

# Kentucky Transportation Alternatives Program



The **Federal Transportation Alternatives (TA) program** funds 10 different types of transportation-related activities. Working within Federal Highway Administration (FHWA) guidelines, the Kentucky Department of Transportation (KYTC) and Metropolitan Planning Organizations (MPOs) determine the eligibility of TA projects for funding.

While you consider the eligible activities, ask these two questions about any potential project:

- **Does it have a clear and defined Surface Transportation Relationship?**
- **Does it promote Connectivity and Accessibility?**

## Activity #1: Bicycle and Pedestrian Facilities

Through activity 1, known as the Provision of Facilities for Bicycles and Pedestrians, communities develop projects that make non-motorized transport safe, convenient, and appealing. These projects encourage healthful physical activity, keep air clean by decreasing reliance on fossil fuels, and enrich local economies with recreational assets.

## Activity #2: Safe Routes for Non-Drivers

Through activity 2, Safe routes for non-drivers; communities develop projects that create or improve access for individuals who do not drive. These programs allow children, older adults and individuals with disabilities to access daily needs.

## Activity #3: Conversion of Abandoned Railway Corridors to Trails

Through activity 3, known as “Conversion of Abandoned Railroad Corridors to Trails”, helps expand travel and recreational opportunities within communities. Converted rail corridors make ideal trails because of their flat grade, long length, and intact right-of-way. Rail-trails, as these types of trails are called, help to encourage physical activity and reduce air pollution.

## Activity #4: Scenic Turnouts and Overlooks

Through activity 4, Construction of Turnouts, Overlooks, and Viewing Areas; communities develop the scenic and historic character of highways. These projects make the travel experience educational and attract tourists to local roads.

## Activity #5: Outdoor Advertising Management

The Control and removal of outdoor advertising activity allows communities to preserve the scenic character of their roads by tracking and removing illegal billboards.

## Activity #6: Historic Preservation & Rehabilitation of Historic Transportation Facilities

Through the Historic preservation and rehabilitation activity, communities rehabilitate and restore transportation facilities significant to the history of transportation in America. These rehabilitated facilities help to educate the public and to give communities a unique sense of character that attracts tourists and generates a vibrant economic life.

## Activity #7: Vegetation Management

Through the Vegetation management activity, communities improve roadway safety, prevent against invasive species, and provide erosion control along transportation corridors.

## Activity #8: Archaeological Activities

The archaeological activity allows communities to explore the history in America with archaeological excavations and surveys in conjunction with highway construction projects. The activity also helps build local economies by attracting tourists interested in history.

## Activity #9: Stormwater Management

Activity 9, known as stormwater management, allows communities to decrease the negative impact of roads on the natural environment. Rainwater runoff washing over road surfaces carries pollutants into water supplies, endangering human health and the ecological balance of local streams and rivers. Projects funded in this category seek to reduce these environmental impacts.

## Activity #10: Wildlife Mortality Mitigation

Activity 10, Wildlife Mortality Mitigation, allows communities to decrease the negative impact of roads on the natural environment. Roads can harm wildlife by causing habitat fragmentation and vehicle-caused wildlife mortality. Projects funded in this category seek to reduce these environmental impacts.

## Other Significant Factors to Consider before applying

- We can only contract with local government entities: cities or county fiscal courts. Referred to as Local Public Agencies or “LPAs”.
- TAP is a **reimbursement program**; it is not a grant program. Therefore, the city or county must pay expenses up front and then turn in a request for reimbursement with complete detailed documentation of the expense and cancelled checks. Requests for reimbursement can occur during the life of the project, the local government does not have to fund the entire project and then be reimbursed at completion.
- The federal award is for the **scope of work** approved for the project, **NOT** the amount of money. If a project is completed under budget, the remaining funds may not be kept or used for other items.
- TAP requires an 80-20 match. 80% of a project can be funded with awarded federal dollars if the local government provides a 20% match. The kind of match to be used must be declared with the application.
  - **Cash match is always best.**
  - In-kind matches require a lot of documentation.
  - Property matches must be approved and appraised by a KYTC prequalified appraiser before the project starts. (Lists of approved appraisers are available)
- TAP is federally funded and we must adhere to federal guidelines, including ADA compliance. Often federal law is stricter and requires more work, documentation or construction requirements than state projects and must be approved by FHWA Transportation Specialists.
- **Archeology or ROW issues can kill a project.** If you have any concerns about the historical record of the area of your project or don't know for absolute sure who owns every foot of the area of your project; investigate that first. But do not approach the property owners to discuss the project. You can only do title searches and reviews prior to a federal project unless you follow the Uniform Act for Property Acquisition **EXACTLY**. If project property is not acquired according to the uniform act or goes beyond a title search prior to federal approval, the entire project will become ineligible for federal funding.

Additional funds for this activity may come from local and state governments, foundations, nonprofit organizations, businesses, or some other federal sources. Visit [www.ta-clearinghouse.info/funding\\_sources](http://www.ta-clearinghouse.info/funding_sources) for more suggestions on potential funding sources.

## Federal Guidance

Projects that use TA funds must qualify as one or more of the 10 designated activities and be related to surface transportation in order to meet basic federal eligibility requirements.

Important steps to consider when proceeding with a project:

- Sponsors must comply with federal regulations involving property acquisitions contained in the Uniform Act. Streamlining measures such as voluntary transaction procedures and exemptions for conservation organizations can make this process easier for TA projects. Project sponsors should discuss the relevance of the Uniform Act with their FHWA division and state DOT.
- Private sponsors should have a public co-sponsor to insure the continued responsibility on the part of the public agency for the project. Sponsors should plan for the future use and maintenance of the property in their proposal.
- <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm> for a full copy of the FHWA TA Guidance.

Inquiries about the TA Application Process in Kentucky should be directed to:

