects can achieve up to 110 points for projects submitted for potential CMAQ funding and up to 100 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

Exhibit 4   Scoring Criteria

Scoring Criteria	Possible Points
County Transportation Commission Prioritization: Relative County Transportation Commission project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix B for more information.	20 Points

Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management (PM) Areas:
 	
  • PM1 - Transportation System Safety
 	
  • PM2 - National Highway Pavement and Bridge Condition
 	
  • PM3 - National Highway System (NHS) Performance
 	
  • PM3 - Freight Movement
 	
  • PM3 - CMAQ Program
 	
  • Transit Asset Management
 	
  • Transit System Safety
 	
Please refer to Appendix C for more information. Please also refer to Section 7 of the Connect SoCal 2024 "Performance Monitoring Technical Report" for additional information.
	20 Points

Equity: Assessment of project benefits that advance transportation equity. Please refer to Appendix D for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points.	10 Points

The review committee will score each project using the criteria outlined in Appendix E.

3. **Project Ranking Process**: Candidate projects will be ranked according to their average review committee score. To ensure that high performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 110 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding.

   All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 100 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding.

   Once the lists are developed, they will be shared with the air quality districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing**: Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the following factors:

   - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
   - Relative STBG and/or CMAQ availability, and

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- Overall program balancing for a variety of project types, equitable investments, and regional diversity.

Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of CMAQ and STBG funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval**: The SCAG Regional Council will consider the recommended CMAQ and STBG projects. Projects approved by the SCAG Regional Council for funding will be eligible for programming into the FTIP.

   If high scoring projects (Highly Recommended and Recommended) are not fully funded or not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, Monitoring, and 2025 FTIP

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming RTP/SCS. Therefore, projects that require modeling and/or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met. Approved projects that meet eligibility for transfer to the FTA should consult the FTIP Guidelines and Chapter 3 of the LAPM. Local agencies should work with their county transportation commission to program approved funds in the FTIP. For additional FTIP information, please refer to the latest adopted 2025 FTIP Guidelines approved by the SCAG Regional Council in November 2023.

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans LAPM and Exhibits. All projects approved for STBG and CMAQ funds must obligate by the obligation deadline. Delays, advancements, and scope changes are subject to SCAG approval.

To ensure the timely use of federal funds, SCAG will collaborate with Caltrans, county transportation commissions, local jurisdictions, and transit operators to ensure federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, SCAG will prepare and submit annual obligation plans to Caltrans, monitor federal fund obligations, overall federal funding levels, and apportionment and OA balances.

Appendix A

County Transportation Commission Project Prioritization Framework

The county transportation commissions will each develop a Project Prioritization Framework outlining how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission's Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to have supplemental questions included as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework which will directly inform the county transportation commission's prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission's Project Prioritization Framework and general SCAG call for project nomination process to maximize project impact and advance collaborative policy goals.

At minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

- **Eligibility**: County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
- **County Priorities**: County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
- **Community/Stakeholder Engagement:** County transportation commissions should prioritize project nomination applications with demonstrated community support from priority populations. Community support may be determined through a variety of means, including (but not limited to):
    - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.; and/or
    - Endorsement by a community-based organization representing Priority Equity Communities.
- **Deliverability and Readiness**: County transportation commissions should evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission's Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission's CEO and/or governing board. A draft copy of the project prioritization framework for SCAG comment/concurrence should be provided by March 24, 2025. County transportation commissions will be required to provide SCAG with a final copy of the Framework and documentation of CEO and/or governing board approval.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing board or CEO. Additionally, county transportation commissions will be required to publish the approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

County Transportation Commission Project Prioritization Packages

After completing the County Transportation Commission Prioritization Framework, county transportation commissions shall submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the County Transportation Commission CEO (and/or governing board) prior to submission to SCAG. Project prioritization packages must include the following elements:

- **County Transportation Commission Project Nomination List**: complete list of eligible project nominations received for STBG and/or CMAQ funds identifying the county transportation commission prioritization designation according to approved Project Prioritization Framework.

