

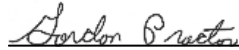
Approved:

Policy 25-005(P)

Effective: April 17, 2006

Responsible Office: Local Programs

Supersedes Policy: 25-005(P)



Gordon Proctor

Director

Dated: April 1, 2005

TRANSPORTATION ENHANCEMENT PROGRAM POLICY

POLICY STATEMENT:

This policy establishes funding participation and qualifying activities for the use of Transportation Enhancement (TE) funds for Ohio Department of Transportation (ODOT) sponsored projects for state-owned and/or state-maintained facilities, and those projects sponsored by local governments outside the boundaries of Metropolitan Planning Organizations (MPOs). The Enhancement program uses Federal funds to creatively integrate transportation facilities into their surrounding communities and the natural environment. ODOT encourages adding enhancements to planned projects rather than stand-alone projects.

This policy does not apply to TE funds administered by MPOs. ODOT suballocates TE funds to MPOs for local government projects within MPO boundaries. MPOs are responsible for policies and criteria for their projects.

For locally-sponsored projects, ODOT will provide up to 80 percent of the eligible costs for construction only (including construction engineering, i.e. testing and inspection) up to a specified maximum. The applicant is required to provide funds for a minimum of the 20 percent nonfederal share of the construction cost, and for all costs associated with the architecture/engineering plans, environmental studies and documentation, right-of-way plans, right-of-way acquisition and environmental remediation, if necessary. Right-of-way acquisition costs are only allowable for specific qualifying activities as provided below.

Proposed TE projects must have a direct relationship to surface transportation, be publicly-owned and on existing publicly-owned property (except for qualifying acquisition activities), be accessible to the general public or targeted to a broad segment of the general public, and be one of the following qualifying activities:

Historic and Archaeological Transportation Enhancements

- ▶ Acquisition of historic site
- ▶ Historic highway program
- ▶ Historic preservation
- ▶ Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- ▶ Archaeological planning and research
- ▶ Establishment of transportation museums

Scenic and Environmental Transportation Enhancements

- ▶ Acquisition of scenic easements and scenic sites
- ▶ Scenic highway programs including the provision of tourist and welcome center facilities
- ▶ Landscaping and other scenic beautification

Bicycle and Pedestrian

- ▶ Provision of bike lanes, signed routes, separate paths, grade separations, parking facilities, bike-safe grates or other facilities
- ▶ Provision of safety and educational activities for bicycles and pedestrians
- ▶ Preservation of unused railway corridors for the purpose of creating shared use trails (includes acquisition or construction)

The allocation for the TE Program will be established by ODOT and will be administered by the Division of Local Programs.

AUTHORITY:

23 USC 133

REFERENCES:

This policy supercedes Policy 25-005(P) dated April 1, 2005.

SCOPE:

This policy is applicable to all Districts, Divisions and Offices of the Department; and to all local governments outside of Metropolitan Planning Organization (MPO) boundaries.

BACKGROUND AND PURPOSE:

The TE Program was initiated by Congress in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system.

TRAINING:

None required.

FISCAL ANALYSIS:

The ODOT Funds Management Committee sets the funding amounts for this program. Implementation of this policy will have no additional fiscal impact to ODOT.