Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG) and Carbon Reduction Program (CR)

Project Selection & Allocation Process

Fredericksburg Area Metropolitan Planning Organization

Available for Public Comment

FAMPO
Fredericksburg Area Metropolitan Planning Organization

DRAFT

Mission Statement

The MPO's mission is to provide a cooperative, continuous, and comprehensive ("3C") transportation planning process to build regional agreement on transportation investments, that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals for the safe and efficient movement of people and goods. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process.

GWRC/FAMPO Title VI Nondiscrimination Statement

"The George Washington Regional Commission and the Fredericksburg Area Metropolitan Planning Organization fully comply with Title VI of the Civil Rights Act of 1964 and its related statutes and regulations in all programs and activities. For more information or to obtain a Discrimination Complaint Form, please visit www.gwregion.org or www.fampo.gwregion.org or call (540) 373-2890. Para información en español, llame al (540)-373-2890."

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1.0 Introduction

This document describes the process the Fredericksburg Area Metropolitan Planning Organization (FAMPO) will undertake to identify and select transportation projects for inclusion in FAMPO's Transportation Improvement Program (TIP) and VDOT's Six Year Improvement Program (SYIP). The selection process outlined in this document will be used for all proposed projects using federal Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Funding (CR), and Surface Transportation Block Grant (STBG) funding.

FAMPO's project selection is a cooperative process between the Fredericksburg MPO, the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and the Commonwealth Transportation Board (CTB). Project recommendations are selected and prioritized by FAMPO and submitted to the CTB for final approval.

The procedure for selecting and prioritizing includes the development of a candidate project list by the FAMPO Technical Advisory Committee (TAC). Funding allocation amounts are determined by an established set aside for transit/TDM agencies and an administrative set aside for FAMPO. Jurisdiction funding allocations are established by a population composite formula. All applicant projects must be eligible to receive funding per the requirements established in section 3. These set aside/formula allocations will guide project selection and are the basis for TAC recommendations. The FAMPO Policy Committee considers the recommendations from the TAC and selects the final recommended list of CMAQ/CR/STBG projects. Amendments to 23 U.S.C. funded projects, particularly CMAQ funded projects, must be approved by the CTB. This project selection process, as outlined above, is consistent with 23 U.S.C. § 134.

2.0 Background

The CMAQ program was most recently continued with the One Big Beautiful Bill Act (OBBBA), and the Carbon Reduction Program was created, with the Infrastructure Investment and Jobs Act (IIJA) and previously the Fixing America's Surface Transportation (FAST) Act in 2015 with elements moving forward under (OBBBA). Both programs provide a flexible funding source for projects and programs that improve air quality and fund transportation projects. CMAQ funds are suballocated to areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter, known as nonattainment areas. CMAQ funds are also distributed to MPOs in former nonattainment areas that are now in compliance, known as maintenance areas. The Fredericksburg region receives CMAQ funding due to its air quality status as an 8-hour ozone maintenance area according to the 1997 standard. The Infrastructure

Investment and Jobs Act (IIJA) created the Carbon Reduction Program (CRP) to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO2) emissions that result from on-road, highway sources.

The STBG program is a source of flexible federal funding that enables states and regions to fund a wide variety of transportation projects. STBG funds are suballocated to U.S. Census-defined urbanized areas (UZAs) that have Transportation Management Area (TMA) designation. To attain TMA designation, a UZA must have a population greater than 200,000. As a portion of the Washington, DC-MD-VA UZA (which receives STBG funding as a TMA) lies within Stafford County, a Memorandum of Understanding (MOU) between the National Capital Region Transportation Planning Board (TPB) and FAMPO was developed in 2004 and updated in 2021 that details FAMPO's responsibility for allocating STBG funding that flows to the region due to the TMA.