- **CEO or Governing Board Approval**: letter from the county transportation commission's CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.

- **Outreach Documentation**: materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework.

Appendix B

Project Examples by Category

These primary project categories were derived from the [Connect SoCal 2024 goal areas and strategies](). The tiers were established based on the [2024-25 SCAG Presidential Priorities and Objectives]() which included goods movement, transit recovery, clean transportation technology, and transportation demand management strategies. The climate resilience primary project category is included in Tier 1 in light of recent wildfire events across the region. Examples of projects that may fall into each of these primary project categories include, but are not limited to the following:

TIER 1 REGIONAL PRIORITIES

- **Clean Transportation**
    - Government-owned non-transit zero-emission fleets
    - Publicly available zero-emission vehicle fueling/charging infrastructure and equipment
    - Zero-emission bus capital purchase
    - Charging/fueling infrastructure and equipment for zero-emission buses
    - Medium and heavy duty zero-emission conversion

- **Climate Resilience**
    - Climate adaptation/resiliency plans
    - Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility
    - Climate change resilience/adaptation projects eligible under CMAQ and STBG guidance

- **Transit and Multimodal Integration**
    - Transit plans
    - Public Transportation Agency Safety Plans
    - Comprehensive multimodal corridor plans
    - Dedicated bus lanes
    - Transit/rail facilities – new/rehab/replacement
    - Transit/rail safety and security projects
    - Conventional vehicle replacements
    - Fleet expansion
    - Micro-transit
    - Operations (subject to CMAQ new-project limitations)
    - Free or reduced fare programs
    - Fare integration programs
    - Transit signal priority
    - Bus stop/transit station improvements
    - Universal basic mobility
    - Mobility hubs

- **Transportation Demand Management (TDM)**
    - Parking – Park and rides, parking pricing
    - Ridesharing – vanpool coordination
    - Carsharing

- o Shared micromobility (bikes and scooters)
- o Congestion pricing
- o Employer-based strategies (telework)
- o Freight TDM strategies
- o Curb space management
- o Projects to enhance travel and tourism

- **Transportation System Management and Goods Movement**

  - o Freight/goods movement plans
  - o Congestion management plans
  - o New capacity managed lanes (HOV, Toll, Bus-Only)
  - o Managed lanes conversions (HOV, Toll, Bus Only)
  - o Truck-only lanes
  - o Truck parking facilities
  - o New grade separation (rail or roadway)
  - o Traffic signalization
  - o Intersection improvements
  - o Port-related equipment and vehicles
  - o Port electrification activities
  - o On-dock rail
  - o Interchange reconfigurations
  - o Signal synchronization
  - o ITS elements

TIER 2 REGIONAL PRIORITIES

- **Complete Streets**

  - o Complete Streets plans
  - o Active transportation plans
  - o Local roadway safety plans
  - o Bicycle and pedestrian facilities and programs – including Class I, II, IV bike facilities
  - o Complete streets and sustainable streets improvements
  - o Roundabouts

- **Natural Lands Preservation**

  - o Wildlife crossings
  - o Projects and strategies designed to reduce the number of wildlife-vehicle collisions
  - o Eligible recreational trail projects including maintenance and restoration of existing trails
  - o Bike and pedestrian access to open space/parkland

- **System Preservation**

  - o Standalone pavement rehabilitation
  - o Off-system (local) bridge rehabilitation
  - o Maintenance of existing transportation systems and facilities

Appendix C

Federal Performance Management Areas

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management (PM) packages:

- **PM 1**: Transportation System Safety
- **PM 2**: Pavement and Bridge Condition (National Highway System)
- **PM 3**: National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three PM packages, federal performance measures and reporting requirements were also established for Transit Asset Management (TAM) and Transit System Safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas include an associated set of metrics for which

statewide and regional targets must be set. Though project-specific metrics may not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management 1 – Transportation System Safety

