



**Oregon Department of Transportation**  
**Draft 2008-2011 Statewide**  
**Transportation Improvement Program**

**Region 1** *Columbia, Washington, Multnomah, Clackamas and Hood River Counties*

## Transportation Enhancement (TE) Program

The Transportation Enhancement program funds a variety of projects that strengthen the cultural, aesthetic, or environmental value of the transportation system and that have a direct relationship with surface transportation. There are 12 specific "Transportation Enhancement Activities" eligible for this funding:

### TRANSPORTATION ENHANCEMENT ACTIVITIES

1. Provision of facilities for pedestrians and bicyclists	7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
2. Provision of safety and educational activities for pedestrians and bicyclists	8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields)	9. Inventory, control and removal of outdoor advertising
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)	10. Archaeological planning and research
5. Landscaping and other scenic beautification	11. Environmental mitigation (i) to address water pollution due to highway runoff; or (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
6. Historic preservation	12. Establishment of transportation museums

Statewide funding: \$8.5 Million per year average for 2008 through 2011. Within this four year period, \$11.0 million is available for statewide project selection through the competitive process now under way.

## PROJECT SELECTION SCHEDULE

Feb-March	ODOT opens the TE application period. Offers applicant workshops. <b>Applicants:</b> Identify projects and local funding. Initiate coordination.
<b>MARCH 23, 2006</b>	Notice of Intent due – all applicants. ODOT replies to applicants by April 10
April-June 2006	<b>Applicants:</b> Prepare application and supporting documents.
<b>JUNE 30, 2006</b>	Applications due – 4 copies + one set of Supporting Documents
July-Sept. 2006	<b>ODOT:</b> Compliance review for content, format, eligibility. Technical review to assess feasibility, readiness to proceed.
Oct-Dec. 2006	Public comment period, in conjunction with STIP process. <b>ACTs (Define?) and MPOs (Define?):</b> Submit input on local priorities.
Dec 2006–Jan 2007	<b>ODOT:</b> Identify ~30 finalists for scoring and selection process. <b>Selection Committee:</b> Project scoring and selection. <b>FHWA:</b> Review eligibility of projects proposed for funding. <b>ODOT Director:</b> Review/submit funding recommendations to OTC.
<b>FEB. 2007</b>	<b>OTC:</b> Approve projects for FY 2008-2011 program (STIP). <b>ODOT:</b> Notify all applicants
March-Aug. 2007	<b>Applicants:</b> Complete a Prospectus. Sign an agreement (IGA) (Define?).

## TRANSPORTATION ENHANCEMENT

## PROJECT SELECTION CRITERIA

Points	Factors Considered
25	<p><b>QUALITY OF EXPERIENCE</b></p> <ul style="list-style-type: none"> <li>▪ Enhances the quality of experience for people using Oregon's transportation system</li> <li>▪ Appropriate use of funds for activities that promote the intent of the TE program</li> <li>▪ Increases appreciation of cultural, aesthetic or environmental values associated with our transportation system</li> <li>▪ Enhances community pride, environmental quality or livability</li> </ul>
20	<p><b>TECHNICAL MERIT</b></p> <ul style="list-style-type: none"> <li>▪ Feasible and appropriate solution for the identified problem, need or opportunity</li> <li>▪ Realistic scope, schedule and cost estimate</li> <li>▪ Adherence to current standards, techniques, and priorities for the type of project</li> <li>▪ Adequate level of planning and coordination</li> <li>▪ Provides a complete, useable facility or product—not a temporary or partial solution</li> </ul>
20	<p><b>SUPPORT</b></p> <ul style="list-style-type: none"> <li>▪ Financial commitment, including investment to date and the amount, availability and reliability of matching funds and other pledged contributions</li> <li>▪ Expressed approval by government agencies, the public, and local non-profit groups</li> <li>▪ Relationship to adopted plans or policies or other investments in the area (leverage)</li> <li>▪ Progress on project development and readiness to proceed, including ability and commitment to deliver the project on time, within budget</li> </ul>
20	<p><b>IMPORTANCE</b></p>

	<ul style="list-style-type: none"> <li>▪ Uniqueness, urgency, and priority of the project, including how important TE funding is to completing the project</li> <li>▪ Problems, losses, or lost opportunities if the project is not completed soon</li> <li>▪ Benefit to a large segment of the population or to a “transportation disadvantaged” segment (children, elderly, low-income, disabled)</li> <li>▪ Documented priority within the applicant agency or in a defined geographic area</li> </ul>
<p>15</p>	<p><b>SPECIAL EMPHASIS CRITERIA</b></p> <ul style="list-style-type: none"> <li>▪ Fits one or more of these project types: (1) Bicycle/pedestrian facilities, (2) Repair and operation of historic transportation buildings, (3) Landscaping and scenic preservation, (4) Control of highway-related water pollution, (5) Main street or streetscape projects</li> <li>▪ Benefits a state highway, state-owned transportation facility, or a “Special Transportation Area”</li> <li>▪ Benefits a rural/distressed community or a county that faces a severe drop in road funds due to loss of National Forest revenue for roads</li> <li>▪ Supports or augments an upcoming pavement preservation project, mixed-use or compact development, or Governor’s Economic Revitalization Team effort</li> <li>▪ Directly supports existing tourism and economic development efforts, or has tourism or economic development as its primary focus</li> </ul>

100 points possible