



Georgia Department of Transportation
TA And CMAQ Competitive Funding Proposal
Sept 30 Training Questions & Answers

Question	Answer
Is a 20% local match required at the time of application?	This is required at the time of application
Would a letter of commitment from the applicant be sufficient for documentation of funding commitments?	Examples of local funding documentation include an approved SPLOST list (with the project on it), a letter from a local entity that is providing the match that includes firm documentation that the funding is available and assigned.
Does the applicant need to be LAP certified to apply for funding?	You do not need to be LAP certified to apply for funding, but it is preferred. If you would like GDOT to deliver the project, please factor that into the project cost estimates.
The materials say that a project must be in PE, ROW acquisition or construction phases; is a scoping study eligible for funding support?	Scoping studies are eligible, but may not necessarily be as competitive as projects in other phases
Can we please revisit the MPO/Population Count constraint for TA projects again at the end in a bit more depth?	Per statute, MPOs in small urbanized areas (population under 200,000) are eligible as a direct applicant for TA funding. MPOs in areas above 200,000 are excluded as a direct applicant because they receive their own apportionment of TA funds to administer and award independently. All other eligible applicant types in these areas are eligible to apply.
Can you specify specific project examples for bike/pedestrian/tech innovation?	Most bike and pedestrian projects are potentially eligible for TA funding; They may also be eligible for CMAQ as long as you can demonstrate

	emission reduction benefits from the project.
I'm in Cherokee County, which is in the Atlanta TMA/MPO. Can I apply for both TA and CMAQ in this call?	Yes- if you are in an area that is both CMAQ and TA eligible, your application will be considered across both CMAQ and TA automatically so you don't need to specify which program you are applying for. There are some differences in the eligible project types across those programs so your project type will then determine program eligibility.
GDOT made the statewide TA funds available to jurisdictions within the TMAs before. What about this round? For example, is City of Savannah eligible for the statewide TA funds?	Yes- the city of Savannah is eligible to apply- you would only be eligible for the any area funds as the other TA funds are administered by the MPO in that area.
The application mentions previous work having met federal compliance, what types of work and associated costs should be considered when developing an accurate cost estimate?	Both Federal Highway and FTA have specific regulations related to transportation planning, environmental protection, procurement and project management so those would be the requirements that we would be expecting for compliance. If you have specific questions on what those requirements are, please email us and we can get back to you.
Could you give us an average award range? Thanks!	We do not have an average award range. We are limited as to what's available under our apportionment for the two programs and I will note that we have a larger carryover balance under the CMAQ program. We may consider future fiscal years as well- there may be some changes when the federal reauthorization of these programs happens in a year so it may be hard to say the exact amount, but we would be willing to consider future fiscal years for

	<p>awards. We also don't have a maximum award size- in general we are trying to see what projects are out there, this is the first time GDOT has administered the CMAQ program in over a decade and there are some areas that did not previously have access based on their classification.</p>
<p>Loosely related - is there any update on the status of the GDOT TA call held earlier this spring? Thanks again!</p>	<p>We are currently finalizing the previous TA call</p>
<p>How much should be allocated for GDOT administration?</p>	<p>This will depend on the project. Some of the costs are context-dependent on the phase being applied for. This is a good question to email the CFP_Help email address as many of the project-specific factors will determine this.</p>
<p>Go over again what is required at the time of submission and what can be submitted later</p>	<p>The documentation required at the time of submission is the documentation of your non-federal match. Documentation that is not required at the time of application are letters of support for the projects (ex: letters from local elected officials, or community support) as well as documentation for if your project crosses into multiple jurisdictions- you will need to provide a letter of support from that impacted jurisdiction indicating their support for the project moving forward.</p>
<p>Can you confirm that an entity considering this program does not have to apply via their MPO for TA.</p>	<p>You do not need to apply via your MPO, unless you are seeking TA funding that has been suballocated to your MPO. You may apply through this to seek the any area TA funding which GDOT administers.</p>

