

Questions Log – Call for Projects Q&A Webinar (January 25, 2023)

General Questions

Q: Would you recommend a resolution for the applicant match even though it's not required or that will not be necessary at all from review perspective.

A: It is not necessary.

Q: For projects to be considered underway [preliminary engineering], is presentation at a State/Federal Coordination Meeting required if anticipated as a State Approved CE pending environmental clearances?

A: If normally required for the project's processing, presentation at a federal coordination meeting is required. It is not necessary to present at a coordination meeting if one would not normally be held. Documentation demonstrating that a coordination meeting is not necessary should be attached to the project application.

Q: No GATA doc requirements?

A: Correct. Due to legislative action last summer, there are no GATA requirements to apply for funding. IDOT is still determining what GATA processes may be retained to meet federal requirements and may require GATA or GATA-like documentation for funded projects in the future.

Q: Do you recommend a resolution from applicants regarding their own local match? (The guidance says a resolution from partner agencies should be submitted to document those contributions). I know you don't require an applicant resolution, but I would like to know if its recommend for the applicant local match.

A: For the STP Shared Fund only, funding commitment resolutions may be attached for projects qualifying as "regional" based on being a partnership between three or more agencies, to demonstrate the partnership. However, resolutions are not required. An explanation of the financial participation should be provided on the STP Shared Fund – ALL Project Types worksheet of the application workbook.

Q: Can IDOT or County be a partner?

A: Yes. IDOT and counties may also directly sponsor projects. The one exception is that IDOT cannot sponsor a TAP-L application per federal guidelines but can still partner on a project.

Q: Do any of the programs require or encourage letters of support for a project submittal?

A: No. General letters of support are discouraged as they have no bearing on scoring or programming decisions. However, for projects with multiple partners (participating financially), a letter, resolution, or other document should be provided to document the financial participation. Likewise, if a sponsor is applying for a project on a facility over which they don't have jurisdiction or won't be the final implementing agency (such as a municipality applying for a project on a state road), evidence from the implementing agency (IDOT in the prior example) that verifies they are committed to implementing the project on the schedule proposed and in

accordance with active program management requirements (for the STP Shared Fund), should also be provided.

Q: Is there any maximum funding requests on any of the programs?

A: There is no set maximum value, however we cannot program any more funding in a single federal fiscal year than what is available in that year. When determining funding requests, applicants should keep in mind the funding levels for the various fund sources.

Q: We (RTA) are intending to submit for multiple small projects as part of our Access to Transit Program. We'd like to confirm that we should be creating/submitted a separate workbook for each project and project area?

A: Yes

Q: For the RTA Access to Transit projects, do we need to complete any other tabs in the workbook besides "Transit Projects" and "Preliminary Engineering-All?"

A: If applying only for CMAQ funding, those are the appropriate worksheets. If applying for STP Shared Fund (Transit Station, Yard, or Terminal Improvement project type), the "All STP Projects" worksheet should also be completed.

Q: For projects to be considered underway [preliminary engineering] a CE Determination needs to have been made – this is not finalized until environmental clearances are received (6-12 months after ESR is submitted). Was that the intent of the language, or can a determination be made pending environmental clearances?

A: Although final FHWA approval of a CE determination is not made until environmental clearances are received. It is normal practice at early coordination meetings for FHWA to concur on the appropriate level of environmental processing for projects. This concurrence is the milestone necessary to meet the "Underway" definition and must be reflected in the minutes of the coordination meeting. An example of common minutes language is: "It was discussed [project] will be processed as a State Approved Categorical Exclusion (CE) using BLR Form 22211. FHWA concurred State CE is the appropriate level of approval for this project."

Q: What is the total funding available? When do you anticipate that the [STP] marks will be released?

A: At this time CMAP estimates that a total of \$250M in CMAQ funding (over five years), \$58M in CRP funding (over three years), and \$92M in TAP-L funding (over five years) will be available. Final programming marks for the STP Shared Fund are under development. It is expected that around \$30 million will be available each year in FFY 2027 and FFY 2028. Some additional filling-in of earlier years may also be possible. CMAP expects to post the STP funding marks by late-February.

Q: If a determination at the IDOT Kick-Off meeting is made for a project to be processed as a State Approved CE (pending environmental review), is coordination at an IDOT/FHWA meeting still required?

A: No. If a federal coordination meeting would not ordinarily be held, one does not need to be

held just to demonstrate the engineering is underway. However, it is not uncommon for state approved CEs to be presented at coordination meetings. Ultimately, CMAP staff will rely on attached documentation and may consult with IDOT and/or FHWA staff when determining the status of preliminary engineering.

Q: When submitting applications online, will the sponsor receive a confirmation email confirming their entry was received?

A: The eTIP database generates numerous emails and the status of all applications are shown. See the eTIP User Guide for additional guidance.

Q: Could you please discuss the local match and the required documentation for the local match?

A: Unless a sponsor qualifies for the use of transportation development credits, 20% non-federal match - by phase - is required to be provided by the sponsor. No documentation is required to be attached.

Q: Do we label attachments with the eTIP ID?

A: While not required it would be very helpful to CMAP staff if attachment names included the eTIP ID.

Q: I had a question about TIP IDs in the eTIP portal. When creating a new project, will the TIP ID be created automatically?

A: Yes. TIP IDs are assigned based on the Lead Agency that responsible for making TIP changes (typically a Council of Mayors, County DOT, or Service Board), and/or the County and/or the Municipality in which the project is located. These three fields must be completed before saving the project in eTIP for the first time to ensure that an appropriate ID is assigned. See the eTIP User Guide for additional information.

Q: Does the eTIP map find the job/housing info and the transit supportive density?

A: No. However, the segments and points selected on the eTIP map are what are used for CMAP's GIS analyses for location-based scoring criteria.

