

Planning for Transportation Enhancement (TE) Projects

The TE section of the [Regional Transportation Investment Policy](#) (RTIP) was amended December 2007 via Resolution 2007-044 (see appendix of the RTIP for a copy of the Resolution).

- 1) No application rounds for TE projects will be held during fiscal years covered by SAFETEA-LU since all NOACA sub-allocated TE funds from SAFETEA-LU will be expended by existing programmed TE projects and the remaining projects previously selected (Resolution 2002-072-Tier I). This suspension of application rounds may be lifted if one or more of the following circumstances generate an adequate pool of approximately \$3 million or more in available TE funding:
 - A) ODOT reassigns additional TE funds for use in the NOACA region.
 - B) A previously selected TE project(s) is cancelled releasing TE funds.
 - C) A change in federal transportation funding generates additional TE funding.
- 2) If a TE application round is conducted, it will be administered in accordance with the following:
 - A) The Regional Transportation Investment Subcommittee will form a task force consistent with NOACA's Code of Regulations to conduct the application round.
 - B) TE awards to individual projects from the application round will be limited. It is recommended that no one project should receive more than 12% of the available TE balance.
 - C) TE awards will be capped at their initial award amount for the life of the selected project. A request for additional funding will not be processed.
 - D) All TE type projects and project elements must demonstrate sufficient coordination with interested affected parties prior to being placed on the Transportation Improvement Program. A letter of support from the affected entities will generally demonstrate sufficient coordination. The following specific forms of coordination must occur:
 - i) Transit Coordination
 - (a) A transit agency sponsored project or project element must be coordinated with the unit of government (e.g. city) in which it is located.

- (b) A project or project element on or along a designated transit route must be coordinated with the transit agency responsible for the designated route.

ii) Inter-Governmental Coordination

- (a) A project or project element on an interstate or US route must be coordinated with FHWA, ODOT, the County Engineer for the county in which the project is located, and the unit of government in which it is located.
- (b) A project or project element on a state route must be coordinated with ODOT, the County Engineer for the county in which the project is located, and the unit of government in which it is located.
- (c) A project or project element on a county route or lower route classification must be coordinated with the County Engineer for the county in which the project is located, and the unit of government in which it is located.
- (d) A project or project element in a town or city center or its equivalent must be coordinated with adjacent property owners, the County Administration, the County Engineer, and the administration for the unit of government in which the project is located.

iii) Other Coordination

- (a) A project or project element in a neighborhood with a recognized neighborhood association must be coordinated with the neighborhood association.
- (b) A project or project element in a neighborhood with no recognized neighborhood association must provide evidence of at least one public meeting with neighborhood residents and a summary thereof.

3) Projects on Tier II of Resolution 2002-072 are unfunded. They can be advanced for funding consideration in one of two ways:

- A) The project sponsor releases TE funding formerly awarded to another of its projects to a Tier II project. Only the amount of formerly awarded funds will be available to the Tier II project. A request for additional funding will not be processed.

- B) The project can be considered for funding in keeping with the provisions of policy 4 below.
- 4) During the suspension on TE application rounds, applications for TE-eligible activities will not be processed unless they can be considered for alternative funding per the following.
- A) Bicycle projects that are on the Board-approved Bicycle Plan as a priority route may be:
 - (i) Forwarded to the Federal Highway Administration (FHWA) for Congestion Mitigation Air Quality (CMAQ) funding consideration. CMAQ eligibility is determined by FHWA. The project sponsor will be responsible for the required CMAQ eligibility analysis at NOACA's request.
 - (ii) Reviewed by the Regional Transportation Investment Subcommittee (RTIS) for Surface Transportation Program (STP) funding consideration.
 - B) Other TE-eligible projects that are on designated priority systems of other Board-approved Plans may be reviewed by the RTIS for CMAQ or STP funding consideration. CMAQ eligibility is determined by FHWA. The project sponsor will be responsible for the required CMAQ eligibility analysis at NOACA's request.