Are you able to share any evaluation criteria?	The application asks applicants to describe potential benefits related to safety, congestion mitigation, emissions reductions, and any other benefits that can be anticipated to result from the project. The evaluation will focus on these potential benefits as well as the level of local match provided. In particular, GDOT is interested in projects that improve safety across the transportation system.
where is a link to the blank application to use as the template discussed??	Link is included on the CFP webpage as well as linked in the application itself.
Is there a blank resolution of support available?	We do not have a sample letter of support, but a form letter from the entity would suffice.
If we have a multi-use pathway that is part of TIA projects, can we utilize TA funds instead or use for any budget overages?	You are eligible to submit for TA funding if you have a project with cost overages as long as it is an eligible project type under the TA or CMAQ programs.
If a project was previously funded but significant changes have been made to the project, is it ineligible?	If a project was previously funded and has cost increases then you should resubmit through this as well as a scope change. Please send an email in these instance so GDOT staff can coordinate directly and provide the appropriate recommendations.
To clarify, if in an MPO with a population +200K, does that make you ineligible for TA?	The MPO as a direct applicant is ineligible to apply for TA, but if you are in an MPO that is in an area with over 200,000 you are still eligible.
Question 2.7 in the application is confusing, what do we do if we have not completed any work? If we answer yes - This question is required, "2.7.a. Please describe activities and federal compliance to date.*"	If you have questions about what is required to meet federal compliance, please email the CFP_Help email to discuss specific work that has been done to date and what is required to meet federal compliance.

Does preliminary engineering include construction drawings?	No, construction plans are not fully developed and finalized during the Preliminary Engineering (PE) phase for GDOT projects; instead, the Preliminary Engineering phase involves preliminary design, environmental impact studies, and initial Right-of-Way (ROW) and utility investigations to establish the project's feasibility and scope. The final construction plans are developed later, during the Final Design phase, which leads to the Plans, Specifications, and Estimates (PS&E) package required for project letting and construction.
For the purposes data inputs into the CMAQ calculator, would we be able to provide current count data based on the old ARC CMAQ calculator technical report? Or will GDOT standardize and provide all of those inputs during eval?	We will use all of the inputs on ARC's calculator. We will reach out to all of the applications that are eligible for CMAQ to clarify the required information. If you know it and are able to provide it in your application, that's great, but that is something we will follow up about after the application window closes. But our intent is to use the calculator that is on the ARC website as well as their technical documentation.
Would continuing a pilot transit program (operational funding) be eligible for CMAQ?	That is an eligible CMAQ expense under the CMAQ guidance
If we are applying a for technology-based project that is focused on improving transportation, but there is no real PE, ROW, construction will that be considered.	Yes- that would just be considered at the "construction" phase and that is how you would represent that in the application.
Are you saying the City of Savannah is eligible for CORE MPO allocation of the TA funds as well as the GDOT allocation of the any-area TA funds?	You may be eligible for the CORE MPO allocation of TA funds, but that decision will be made by the MPO and that is not something that will be done through this competitive funding process. You would only be applying for the any area funding through this process.

For a member jurisdiction to apply for CMAQ eligible projects, does the CMAQ funding assigned to an MPO need to be adopted/incorporated into the TIP BEFORE the application period for the grant closes?	CMAQ funding is not suballocated or assigned to an MPO. As for adopting/incorporating a project into a TIP, that should not happen prior to the application period close as you wouldn't necessarily know if you were going to receive an award.
What is the amount of CMAQ and TA funding available for this competitive funding proposal?	CMAQ has a carryover balance of roughly \$100M- For TA, we don't have the exact TA amounts as we are finishing up the previous round presently, but there are existing balances across both.
Can you provide any evaluation criteria?	The application asks applicants to describe potential benefits related to safety, congestion mitigation, emissions reductions, and any other benefits that can be anticipated to result from the project. The evaluation will focus on these potential benefits as well as the level of local match provided. In particular, GDOT is interested in projects that improve safety across the transportation system.