Q: If at the time of the Phase I kickoff CE is undetermined, but during Phase I design IDOT says "State Approved", can the correspondence supplement the kickoff meeting minutes?

A: Yes, please attach any documentation in addition to those documents that are listed as required that you feel is necessary to demonstrate the status of preliminary engineering at the time of application.

Q: For projects to be considered Underway [preliminary engineering], the text states IDOT BDE needs to have begun the ESR review. Does that just mean a Sequence number needs to have been assigned? Or is there other documentation required?

A: Submittal of an ESR request does not constitute review being underway. Field work being started, meetings with reviewers, etc. would be appropriate indicators that review of the potential impacts of the project has begun. Applicants should attach whatever documentation

is appropriate to demonstrate the status of the review process.

Q: Say a County DOT has a multi-year project that will be under construction between 2027 through 2030. Can the County DOT make a request in this cycle for funds in 2027 and 2028, then request additional funds next cycle for 2029 and 2030?

A: Federally-funded projects typically have a single authorization of funding at the beginning of each phase of the project, so the request should be for the entire phase in the starting year. If the construction will be staged (let as separate contracts with separate job numbers) then each stage should be a separate application for the year that construction is expected to start.

Q: When was the year for the next call?

A: The next call for CMAQ/CRP, TAP-L, and the STP Shared Fund is anticipated to be open from October 2024 - December 2024.

Q: For what fiscal years are funding going to programmed?

A: Federal Fiscal Years 2024 - 2028

Q: Our project last received a facility condition assessment in 2019, which is the basis of our TERM score. We may request funding for 2028 construction. Can we provide a TERM score in the Application Workbook that considers a reasonable depreciation of the assets that has occurred between the 2019 (TERM assessment year) and 2028 (reconstruction)?

A: Within the application workbook, please enter "see attached" for the Current TERM values and attach documentation that includes both the current (most recent) values and your request, with justification (show your work), for considering a future value in place of the current condition. Note that for the STP Shared Fund, applications are scored relative to each other and therefore the preference is to use data from a consistent time period (current) for comparison of projects' need.

Q: Will you be adding these questions to the FAQ?

A: All of today's questions and answers will be posted and may be added to the FAQs. Many questions asked are already included in the FAQs.

Q: Does the applicant attach the PL certification or is that done after the call is over?

A: The planning liaisons will attach this document.

CMAQ/CRP Questions

Q: Are electrification projects [e.g.: installation of electric charging facilities] eligible for consideration through this process?

A: Yes, through CMAQ and CRP funds, with some limitations. Projects must be related to transportation. If in doubt, staff suggests discussing the specific project with us prior to submitting your application.

Q: There is no minimum funding [project total cost] for CMAQ or TAP?

A: Correct.

Q: Hello, regarding the CMAQ for projects, applications are scored using USDOT's Disadvantaged Community (DAC) tool. If a project is in multiple (likely dozens or more) census tracts, should all tracts be listed? If not, how should we choose which ones we list?

A: Applicants are not required to provide a list of census tracts. CMAP will utilize the segments/points selected on the eTIP project map (or attached map) to determine the appropriate score.

Q: For CMAQ/Carbon reduction vehicle projects, when scoring is there a regional preference for the type of zero emission vehicle, i.e. electric, CNG, hydrogen, and are there differences in how such types are evaluated?

A: There is “zero emission” vehicle preference. All applications will be evaluated using emission reduction tools that are appropriate for the type of project.

Q: Would the installation of charging equipment [for electric buses] be eligible for [CMAQ/CRP] funding?

A: Yes. Charging infrastructure is eligible.

STP Shared Fund Questions

Q: Minimum financial participation for partners?

A: There is no minimum requirement.

Q: What are the bike/ped barrier elimination points for Complete Streets? Booklet pg 43 chart says 10 pts, paragraph pg 44 states 0 pts.

A: Bike/ped barrier elimination projects can receive up to 10 points if the jurisdiction they are located within has a Complete Streets policy. Unlike other project types, which can receive some points for policies and some points for inclusion of complete streets elements, bike/ped barrier elimination projects are scored only on the policy criterion and do not receive points for the inclusion of complete streets elements.

Q: When do the council priorities get decided?

A: Councils must provide their priorities to CMAP by April 21, 2023. See the schedule in the application booklet for additional discussion of the Subregional Priority scoring process.

Q: Is the \$5M minimum [for the STP Shared Fund] documented by showing the costs in the eTIP? Does the detailed cost estimate need to show the Phase I, II, etc. if only asking for Construction?

A: Yes. All phase costs should be entered in the eTIP, even those that have been completed. It is not necessary to include all phases in the detailed cost estimate.

Q: I was wondering if you could provide some additional information regarding scoring for transit yards, specifically around existing condition/need for asset condition and compliance. Are there specific regulations around compliance we should address?

A: Please provide the asset condition and compliance components that you think are relevant to the scope of the project.

Q: Regarding transit supportive density for railyards - I see the scoring is advantageous to stations being in denser areas but any advice for transit yards and this scoring methodology? A railyard may be near a stop but the yard itself might be positioned to be further from denser area while the stations that serve riders are more ideally suited to the downtown area/scoring.

A: Yards and terminals will be scored at the nearest station that they serve for the location-based planning factor scoring.

TAP-L Questions

Q: For a bicycle lane construction project in the TAP-L program--must the project be in an adopted bike plan by the March 10, 2023 submission deadline to be eligible?

A: Yes

Q: There is no minimum funding [project total cost] for CMAQ or TAP?

A: Correct.

Q: Would a Local multi-use trail that connects to a PLANNED regional trail (within an approved plan) be considered eligible for CMAQ and/or TAP(L)?

A: Yes.