

# What's New

## 2017-2018 Montana Transportation Alternatives (TA) Program

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**NOTE: Due to current stresses on the Highway Special Revenue Account, projects having State matching funds could be delayed or canceled in the event that needed State revenue is unavailable. Replacing State matching funds with local matching funds should be considered to increase the likelihood of your project advancing to completion. A project's source of matching funds will not affect its ranking in the selection process.**

New for the 2017-2018 funding cycle of the Montana Transportation Alternatives Program is the addition of a set-aside of TA funding for pavement preservation projects. Approximately 10% of the total 2017-2018 TA funds will be set aside for pavement preservation type projects such as, but not limited to: crack sealing, fog sealing, overlays, and replacing sections of broken, heaved, and deteriorated concrete. There is a separate application for the pavement preservation TA funding and it will be scored separate from the traditional type TA projects. Below are a list of general guidelines:

- If there are not enough qualified applications to expend approximately 10% of the set-aside TA funds for pavement preservation then those funds would be reverted to be used for the traditional type TA project pool
- If there are more qualified applications than the 10% set-aside for pavement preservation projects, then those projects will be considered in the non-preservation (traditional) project requests and would compete with those projects
- Stand-alone ADA upgrade projects should be considered in the traditional TA project category (not pavement preservation)
- ADA will be upgraded as necessary on pavement preservation projects. Ensure that these costs are estimated in the pavement preservation application.
- Projects that have a mix of preservation elements and traditional project elements will be considered in the traditional TA project category (not pavement preservation). The one exception is required ADA upgrades on preservation projects will still be considered pavement preservation projects.
- The maintenance project requests will be considered with the traditional projects when ensuring the distribution requirements of the funding is met.
- There is approximately \$700,000 available for pavement preservation TA projects
- There is approximately \$6,300,000 available for traditional TA projects
- This 2017-2018 cycle is a two year funding cycle using federal funding from federal fiscal years 2017 and 2018. The next solicitation will likely be in 2018 for 2019-2020 federal funding.

Another change for the program is for shared-use paths being proposed within MDT right-of-way. Preference will be given to paths within 3 miles of the city limits of incorporated cities and within 3 miles from the geographical center of unincorporated towns. The reason for this is paths within 3 miles of a city/town have a greater transportation use and paths more than 3 miles of a city/town are more likely to see recreational use. This guidance relates to Traditional TA projects (new infrastructure) not TA Pavement Preservation projects. Pavement Preservations will not have a preference on if they are located within 3 miles of a city/town or greater than 3 miles from a city/town.

Also new this year is a cap on the TA funding amount requested. For Traditional projects, no more than \$1,500,000 requested of TA funding is allowed. This must include all phases (PE, CN, CE, etc.), contingency, and indirect costs. The total project cost is allowed to be over \$1,500,000, but the TA funds are capped at that amount (i.e. local match and additional local contribution can push the project over \$1,500,000). For Pavement Preservation projects the cap is \$200,000 of TA funds. Again, this must include all phases (PE, CN, CE, etc.), contingency, and indirect costs. The total project cost is allowed to be over \$200,000, but the TA funds are capped at that amount (i.e. local match and additional local contribution can push the project over \$200,000).