



Georgia Department of Transportation
TA And CMAQ Competitive Funding Proposal
October 9 Training Questions & Answers

Question	Answer
<i>Does GDOT plan to flex funding awarded to transit agencies/direct recipients of FTA to be administered as ARC has done in the past, instead of having to go through LAP certification?</i>	Transit projects are eligible under the CMAQ program and we would encourage you to apply if you have a project. CMAQ funds are allowed to be flexed to transit under federal statute, though a decision on whether to flex to transit would be made after the project has been selected for funding.
<i>Are CIDs eligible to apply?</i>	CIDs are eligible to apply -- if you want to partner with your local county to deliver the project and they are LAP certified, please include their LAP certification in the application and include a letter from the county saying they agree to deliver the project.
<i>The application asks about applying for a GTIB loan, can that count as our local match?</i>	Yes- a GTIB loan could be considered as a local match. Responding yes to the GTIB question in the CFP application, provides an indication of interest in upcoming GTIB calls.
<i>Is this funding only for FY 2027? If so will there be an application period next year?</i>	Our intent is to do funding for next year and future years, depending on the application pool and funding available

<i>If we are in an MPO area, we need to go through the MPO to apply or we just need a letter of support?</i>	You do not need to go through your MPO, you can submit directly. You can get a letter of support from MPO but it is not required.
<i>The application is due on October 31. To get a city/county resolution may be difficult from a meeting timeline aspect, so is there an acceptable alternative?</i>	You should email us on a case-by-case basis.
<i>Our county is LAP certified, but one of our target TA projects has not followed the federal process. Does this disqualify the project?</i>	Following the federal process is an important consideration, but does not disqualify the project. But there could be significant cost and schedule considerations in having to do work to bring the project into compliance. Email us to discuss specifics of your project.
<i>If we have already began preconstruction activities can we get construction funding through this solicitation?</i>	Yes, but you will need to provide as much detail as possible in the application describing the work that has been done to date. Whether you have been doing the federal process in your preconstruction process is really important
<i>Can this funding be used to staff a position like a Transportation Alternative Coordinator?</i>	Those are potentially eligible under either program.
<i>Is there a link available to the ARC Calculator?</i>	The ARC CMAQ calculator and documentation can be found on this page https://atlantaregional.org/what-we-do/climate-resilience/air-quality/
<i>Our target projects are primarily roadway widening projects in which we are targeting TA funds for the pedestrian facilities. How would you like us to identify that in section 4 of the application?</i>	There is a project justification and description box -- describe what it will accomplish and

<i>Does replacement of traffic signals qualify, or just ITS systems in existing signals?</i> <i>What's the typical performance period (i.e., How long do we have to draw down the grant funds)?</i> <i>To clarify, Can a CID apply directly or is a partnership with a public agency required?</i> <i>Can you expand on the key components needed for a successful Recreational Trail proposal under the TA program (e.g., connectivity, use, etc.)?</i>	benefits that are associated with the project. This could also be an instance where you would want to email us to discuss the specifics of your project. Replacing Signals may be eligible -- much would depend on the anticipated congestion and emission reduction benefits associated with those improvements. Federal funds are typically required to be obligated within 3-4 years of becoming available. Applications should include an estimate of when the project phase would occur and GDOT would expect that the applicant adhere to that schedule/timing as best as possible. CIDs can apply directly. The only potential need for partnership is if you intend for a partner to deliver the project for which you are applying funding. To deliver a project with TA or CMAQ funding that entity must be LAP certified. If a CID is not LAP certified, it may need to partner with a local jurisdiction to deliver the project. In this case, you would indicate who the entity delivering the project will be, whether they are LAP certified and include a letter of support from that jurisdiction indicating they agree to deliver the project. Safety improvements are a priority in GDOT's review and evaluation -- areas with significant risks of crashes to peds, bicycles may be one way to demonstrate.
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<i>How much funding is available for TA and is available funding CMAQ still at \$100M?</i>	Approximately \$100M for CMAQ -- We don't have a definitive amount of TA funds at this moment. Some of this depends on the project location.
<i>What qualifies smaller communities (Population 300) for more than 80% federal share?</i>	Qualifying for more than 80% Federal share is typically tied to project type as certain project types are eligible for up to 100% Federal share in statute. Under the TA program, the statutory code provides some additional flexibilities on calculating non-Federal share across the program rather than on a project-by-project basis which could also allow some projects to qualify for greater than 80% Federal share.
<i>If I have specific questions about cost estimates for a project we'd like GDOT to deliver, can I email questions to the CFP email or is there a specific person I should reach out to?</i>	Email CFP_Help@dot.ga.gov and we will coordinate with the district.
<i>If a CID submits projects- does it count against the county's 2 project limit?</i>	No- it doesn't count against the county's application limit.