



FFY 2029 & 2030 STBG/CMAQ Program Guidelines

November 2026

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FFY 2029 & 2030

STBG/CMAQ Program Overview

The federal fiscal year 2028-29 and 2029-30 (FFY 2029 & 2030) 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 November 2026, establish the framework for project selection and allocation of STBG and CMAQ 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 STBG and CMAQ 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 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 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 [2027 FTIP](#), which is expected to be federally approved in December 2026. The 2029 FTIP will be in effect by mid-December 2028.

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 included several months of 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 host workshops open to all eligible applicants related to these guidelines in early 2027.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG evaluates the availability of STBG and CMAQ funding. The current call for project nominations primarily makes funding available from apportionments for federal fiscal years (FFY) 2028-29 and 2029-30. 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 congressional reauthorization or continuing resolution.

Current funding availability estimates reflect averages consistent with funding levels authorized through the Infrastructure Investment and Jobs Act. Funding levels are subject to change and may reflect future authorized increases, decreases, and/or impacts of federal rescissions.

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, Caltrans Oversight adjustments, and the 2.5 percent 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. 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%

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	2028-29	2029-30
Obligation deadline	9/30/2031	9/30/2032

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 refer to [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 STBG and CMAQ 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. Additional information on required federal-aid master agreements is available on the [Caltrans Master Agreement webpage](#). 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 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.

Public-Private Partnerships (P3's)

In the state of California, [California Government Code Section 5956 to 5956.10](#), authorizes local governmental agencies to enter into agreements with private entities to study, plan, design, construct, develop, finance, maintain, rebuild, improve, repair, and/or operate a variety of fee-producing

infrastructure facilities, including rail, highway, bridge, tunnel, or airport projects. It also prohibits using the authority in this section to design, construct, finance, or operate a toll road on a state highway. Please note that Section 143 of the CA Streets and Highways Code, which previously granted P3 authority to Caltrans and regional transportation agencies, expired in 2017. Only P3's that are formed consistently with the required provisions for allowable activities may be considered eligible applicants.

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](#)

Project eligibility as described in the FFY 2029 & 2030 STBG/CMAQ Program Guidelines is based on current existing federal guidance for the STBG and CMAQ Programs as revised by the Infrastructure Investment and Jobs Act. In acknowledgment that program eligibility may be impacted by provisions of a new federal transportation infrastructure bill, or other acts of Congress, SCAG is committed to working with applicants recommended for funding and the respective county transportation commissions to address impacts to scope of work appropriately and/or to reprogram awarded funds to other eligible SCAG-selected projects.

Please refer to Appendix B for more information regarding eligible projects.

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**.

Regional Priorities

SCAG's Regional Priorities for the FFY 2029 & 2030 STBG/CMAQ call for project nominations are demonstrated through the identification of project categories as either Tier 1 or Tier 2 Regional Priorities. Overall, the primary project categories were derived from the [Connect SoCal 2024 goals and strategies](#). Program categories in each tier were informed as appropriate by the [2026-27 SCAG Presidential Priorities and Objectives](#), which include Clean Transportation Technology, the 2028 Summer Olympic and Paralympic Games, Housing Production, and Infrastructure as a Driver of Housing and Economic Development. Examples of projects that may fall into each of these primary (Tier 1 and 2) project categories are included in [Appendix C](#).

Tier 1 Regional Priorities

- **Clean Transportation:** alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- **Transportation Demand Management (including LA28 Games legacy activities):** In recognition of the actions underway to prepare Southern California for the unprecedented travel and mobility demands associated with hosting one of the world's largest sporting events and building off of the [SCAG 2028 Games Regional Transportation Demand Management Strategic Plan](#), this program category includes transportation demand management activities that reduce congestion, and move people and goods. Projects in this category are not required to be related to the LA28 Games.
 - Passenger Transportation Demand Management (TDM) refers to strategies that influence travel behavior to reduce single-occupancy vehicle trips and shift demand to transit, walking, biking, carpooling, micromobility, or off-peak travel. Passenger TDM strategies

are intended to reduce roadway congestion, support transit use and other sustainable travel options, and improve mobility through scalable, cost-effective approaches that can be deployed locally and regionwide.

