

MEMORANDUM

To: CMAQ and TAP-L Project Selection Committee

From: Douglas Ferguson, Senior Analyst

Date: January 29, 2026

Subject: FFY 2028 – 2032 Program Development: Methodology Discussion

Action Requested: Discussion

Purpose

With each CMAQ and TAP-L program development cycle, staff and the Project Selection Committee (PSC) seek to refine the scoring criteria to further the implementation of ON TO 2050 and align with the goals of the CMAQ and TAP-L programs. This memo presents staff's recommendations for the discussion expected over the next six months for specific scoring criteria within the methodology. The current methodology can be found in the [FFY 2026-2030 Program Application Booklet](#). Staff are seeking confirmation from the committee about proceeding with the specific criteria and committee suggestions for any new criteria to discuss over the coming months.

The 2028 – 2032 program development cycle, which will begin in October 2026, will include both the CMAQ and TAP-L funding for the region. Scoring for both programs is shown in the tables below. A last-minute change for the 2026 – 2030 program evaluation was made because of changes at the federal level and the availability of data for the disadvantaged community scoring which was part of the equity score. The amended scoring is shown with what was originally proposed.

CMAQ		
	Original 2026-2030	Amended 2026-2030
Emissions Reduction Cost Benefit (\$/kg eliminated)	50 points	50 points
Transportation Impact Criteria	30 points	30 points
Equity	20 points	10 points
TOTAL	100 points	90 points

Note: The Other category projects do not have Transportation Impact Criteria and are only evaluated for Emission Reduction Cost Benefit (80 points) and Equity (20 points).

TAP-L		
	Original 2026-2030	Amended 2026-2030
Completion of Regional Greenways & Trails Plan	30 points	30 points
Market for Facility	20 points	20 points
Safety and Attractiveness	20 points	20 points
Equity	20 points	10 points
Project Readiness	10 points	10 points
TOTAL	100 points	90 points

Equity Score – Both CMAQ and TAP-L

Equity is currently scored by the inclusive growth and disadvantaged community criterion. The inclusive growth evaluation is based on the percent of travelers using a facility that are people of color below the poverty line as modeled by the CMAP travel demand model. Disadvantaged community was based upon the project's location and the burdens as identified by the US DOT's Equitable Transportation Community tool along with a project's ability to address locational burdens and disadvantaged population groups. As the region continues to strive for equity in the transportation system and with changes to federal guidelines, staff will take this as an opportunity to propose redefining this scoring.

Transportation Impact Criteria (TIC) – CMAQ only

For general project type categories, the CMAQ program uses criteria and weights as shown in the table below to assess the potential benefits of projects beyond their air quality impacts.

Project Type	Criteria and Weights		
Highway	Reliability 15 points	Safety 5 points	Corridor/Transit Improvement 10 points
Transit	Ridership 10 points	Reliability (service) or Asset Condition (facilities) 10 points	Transit Supportive Land Use 10 points
Bicycle	Safety & Attractiveness 10 points	Transit Accessibility 10 points	Facility Connectivity 10 points
Direct Emissions Reduction	Benefits Sensitive Population 25 points	Improves Public Fleets 5 points	

Safety – CMAQ TIC Highways

With safety action plans completed throughout the region in the last year, new data sets are available, and staff are exploring ways to incorporate them into the methodology. Currently Highway projects are scored for safety based upon IDOT's safety road index. The safety impacts for Highway project evaluation could be modified to address vulnerable users, and staff will also explore ways to expand the safety methodology beyond just highway specific projects. There may be recommendations for changes to the criteria used as well as the points assigned to specific criteria.

Benefits Sensitive Population and Improves Public Fleets – CMAQ TIC Direct Emissions Reduction

Another amended scoring change happened along with the equity scoring change for Direct Emissions Reduction projects and the TIC. Data sets need for evaluating benefits sensitive population criterion became unavailable after the call for projects had closed. Direct emissions reduction projects dropped

the TIC scoring and were therefore evaluated like the Other project category and only considered the emissions reduction cost benefit score and the reduced equity score. Staff will explore ways to replace this TIC scoring criteria.