2.1 Call for Projects

CMAQ/CR/STBG call for projects should be conducted biannually. In April or earlier of the off year, FAMPO TAC will make a recommendation to park the off-year funding until the call for projects is ready. In August of the Call for Projects year, the FAMPO Policy Committee will act to open the Call for Projects on the September TAC meeting date or a date of the Policy Committee's choosing. If it is anticipated by staff that there is less than a combined $2,000,000 in CMAQ/CR or STBG funds available for allocation, a call for projects process will not be recommended to open. Available funding should be placed in an out-year reserve. Eligible applicants are encouraged to prepare application information and supporting documentation ahead of time. To maximize impact with limited regional transportation funding through the CMAQ program, project applications will be limited in accordance with the following tables:

CMAQ/CR/STBG funding should be allocated to transportation projects and/or programs that are likely to contribute to the attainment or maintenance of a NAAQS, with a high level of effectiveness in reducing air pollution, and that are included in the MPO's Long Range Transportation Plan (LRTP) and TIP.

More information on the CMAQ program can be found on the FHWA fact sheet here.

2.2 Typical Annual Schedule

Month	Activity
September	Call for projects
October	Project applications, ongoing
November	Project submissions by transit entities due by November 21st. ;
December	Project submissions by jurisdictions due by December 15th. No FAMPO committee meetings; Transit project screening and applicant coordination meetings
January	Jurisdiction project screening and applicant coordination meetings
February	Present draft proposals and preliminary allocations, Receive budgets from VDOT
March	Present draft allocations, localities at TAC confirm jurisdiction projects.
April	Approve allocations
May	Approve allocations, if not completed in April
June	Allocation approval by the CTB

2.3 Special Call for Projects

In the event it is deemed necessary the TAC or FAMPO staff can propose a modified call for projects that will then be approved by the FAMPO Policy Committee.

2.4 Application Forms and Submission

Staff will make CMAQ/CR/STBG project application forms available on the FAMPO website, sent to FAMPO committees via email, and shared via FAMPO committee agenda packets. Forms are web-based and will allow applicants to save information and return to their applications over time. Staff will provide fillable Word or PDF application forms upon request.

Applicants will be asked to indicate the primary project type (roadway, transit/TDM, or active transportation), the funding amount requested, and provide a comprehensive set of details that will allow staff to properly screen and, when appropriate, score each project. In addition, applicants will be required to submit an FHWA air quality tool workbook to ensure the project will reduce emissions and thus be eligible for CMAQ & CR funding.

At a minimum, staff will provide at least ten weeks from the start of the call for projects to the deadline for submission. A 30-day grace period will follow the application submission deadline for resolutions of support in the event a governing body meets shortly after the close of the call for projects window.

3.0 CMAQ/CR Requirements, Eligibility, and Screening

3.1 CMAQ/CR Funding Requirements

The provisions for CMAQ/CR funds state that projects funded by CMAQ funds (whole or part) shall be federally obligated within 24 months of their allocation by the board and expended within 48 months of the obligation (total six years). If the defined timeframes are not met, the CTB may use the funds for any other project eligible under 23 USC 149.

- CMAQ funds must be invested in a state's nonattainment or maintenance areas, on projects that reduce ozone (O3) precursors - volatile organic compounds (VOCs) and nitrogen oxides (NOx) - carbon monoxide (CO), or particulate matter (both PM10 and PM2.5) and the applicable precursors from transportation sources.
- VDOT is responsible for distributing CMAQ funds. All projects must conform to established CMAQ guidance.
- The Federal share for most CMAQ-eligible projects is 80 percent, but certain safety projects that include an air quality or congestion relief component may have a federal share of 100 percent.
- The CMAQ program operates on a reimbursement basis, so funds are not provided until work is completed.

Eligible recipients of CMAQ funds in terms of federal regulations in the Fredericksburg region include the City of Fredericksburg, Spotsylvania County, Stafford County, the Potomac and Rappahannock Transportation Commission (PRTC), FXBGO!, Virginia Railway Express (VRE), VDOT, DRPT, GWRC with the GWRideConnect program, and FAMPO for the use within the FAMPO region.