- Freight TDM refers to strategies that enhance goods movement efficiency and proactively mitigate disruptions to freight operations and businesses while maintaining supply chain fluidity throughout the region. Freight TDM strategies may include route optimization, curb management, and other operational strategies that support reliable supply chain movement and access to businesses and major activity centers.
- **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, truck parking facilities, and on-dock rail projects.
- **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 applicable CMAQ limitations), microtransit, and fare subsidies, also including transit safety and security projects.
- **System Preservation:** projects that maintain existing transportation systems and facilities.

Tier 2 Regional Priorities

- **Complete Streets:** complete streets projects to enable safe use and mobility for all users.
- **Resilience of At-Risk Infrastructure:** projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Connected Communities Incentive

Projects identified as Tier 1 and 2 regional priorities may receive additional points for demonstrating alignment with SCAG's "connected communities" definition, which captures presidential priorities on housing production and infrastructure as a driver of housing and economic development. Please refer to [Appendix F](#) for SCAG's connected communities definition."

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highway 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 STBG and CMAQ 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. More information regarding matching funds is outlined in [Caltrans' Local Assistance Procedures Manual \(LAPM\) Chapter 3: Project Authorization](#).

Toll credit use may be considered for awarded projects at the time of FTIP programming. Use of toll credits is subject to toll credit availability, [SCAG's Toll Credit Policy](#), and requires respective county transportation commission concurrence.

Application Process

Through the STBG/CMAQ call for project nominations, 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 engage transportation system users, residents, and community-based organizations to ensure communities are meaningfully involved throughout the lifecycle of the project.

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.

A Note about Primary Contact Information:

All applications are required to provide a primary and secondary alternative project contact, at least one of which must be available from the period of application review through award recommendations for questions and clarifications from SCAG and/or respective county transportation commissions. Unless otherwise indicated, application contacts will be assumed to be available to respond to project delivery questions for awarded projects. Any changes to contact information should be communicated to SCAG staff in a timely manner.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Guideline adoption	Nov. 5, 2026
Workshops	Jan. 2027
Project nominations open to local agencies	Feb. 1, 2027
Local agency project nomination application submission deadline	Apr. 2, 2027, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 2, 2027, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2027

**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 115 points for projects submitted for potential CMAQ funding and up to 105 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 C 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 D for more information. Please also refer to Section 7 of the Connect SoCal 2024 Performance Monitoring Technical Report for additional information.	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. Please refer to Appendix E 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. Please refer to the CMAQ Air Quality and Cost-Effectiveness Guidance provided in the supplemental application materials for additional information.	10 Points
Bonus Points: Connected Communities Incentive: For all projects, assessment of alignment with SCAG Connected Communities definition.	5 Points

The review committee will score each project using the criteria outlined in [Appendix G](#).

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 115 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 105 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 relative STBG and/or CMAQ availability, assessment of project readiness and project schedule feasibility as it relates to the years in which funds are available and timely use of funds requirements, and overall program balancing for a variety of project types 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 STBG and CMAQ 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 STBG and CMAQ 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 2027 FTIP

Guidance for post-award activity is detailed in [SCAG's Programming Procedures for FHWA-Administered Federal Funding](#), last approved by the SCAG Regional Council in February 2026.

TRANSPORTATION CONFORMITY

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.

Caltrans Local Assistance Procedures

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 [Local Assistance Procedures Manual](#) and [Exhibits](#).

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. Community support may be determined through a variety of means, such as responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.
- **Deliverability and Readiness:** County transportation commissions should evaluate potential implementing agencies for risks based on prior federal project delivery trends 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 should be provided for SCAG comment/concurrence at least three weeks prior to CEO or Board approval. 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. Final approval of the Framework is due to SCAG by Friday, Jan. 15, 2027.

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. Extensions may be granted on a case-by-case basis. 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, including highlighting any outreach/engagement with uncommon eligible applicants (tribal governments, federal lands management agencies, schools/school districts, etc.) and describing how they have been engaged.

The county transportation commissions' project prioritization packages are due to SCAG by Monday, Aug. 2 at 5 p.m.

Appendix B

Project Eligibility

STBG PROJECT LOCATION REQUIREMENTS

Consistent with 23 USC § 133 (c), the following project location requirements apply for STBG funding requests.