- Total number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT)
- Total number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Total number of non-motorized fatalities and serious injuries

Performance Management 2 – National Highway System (NHS) Pavement and Bridge Condition

- Percentage of Interstate System pavement in 'Good' Condition
- Percentage of Interstate System pavement in 'Poor' Condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Performance Management 3 – National Highway System (NHS) Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Performance Management 3 – Freight Movement

- Interstate System truck travel time reliability (truck travel time reliability index)

Performance Management 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM 2.5, Ozone, CO)
- Percent of non-single occupancy vehicle mode share

Transit Asset Management

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA TERM scale

Transit System Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

Additional information is available in the FHWA's Transportation Performance Management Implementation Plan and the FTA's Performance Management webpage.

Appendix D

Equity

PRIORITY POPULATIONS

For the purpose of this program, SCAG uses the term "priority populations" to refer to populations in the definition of SCAG Priority Equity Communities *and* other "equity areas" that are established and defined. Resources for examples are listed below.

SCAG Priority Equity Communities

CalEnviroscreen 4.0

Caltrans Transportation Equity Index

U.S. DOT Equitable Transportation Community Explorer

Federally Recognized Tribal Governments in the SCAG Region

SUPPLEMENTAL EQUITY RESOURCES

As part of the Connect SoCal 2024 "Equity Analysis Technical Report," the following strategies have been determined to contribute to advancing equitable transportation in the SCAG region:

- Access improvements to everyday destinations for priority populations (jobs, retail, parks, school, health care).
- Improvements to mobility options for priority populations.
- Improvements to walking and biking conditions for priority populations and/or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads and railyards.
- Grade separations to improve safety for priority populations.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for priority population, that minimize impacts outside of the immediate project area.
- Reduction of noise impacts from transportation for priority populations, minimizing impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified priority populations.

Appendix E

Detailed Scoring Rubric

Exhibit 5   Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the County Transportation Commission list as Highly Recommended	50 Points
Prioritized in the County Transportation Commission list as Recommended	40 Points
Prioritized in the County Transportation Commission Contingency List	20 Points
Not recommended	0 Points
Regional Priorities	**Possible Points**
Project identified as part of Tier 1 Regional Priorities Program Categories: • Clean Transportation • Climate Resilience • Transit and Multimodal Integration • Transportation Demand Management • Transportation System Management and Goods Movement	20 Points
Projects identified as part of Tier 2 Regional Priorities Program that can also demonstrate a systems approach to identifying and managing needs by means of: • A transportation related natural lands preservation plan, including for wildlife crossings • A pavement management plan/program • A complete streets plan/program/policy	15 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: • Complete Streets • Natural Lands Preservation • System Preservation	10 Points
Projects identified as neither Tier 1 or Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	**Possible Points**
Project supports multiple federal performance management areas OR demonstrates significant improvement in one FPM area, as confirmed by general responses, and project specific data is available in the current project development phase for multiple federal performance categories.	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses and project specific data is available in the current project development phase.	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses, but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet).	10 Points
Project implementation abstractly supports at least one federal performance management area but cannot be confirmed by general responses and there is no current or future planned project specific data available.	5 Points
Project does not support any federal performance management areas.	0 Points
Equity	**Possible Points**
Proposed project includes four or more project attributes that advance transportation equity.	10 Points
Proposed project includes one to three project attributes that advance transportation equity.	5 Points
Proposed project does not include any project attributes that advance transportation equity.	0 Points

Air Quality Improvements	Possible Points
Cost Effectiveness Relative to Similar Projects*	
75-100 percentile	8 Points
50-74 percentile	6 Points
25-49 percentile	4 Points
1-24 percentile	2 Points
Does not address cost effectiveness	0 Points
PM2.5 Reduction Relative to ALL Projects	
Top 50% of PM2.5 Reducing Projects	2 Points
Below top 50% of PM2.5 Reducing Projects	0 Points

If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted

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INNOVATING FOR A BETTER TOMORROW

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