Typically, eligible projects include:

- New bicycle & pedestrian facilities that demonstrate Single Occupancy Vehicle (SOV) reduction
- Shared ride & transportation demand management (TDM) - carpools/vanpools, marketing, public education & outreach activities
- Expanding Park & Ride lots
- Traffic signal optimization
- Traffic Operations Center
- Courtesy Patrols
- Modern roundabouts
- Dynamic Message Signs
- Intelligent Transportation Systems (ITS) deployment/expansion

- Intersection improvements that relieve congestion & do not add capacity
- Diesel retrofit & replacement projects
- Alternative fuel infrastructure
- Operating assistance for new/expanding service (including vanpools)
- Transit facilities (new stations, terminal, transfer facilities) only if associated with a new or enhanced route

Typically, ineligible projects include:

- Any project or elements of work that does not improve air quality
- Any activity that is part of a larger project that adds SOV capacity such as new roads
- Traffic signal replacement in-kind without interconnecting, optimizing, etc.
- Emergency vehicle preemption of traffic signals
- Moving roadways or intersections
- Non-motorized projects that have a strong or solely recreational purpose
- Safe Routes to School projects
- Fuel subsidies
- Road rehabilitation & reconstruction projects
- Studies (certain studies may be eligible if the study will lead to CMAQ-eligible project/program, but CMAQ is more restrictive than STBG for funding planning studies)

3.1 STBG Funding Requirements

The provisions for STBG funds state that projects funded by STBG funds (whole or part) shall be federally obligated within 24 months of their allocation by the board and expended within 48 months of the obligation (total six years). If the defined timeframes are not met, the CTB may use the funds for any other project eligible under 23 USC 149.

- VDOT is responsible for distributing STBG funds. All projects must conform to established STBG guidance.
- The Federal share for most STBG-eligible projects is 80 percent.
- The STBG program operates on a reimbursement basis, so funds are not provided until work is completed.

Eligible recipients of STBG funds in terms of federal regulations in the Fredericksburg region include the City of Fredericksburg, Spotsylvania County, Stafford County, the Potomac and Rappahannock Transportation Commission (PRTC), FXBGO!, Virginia Railway Express (VRE), VDOT, DRPT, GWRC with the GWRideConnect program, and GWRC as conduit for FAMPO for the use within the FAMPO region.

Typically, eligible projects include:

- Highway, bridge, transit & safe streets projects on the National Highway System & other federal-aid highways & repair work on off-system bridges
- Planning, design, or construction roadways
- Planning studies
- Road & bridge new construction & reconstruction
- Transit capital purchases
- Roadway & traffic safety improvements & programs
- Traffic monitoring, management & control facilities & programs
- Traffic safety studies & public information initiatives
- ITS improvements
- Infrastructure-based ITS capital improvements, including the installation of vehicle-to-vehicle infrastructure communication equipment
- Projects & strategies designed to support congestion pricing, including electronic toll collection & travel demand management strategies & programs
- Truck parking facilities (conditions apply)
- Recreational trails projects
- Pedestrian & bicycle projects (filling in short gaps in existing multimodal system)

Typically, ineligible projects include:

- Projects not on a local federal-aid route
- Preliminary design
- Sidewalk maintenance
- Sidewalk replacement due to water, service, sanitary or storm service lead work that is not associated with a road project
- Utility relocation
- Off-Street parking
- New streetscape or landscape items

3.2 FAMPO's Eligible Recipients

3.2.1 Eligible Recipients

Eligible Recipients	Eligible Recipients of CMAQ/CR	Eligible Recipients of STBG
FAMPO jurisdictions	FAMPO jurisdictions which include: The City of Fredericksburg, Spotsylvania County, Stafford County, and/or any additional jurisdiction within the MPO boundary.	FAMPO jurisdictions which include: The City of Fredericksburg, Spotsylvania County, Stafford County, and/or any additional jurisdiction within the MPO boundary.
Transit/TDM Providers	FAMPO area public transportation providers eligible to receive federal funds, or transportation demand management agencies, GWRC on behalf of GWRideConnect	FAMPO area public transportation providers eligible to receive federal funds, or transportation demand management agencies, GWRC on behalf of GWRideConnect
Regional Planning Organizations	GWRC on behalf of GWRideConnect	GWRC on behalf of FAMPO
Stafford TMA Set-Aside STBG Funds	N/A	Stafford TMA Set-Aside: Stafford County for transit/bike/ped projects inside or within 1 mile of the Stafford TMA or public transportation providers eligible to receive federal funds providing service to the Stafford TMA

3.2.2 Number of Applications & Application Eligibility

FAMPO jurisdictions and public transit providers providing service in the FAMPO area may apply for funding during the call for projects. Examples of public transportation providers include: the Potomac and Rappahannock Transportation Commission (PRTC), FXBGO!, and Virginia Railway Express (VRE). GWRC/GWRideConnect and FAMPO may request funds as identified as defined in in section 5.1.5 and 5.1.6 respectively.