- Project **may not** be on a road classified as a **local road or rural minor collector** unless the road was on a [Federal-aid highway system on Jan. 1, 1991](#)

Please refer to [Caltrans California Road System – Functional Classification GIS Map Viewer](#) to verify that project location requirements are met.

Exceptions to the STBG Project Location Requirements

Although STBG projects generally must be located on a road functionally classified higher than a local road or a rural minor collector, 23 USC § 133 provides exceptions to this requirement for certain project types, as summarized below:

- 1) Bridge or tunnel projects, except construction of a new bridge or tunnel at a new location;
- 2) Highway and transit safety infrastructure improvements and programs;
- 3) Fringe and corridor parking facilities and programs, and carpool projects;
- 4) Recreational trail projects, pedestrian and bicycle projects, Safe Routes to School projects, and qualifying accessibility improvements;
- 5) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways;
- 6) Development and implementation of a state asset management plan for the National Highway System and a performance-based management program for other public roads described in 23 U.S.C. § 133(b)(9);
- 7) Bridge and tunnel protection, inspection, and evaluation activities described in 23 U.S.C. § 133(b)(10);
- 8) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education activities;
- 9) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal;
- 10) Congestion pricing, including electronic toll collection and travel demand management strategies and programs;
- 11) Projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- 12) Installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure;
- 13) Rural barge landing, dock, and waterfront infrastructure projects meeting the requirements of 23 U.S.C. § 133(j)
- 14) Projects described in former 23 U.S.C. § 101(a)(29), prior to the enactment of the FAST Act, including the design/planning and construction of trail facilities for pedestrians and bicyclists, the design/planning and construction of projects to provide safe routes for non-drivers, preservation of historic transportation buildings, and other related Transportation Enhancement activities. (See 23 U.S.C. § 133(c)(3) and applicable Transportation Alternatives guidance);

- 15) Replacement of a qualifying low-water crossing with a bridge; and
- 16) Other projects specifically approved by the U.S. Secretary of Transportation under 23 U.S.C. § 133(c)(5).

Applications are strongly encouraged to review 23 USC § 133 for additional details on STBG project location exceptions. Additional statutory provisions may permit limited use of STBG funds on local roads and rural minor collectors in certain circumstances. Applicants proposing such a project should contact SCAG regarding potential eligibility under 23 U.S.C. § 133(g) or § 133(k).

Note: An exception to the STBG project location requirements does not independently establish STBG funding eligibility. Projects must satisfy all other applicable federal, state, and SCAG program requirements.

CMAQ ELIGIBILITY REQUIREMENTS

Consistent with 23 USC § 149, CMAQ eligible projects must demonstrate emission reductions.

Other CMAQ eligibility restrictions are noted below:

- CMAQ funds are not eligible to be used for routine maintenance or rehabilitation projects.
- Projects that add new capacity for single-occupancy vehicles (SOV) are ineligible for CMAQ unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Operating assistance is typically only eligible for new or expanded service and for the first five years.
- General planning studies that are not part of the project development pipeline are ineligible for CMAQ funding.

Appendix C

Project Examples by Category

These primary project categories were derived from the [Connect SoCal 2024 goal areas and strategies](#). The tiers were informed by the [2026-27 SCAG Presidential Priorities and Objectives](#). 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 alternative fuel and zero-emission fleets that reduce criteria pollutant emissions
- Publicly available alternative fuel and zero-emission vehicle fueling/charging infrastructure and equipment that reduce criteria pollutant emissions
- Alternative fuel and zero-emission bus capital purchase that reduce criteria pollutant emissions
- Charging/fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criteria pollutant emissions
- Medium and heavy-duty alternative fuel and zero-emission conversion

Transportation Demand Management (including LA28 Games legacy activities)

- Parking – Park and rides, parking pricing
- Ridesharing – vanpool coordination
- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

Transportation System Management and Goods Movement

- Freight/goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, toll, bus-only)
- Managed lanes conversions (HOV, toll, bus-only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail

- Interchange reconfigurations
- Signal synchronization
- Intelligent Transportation System elements

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

System Preservation

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

TIER 2 REGIONAL PRIORITIES

Complete Streets

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

Resilience of At-Risk Infrastructure

- Projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility
- Resilience/adaptation projects and plans eligible under STBG and CMAQ guidance

Appendix D

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, PM2.5, 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

*Please note, these performance management areas only apply to projects located on the National Highway System. For more information regarding your project's location, please refer to the [California Road System – Functional Classification map](#).

Additional information is available in the FHWA's [Transportation Performance Management Implementation Plan](#) and the FTA's [Performance Management webpage](#).

Appendix E

Community Economic Development Benefits

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

For the purpose of this program, SCAG uses the term “Areas of Persistent Poverty and Historically Disadvantaged Communities” (APP and HDCs) consistent with the U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Community are defined as follows:

- Any county (or equivalent jurisdiction) that has consistently had greater than or equal to 20 percent of the population living in poverty as indicated through the BUILD Grant Project Location Verification mapping tool; or
- Any census tract has a poverty rate of at least 20 percent as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census available through the BUILD Grant Project Location Verification mapping tool.

The [BUILD Grant Project Location Verification](#) mapping tool should be used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities as they relate to project location and identified community economic development benefits.

The following strategies, informed by the Connect SoCal 2024 [Equity Analysis Technical Report](#), have been determined to contribute to advancing community economic development benefits in the SCAG region:

- Access improvements to everyday destinations (jobs, retail, parks, school, health care) for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to mobility options for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to walking and biking conditions for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities and/or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads, railyards, or intermodal seaport facilities.
- Grade separations to improve safety for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- 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 populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of noise impacts from transportation for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.

PROXIMITY AND JUSTIFICATION GUIDANCE FOR CLAIMING COMMUNITY ECONOMIC DEVELOPMENT BENEFITS

Applicants should refer to the supplemental resources section of the [STBG/CMAQ webpage](#) regarding proximity and justification guidance which will assist applicants and evaluators in determining claims of benefits for the Community and Economic Development Benefits Evaluation Criteria. While exact proximities described in guidance will not be enforced as the sole consideration for evaluation, applicants may consider this guidance as “best practices” for justifying a claimed benefit.

Appendix F

Connected Communities Incentive

CONNECTED COMMUNITIES DEFINITION

These are places where coordinated public and private investments in supportive infrastructure lay the groundwork for long-term housing growth, economic opportunity, and community development. By aligning transportation investments—such as revitalized main streets, expanded transit service, mobility hubs, active transportation networks, and first- and last-mile improvements—with holistic community plans and other supportive infrastructure, these efforts can unlock development potential, leverage additional financing, and attract more public and private capital. This approach supports more complete, connected, and resilient communities while advancing housing production, access to opportunity, and inclusive growth.

Projects that demonstrate this approach through a plan (e.g., reconnecting communities plan, main streets plan, etc.) and/or are in key areas (e.g., priority development areas, high-quality transit corridors, or Senate Bill 79 eligible areas, high injury network, etc.) will receive additional points.

Appendix G

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the County Transportation Commission list as Highest Alignment	50 Points
Prioritized in the County Transportation Commission list as Strong Alignment	40 Points
Prioritized in the County Transportation Commission Moderate Alignment	20 Points
Limited Alignment	0 Points
Regional Priorities	Possible Points
Program Category	
Project identified as part of Tier 1 Regional Priorities Program Categories: - Clean Transportation - Transportation Demand Management, (including LA28 Games legacy activities) - Transportation System Management and Goods Movement - Transit and Multimodal Integration - System Preservation	20 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: - Complete Streets - Resilience of At-Risk Infrastructure	10 Points
Projects identified as neither Tier 1 nor 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
Community Economic Development Benefits	Possible Points
Proposed project includes four or more strategies that advance community economic development benefits.	10 Points
Proposed project includes one to three strategies that advance community economic development benefits.	5 Points
Proposed project does not include any strategies that advance community economic development benefits.	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
<i>*If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted</i>	
Bonus Points: Connected Communities Incentive	Possible Points
Projects in either Tier 1 or Tier 2 that contribute to the development of connected communities	5 Points
Projects that <u>do not</u> contribute to the development of connected communities	0 Points



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