

# KDOT Transportation Alternatives Program 2021

## Frequently Asked Questions (FAQs)

Here are some of the more common questions, and their answers, we receive about the Kansas Transportation Alternatives Program:

### **For what year are these funds available?**

Availability of funds are contingent upon the reauthorization of the TA program. Funds for this Call for Projects are expected to be available as FFY 2021 TA funds beginning Oct. 1, 2020.

### **What is the required match?**

Project applicants **must** provide proof that they are capable of providing a local match with a minimum of 20% of participating costs. Non-participating costs will not contribute toward the local match.

### **Will increasing our match increase our score or ranking?**

No. Projects are ranked and selected through a competitive selection process.

### **My project is inside a Metropolitan Planning Organization's boundary. Do I need to clear the project with them before applying?**

Yes. Projects in an MPO's boundary must work with MPO staff and provide documentation of their support for the project.

### **Can regions that receive sub-allocated funds also apply for the statewide application?**

No. WAMPO and MARC both receive their own portion of TA funds, which they program independently of this call for projects. Project Sponsors in those two regions are not eligible for the statewide call for projects.

### **Will KDOT cap the project agreement?**

Yes. All project agreements will be capped. This means that there will be a limit placed on the amount of funds that can be reimbursed for each project. Project Sponsors are responsible for any ineligible expenses and all cost overages past the awarded amount.

### **What are non-participating costs?**

According to KDOT's TA Program, non-participating costs include PE, UTILITIES, and ROW expenses. Additionally, non-participating costs are costs that will not or cannot be reimbursed with federal funds. These costs are still part of the total cost of the project and must be accounted for in the project budget and project authorization. Non-participating costs could occur because of ineligibility or because the grant recipient determined that the specified items will not be reimbursed with federal funding.

### **Can HUD Community Development Block Grant funds be used as a match for the Transportation Alternatives Program?**

Yes. CDBG funds can be used as a match to the TA Program.

In general, you cannot match Federal funds with other Federal funds unless there is specific legislation allowing the match. The primary exceptions that would affect the Federal-aid highway program (and, vicariously, the TA Program) are:

- HUD CDBG: May match or be matched by other federal funds
- DOT/FHWA Recreational Trails Program funds

- DOT/FHWA Federal Lands and Tribal Transportation Fund for other federal-aid highway projects that provide access to or within Federal lands
- Federal Land Management Agency funds for other federal-aid highway projects that provide access to or within federal lands
- Youth Corps (AmeriCorps)

### **Is there a separate application for Safe Routes to School projects?**

No, there is no separate application for SRTS projects. The SRTS program is still an eligible program, but it has been incorporated into the TA Program. SRTS applications are competitively reviewed along with all other TA applications for available funds.

### **Can TA funds be used to replace faded or worn out signs or markers?**

No. Signage is the Operations & Maintenance (O&M) responsibility of the local municipality.

### **Why are projects in the Wichita and Kansas City metropolitan areas not eligible for the statewide call for projects?**

The Wichita Area Metropolitan Planning Organization (WAMPO) and the Mid-American Regional Council (MARC) are given a sub-allocation of TA funds to program on projects of regional significance. WAMPO and MARC are expected to run a competitive process in consultation with KDOT for these sub-allocated funds. (23 U.S.C. 213(c)(5))

### **Is there a cap on the amount of funds available to a Safe Routes to School project?**

Yes. We will continue to cap SRTS projects as follows:

- Phase 1 non-infrastructure = \$15,000 (\$12,000 request + \$3,000 match)
- Phase 2 infrastructure = \$500,000 (\$400,000 request + \$100,000 match)

### **How does the 20% match work?**

There are three ways that the 20% match will come into play:

1. For SRTS Phase 1 projects:  
The Project Sponsor will be reimbursed for 80% of eligible expenses after submitting receipts for 100% of eligible expenses. *[For example, if the Project Sponsor submits receipts for \$5,000 of eligible expenses, KDOT will reimburse the Project Sponsor 80% of those expenses (or \$4,000). The Project Sponsor is responsible for covering 20% of eligible expenses (or \$1,000) and 100% of any expenses deemed ineligible.]*
2. For projects let by Project Sponsor:  
The Project Sponsor will follow all applicable procedures from Section 15 (LPA-Administered Procedures) of the Local Projects "LPA Project Development Manual". After bidding the project, the Project Sponsor will submit all bid documents to KDOT for review. Approval to award the bid must be obtained from KDOT before awarding the contract. The Project Sponsor will make payments to the Contractor and request reimbursement from KDOT. The Project Sponsor's share will be deducted from the total amount paid to the Contractor.
3. For all other KDOT-let projects:  
Project Sponsors will follow the typical Local Projects process, where upon bidding the project, KDOT will ask for the Project Sponsors' approval to award the bid to the low bidder and at that same time will ask for the Project Sponsors to submit their cost share of eligible costs. KDOT will then administer the contract and pay the contractor

directly. (In essence, the Project Sponsor never has to make the payments to the contractor up front and then request KDOT reimbursement.)

**Does Buy America apply to TA projects?**

Yes. Since TA Program projects are treated as federal aid projects, the Buy America Act applies. Please contact Ed Thornton in KDOT's Bureau of Local Projects for more information.

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