FAMPO Jurisdictions will receive up to five CMAQ/CR applications and five STBG applications, regardless of mode if they are an eligible applicant, they may divide the five applications by mode as they see fit.

All other Eligible Applicants will receive three applications, regardless of mode if they are an eligible applicant, they may divide the three applications as they see fit. Other eligible agencies should consult the jurisdiction(s) about a proposed project(s) before submitting a list of projects and provide the documentation of the communication.

Transit entities may not submit all three CMAQ applications in a single locality unless there are no viable requested projects in other jurisdictions as documented in the pre-application coordination process.

3.3 Project Screening

After the submission deadline for the call for projects window, staff will first screen each CMAQ/CR project according to the criteria below and develop a list of discussion items to review with the applicant prior to full project allocation.

- Project provides air quality benefit as determined by the FAMPO Staff using the FHWA CMAQ Air Quality Tools and meets the criteria for CR funds
- Project meets all applicable requirements under Code of Federal Regulations and State policies
- Project is identified in a current adopted local, statewide, GWRC, agency plans, Transit Strategic Plan or the FAMPO Long-Range Transportation Plan
- Project application is complete, and all requested documentation/data is accounted for
- Project timeline and current phase
- The project has a complete scope
- Project has a simple sketch that defines the project limits/scope, area of the project, and basic design elements if possible
- Total amount of requested funding provided by FAMPO is clear (i.e., applicant must indicate whether the CMAQ will be used as leveraged funding or to fund the project in whole) CMAQ/STBG/CR funding may not be used as leverage funding for additional CMAQ/STBG/CR funding (or FAMPO allocated)
- Total Project Cost with supporting documentation in CEWB or other appropriate VDOT/FTA/FAMPO provided cost estimation tool
- Reasonable data (including data required for the emissions analysis) and cost estimates are provided
- Committed funding is documented in a budget, CIP, other official document, or signed letter from a jurisdiction/agency chief administrative officer or finance department
- A resolution of support from the local governing body in the project location
- Multi-jurisdictional projects must have a resolution of support from all jurisdictions where the project is located or will operate
- Transit projects require a letter of support from the governing or advisory body of the operator in addition to a resolution of support from the local government body where the project is located within 30 days of the submission.

After the submission deadline for the call for projects window, staff will first screen each STBG project according to the criteria below and develop a list of discussion items to review with the applicant prior to full project allocation.

- Project meets all applicable requirements under Code of Federal Regulations and State policies
- Roadway, Transit and Active Transportation project are identified in a current adopted local, statewide, GWRC, agency plans, Transit Strategic Plan or the FAMPO Long-Range Transportation Plan
- Project application is complete, and all requested documentation/data is accounted for
- Project timeline and current phase
- The project has a complete scope
- Project has a simple sketch that defines the project limits/scope, area of the project, and basic design elements if possible

- Funding request is clear (i.e., applicant must indicate whether the STBG will be used as leveraged funding or to fund the project in whole)
- Reasonable data (including data required for the scoring analysis if applicable) and cost estimates are provided
- Committed funding is documented in a budget, CIP, other official document, or signed letter from a jurisdiction/agency chief administrative officer or finance department
- Total Project Cost with supporting documentation in CEWB or other appropriate VDOT/FTA/FAMPO provided cost estimation tool
- A resolution of support from the local governing body in the project location
  Multi-jurisdictional projects must have a resolution of support from all jurisdictions where the project is located or will operate
- Transit projects require a letter of support from the governing or advisory body of the operator in addition to a resolution of support from the local government body where the project is located within 30 days of the submission.

Staff will complete a project screening form addressing the criteria above and schedule a meeting with each project applicant to review the screening forms. This meeting will be an opportunity to address outstanding application issues, provide additional documentation/data for the full project scoring process, and ask questions about schedule, scope, estimates, and the like. After the deadline for the call for projects closes, if FAMPO, VDOT Fredericksburg District, or DRPT do not concur that a project cost estimate is reasonable, the applicant may revise the cost estimate or scope and resubmit the cost estimate/scope for the project. If VDOT Fredericksburg District or DRPT does not find the revised cost estimates reasonable and FAMPO staff concur with VDOT/DRPT, then the project will be removed from consideration.

4.0 CMAQ & CR Project Scoring

Jurisdiction applicants are allocated funds through a formula methodology outlined in section 5. Transit and Travel Demand Management (TDM) projects submitted to receive funding from the CMAQ/CR regional transit set aside will undergo a competitive scoring process for funding allocation. Once these transit/TDM projects have been screened in, according to the criteria in Section 3, staff will draft funding allocations for CMAQ/CR/STBG for each application according to the tables in this section.

4.1 CMAQ/CR Transit/TDM Project

Measure Category	Measures	Points	Description	Data Source	Scoring
Air Quality Benefit **(30 Points)**	Emissions Reduction Preferred Modes	10	Preferred modes to achieving emission reductions	Applicant	Preferred Mode: Commuter lot improvement (supporting vanpools) = 10 Rail capital and operating = 8 Commuter/Feeder bus capital and operating = 6 Local bus capital and operating = 4
	Greenhouse Gas (GHG) Emissions Reduction	20	FHWA Carpooling and Vanpooling, Bus Service and Fleet Expansion, or applicable CMAQ Toolkit (Reduction of all pollutants including NOx, Particulate, COx, VOC)	FHWA CMAQ Toolkit default national averages	1 Point per 2 kg/day in total emissions reduction up to 20 points
Reduces Congestion **(20 Points)**	Corridor V/C	10	Targeting congested corridors based on the highest V/C ratio segment of route or closest parallel route(s).	Pathways 4 Planning, Applicant	Most Recent Year Corridor V/C: 1 point per 0.1 of V/C Maximum of 10 points

	CMP Corridor	10	Determine if project is on or parallel or intersects with Congestion Management Process (CMP) corridor	Current Adopted FAMPO CMP	On or intersects with CMP Corridor: On/ or parallel route to CMP corridor = 8 points Intersecting two CMP Corridors = 6 points Intersecting one CMP Corridor = 2 points Rail Project + 2 points Maximum 10 Points
Mobility Benefit **(20 points)**	Project Impact	10	Current or Potential Daily Users (Daily number of projected users that will use or directly benefit from the project)	Applicant, accepted study, or daily service or route volume	=Log (Daily User, Highest daily user project) Highest daily user receives 10 points other projects scaled on log scale relative to highest impact project
	Multimodal Accessibility	10	Connections to other modes (Marked bus stop, train station, trail, P&R lot) within 0.1mi of project	VDOT P4P	Point per Multimodal Connections (max 10): Train station, Bus Transfer Station, or P&R lot: 3 points per location Marked Transit Stop: 1 per stop >6' Improved Surface Trail/SUP Access Point: 1 access point Maximum 10 Points

Project Readiness **(10 points)**	Existing or Previous Project	10	Is the project currently funded or partially funded in previous CMAQ, STBG or similar FAMPO allocated funds	FAMPO CMAQ, STBG, or similar adopted documents	Is this a currently underfunded project in the CMAQ, STBG, or CR Budget? Yes, underfunded: 10 Points Yes, Next Phase of an Existing Project: 5 points No: 0 Point
	Phase	10	Preliminary Engineering, Right of Way, Construction/Operations/Capital, Cost Validation	Applicant with supporting resolution	Construction/Operations/Capital with DRPT validated or approved 3rd party cost estimates = 10 points Construction/Operations/Capital =7 points PE and ROW = 4 Points PE Only = 2 Points
Cost per Annual User **(10 points)**	**Cost per Annual User**	10	Total FAMPO requested funding divided by the number of the estimated annual users	Applicant with demonstrated user base on similar infrastructure	=Log (Cost per user, lowest cost per user project) Most cost-effective project receives 10 points other projects scaled on log scale relative to top project

4.1.b CMAQ/CR Transit Alternate Fuel

Measure Category	Measures	Points	Description	Data Source	Scoring
Air Quality Benefit (35 Points)	Reduction to traditional fuels consumption	15	The direct reduction of the total amount of traditional fuels (<E15 gasoline/<B5 diesel)	Applicant	1 point per 1,000 gallons reduced, up to 15 points
	Reduce Emissions	20	Using the FHWA CMAQ Emissions Calculator Toolkit (Alternative Fuel Vehicles and Infrastructure, Diesel Truck and Engine Retrofit, or applicable FHWA tool), determine if and by how much the project would reduce total emissions (kg/day) of all pollutants (NOx, Particulate, CO, VOC)	FHWA Toolkit,	Reduces Emissions (kg/day): 1 point per 2kg/day for up to 20 points total

Project Readiness **(40 Points)**	Existing or Previous Project	10	Is the project currently funded or partially funded in previous CMAQ, STBG or similar FAMPO allocated funds	FAMPO CMAQ, STBG, or similar adopted documents	Is this a currently underfunded project in the CMAQ, STBG, or CR Budget? Yes, underfunded: 10 Points Yes, Next Phase of an Existing Project: 5 points No: 0 Point
	Phase	10	Preliminary Engineering, Right of Way, Construction/Acquisition, Cost Validation	Applicant	Construction/Acquisition with validated or 3rd party cost estimates cost estimates = 15 points Construction =10 points PE and ROW = 7 Points PE = 5 Points
	Percent of Leveraged Funding	20	Calculate total committed funding supplied by the applicant divided by the requested FAMPO contribution.	Applicant with supporting resolution	Leveraged funding percentage: 2 Point per 5% of total project cost of funding provided Over $1,000,000 in local contributions +5 additional points
Cost Effectiveness **(15 Points)**	Cost Effectiveness	15	Total numbers of annual users divided by the requested FAMPO contribution.	Applicant with demonstrated user base on similar infrastructure	=Log (Cost per user, lowest cost per user project) Most cost-effective project receives 15 points other projects scaled on log scale relative to first project

5.0 Recommended Allocation and Distribution

5.1 Allocation Process

In order to establish an objective, clear process by which allocation and programming recommendations are made to the Policy Committee, the following steps and criteria will be used:

1) The VDOT Fredericksburg District will provide to the TAC a detailed document with leftover funds from completed CMAQ/CR/STBG projects. Projects nearing close out (completion) that are likely to have excess funds in a Previous year available for transfer to another project will also be detailed by District staff. This documentation should be presented to the TAC at its February meeting.

    a) No balance should remain for previous years.

    b) Projects and studies with funds in previous years that have not begun should be identified by each jurisdiction and provider and be made known to the TAC. Each jurisdiction and transit provider should inform the TAC in either October or November about the jurisdiction or transit provider's plan to bring those projects to completion. It is expected that projects may receive and develop funding over multiple fiscal years to find a pathway for completion.

2) Next fiscal year (the first year of the forthcoming SYIP) will be fully funded with no CMAQ/CR/STBG funds in the balance entry.

    a) Active projects eligible to receive funding in the first year of the SYIP can receive existing balance entry funds and donate mid- or out-year funds on a dollar-for-dollar basis.

3) A 5% reserve set aside will be established for each fiscal year of years 2-6 of the SYIP for both CMAQ and STBG respectively.

4) GWRC's GWRideConnect CMAQ annual allocation shall be based on FY28 as $50,000 and then indexed on the percentage CMAQ increase for each of the following fiscal year for the call for project.

5) Should GWRideConnect require additional funds, their staff will submit a letter to the Policy Committee (and reviewed by the TAC) demonstrating additional needs over the designated funding allocation and supporting data that details how this funding will be used. The letter must address pending carryover amounts from the previous year.

6) FAMPO staff will receive funds to assist with the development of the FAMPO Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and other federally required planning procedures (e.g. Transportation Management Area, etc.). Initial dedicated annual allocation per fiscal year for the FAMPO staff federal planning requirements. FAMPO's STBG allocation shall be based on the FY28 $100,000 and then indexed on the percentage STBG increase for each of the following fiscal year for the call for project. The Policy Committee may direct FAMPO staff to request for STBG Studies funds at any time throughout the fiscal year. The TAC must act on the staff's proposal for consideration by the Policy Committee.

7) After assessing the existing funding allocation outlay, projects with CMAQ, CR, and STBG funds can receive/donate either funding type for flexibility in keeping projects fully funded and on schedule.

8) With flexibility in swapping funding to keep projects funded and on schedule, new funding made available because of the new fiscal year's allocation for a call for projects should keep the proportioned percentage allocation for recommended new projects entering the CMAQ/CR and STBG unless directed by the Policy Committee prior to the approval of the allocation.

9) After assessing existing CMAQ/CR/STBG projects, 7.5% of remaining CMAQ/CR budget will be made available to regional transit providers and 30% of the remaining STBG budget will be allocated to Stafford TMA for Active Transportation and Transit Applications. Half of the TMA allocation is dedicated to active transportation projects (bike and pedestrian focused) inside or within 1 mile of the TMA boundary. The other half is dedicated to transit project applications that provide service within or for the direct benefit to the TMA in Northern Stafford, or for projects within or that service the TMA

10) After satisfying all designated set aside needs, the CMAQ/CR/STBG funding shall be distributed to applications submitted by FAMPO jurisdictions based on a 50/50 composite of each jurisdiction's percentage share of urbanized population and total population as defined by the most recent decennial census. FAMPO staff will calculate the urbanized population from decennial U.S. Census counts for populations living within traffic analysis zones (TAZ) for

urbanized areas within jurisdictions comprising FAMPO. FAMPO staff will reference the total population from the Census's most recent decennial population count with the jurisdiction's share of FAMPO's total population.

a) The composite sum is calculated as follows: each jurisdiction's Urbanized Population divided by the total Urbanized Population of FAMPO member jurisdictions + each jurisdiction's Total Population divided by the Total Population with the FAMPO member jurisdictions. This composite sum will then be divided by two to produce a 50% Urbanized and 50% Total Population composite.

b) As of July 7th, 2025, the FAMPO population composite calculations using the decennial census as defined in 5.1.8 result in the following percentage breakout rounded to the nearest hundredth of a decimal point:

   i) City of Fredericksburg: 9.91%

   ii) Spotsylvania County: 40.39%

   iii) Stafford County: 49.60 %

11) If no eligible project is submitted by an eligible applicant for a share of the CMAQ/CR/STBG, then the percentage set-aside or formula percentage for that designation will be redistributed as defined by the methodology with the absent distribution category removed.

12) These percentage budgets will generally be for the out-year of the SYIP, but should funding be available, that amount of funding will be distributed as defined in the methodology 5.1.1 through 5.1.9.

5.2 Funding Shortfalls and Unused Funding

All Jurisdiction and project applicants are expected to absorb cost increases before allocating funds to new projects. Jurisdictions, with signed resolutions of support, may elect to add or remove previous funds or cancel previous project allocations to fund new projects should a project become untenable. New projects must be eligible for the funding that prior projects are surrendering.

If there are unused CMAQ/CR/STBG funds allocated to a project that has been closed out or canceled, within 180 days after the project has been closed out or canceled, the project sponsor (locality or agency) may request that the available funds be transferred to an existing eligible project otherwise the funds will be returned to the CMAQ/CR/STBG balance entry.

Should a surplus of CMAQ/CR/STBG allocations on a project occur as a result of an award of funding from other programs, such as SMART SCALE, Revenue Sharing, Transportation Alternatives, etc., the project sponsor (locality or agency) will request any CMAQ/CR/STBG funds in excess of what is needed to fully fund the project be transferred to an existing eligible project within 90 days after VDOT or DRPT confirms that an approved CMAQ/CR/STBG project is overfunded due to receipt of funds from other programs. If funds are not redistributed to an existing eligible project in 90 days, the funds will be transferred to the CMAQ/CR/STBG balance entry.

In the event a project has been allocated CMAQ/CR/STBG funds from FAMPO and those allocations are subsequently removed due to the project being fully funded from other sources, the project will retain its status as a previously approved CMAQ/CR/STBG project should it require additional funding from the FAMPO CMAQ balance entry at a later date to cover a cost overrun.

5.3 New Funding

Prior to additional new funding sources becoming identified or available, the TAC may identify an area of regional critical need in which the TAC recommends where future new funding could be distributed should additional funds become available. This shall be done before the close of the call for projects, often occurring in November.

If there is no identified area critical need, new funding shall be distributed first by the requirements of the funding source and then by the funding distribution outlined in the methodology above in sections 5.0 and sections 5.1.