

# **Surface Transportation Program Enhancement Grants Evaluation**

Washington State Legislature

Joint Transportation Committee

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## STP Enhancement Grants Evaluation

### Introduction

The Surface Transportation Program—Transportation Enhancement (TE) Program was introduced as part of the Intermodal Surface Transportation Efficiency Act (ISTEA), the Federal six-year transportation funding authorization enacted in 1991. It was continued and expanded upon with the ensuing six-year program (TEA-21), and is now being implemented through the current federal authorization program, SAFETEA-LU. The focus of the TE Program is to provide funding for innovative, community-based projects to enhance the transportation system by improving the transportation experience in and through local communities. The monies are to be expended for non-traditional type projects including historic preservation transportation facilities and museums, landscaping and beautification, scenic highways, bike and pedestrian facilities and education, rail corridors preservation, and outdoor advertising control.

Since the program's inception, approximately \$155 Million, or about \$ 10 Million per year, have been allocated through the Department of Transportation. The project prioritization process involves development of a prioritized project list by each of the Regional Transportation Planning Organizations (RTPOs) in the state, and prioritization of a cumulative prioritized list by a state Enhancement Advisory Committee.

Concerns have been expressed regarding the prioritization process and whether the state should exert more control regarding the use of Enhancement funds. Suggestions have included more diversity of project funding, to the state allocating fund use. Many support continued determination of fund use by local governments through the existing RTPO prioritization process.

The 2006 Supplemental Transportation Budget contained a proviso directing the Joint Transportation Committee (JTC) to conduct an evaluation of the Department of Transportation Surface Transportation Program Enhancement Grant Program. That evaluation was to include:

- information about the categories of projects submitted for consideration;
- a review of the allocation of funds awarded across categories of eligible activities;
- a review of criteria used to score projects; and
- a finding by the committee whether certain categories of projects are disproportionately funded or unfunded.

The Committee provides the following report in response to that mandate.

## The Federal STP Enhancement Program

In 1991 Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA), a \$217 billion dollar transportation financing act for much of the country's transportation infrastructure over a six-year period. ISTEA not only funded highway infrastructure, it was also intended to encourage investment in multiple modes of transportation, such as mass transportation and pedestrian and bicycle facilities. A significant element of ISTEA and its successors, the Transportation Equity Act for the 21st Century (TEA-21) and the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU) was the promotion of non-traditional highway transportation programs. Approximately ten percent of all monies allocated under the Surface Transportation Program are set-aside for the Transportation Enhancement Program.

Under ISTEA, the TE Program had a list of 10 qualifying activities to determine eligibility. TEA-21 expanded the definition of 2 of these and added 2 additional qualifying activities. The 12 TE qualifying activities under TEA-21 and SAFETEA-LU are listed below (items in bold are those added by TEA-21).

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

In order for a project to be eligible for TE funding, that project must include at least one of the 12 qualifying activities listed above, and the project must relate to surface transportation. (The **bolded** activities were added under TEA-21)

## The States' Role

Federal law provides that each state Department of Transportation is responsible for developing and administering its own TE program. There is significant variation in how states administer the program. **Appendix A** highlights the significant trends

among states programs. In summary, the following characteristics were observed from the “National Transportation Enhancements Clearinghouse” data base.

- The programs in most states are administered by the state DOTs.
- There is central administration of the program in many states, while many other states programs employ a locally or regionally controlled process.
- Projects in numerous states are identified, selected and prioritized by the state, vs. those functions being largely a local or shared local/regional/state responsibility in most states. Metropolitan Planning Organizations play a significant role in many states.
- Sixteen states set aside a portion of funds for special purposes. For example, New York State earmarks 25% of TE funds for the Erie Canal Project, and allocates the remaining 75% for other TE projects across the state.
- Approximately 40 states utilize advisory or decision-making committees; with the committees make-up ranging from DOT executive level staff, to local elected officials, to interest groups representative of TE type projects.
- The role of committees range from comment to state officials, to screening, to prioritization and approval of TE projects; and the committees may be used at the local, regional, or state level.
- Over 30 states require a 20% local match for projects, and seven states require no match. States vary among permitting the match to include in-kind services or other non-local funds. Right-of-way costs, or costs beyond a specified amount may not qualify for funding.

## **The Transportation Enhancement Program in Washington State**

Washington State Department of Transportation’s (WSDOT) Highways & Local Programs Division (H&LP) administers the TE Program in Washington State. All public and non-profit agencies within the state are eligible to receive TE funding.

The Enhancement Program in Washington utilizes a bottoms-up approach to project identification and prioritization. Proposed TE projects were submitted by project sponsors to their Regional Transportation Planning Organization (RTPO). Each RTPO utilized their own criteria to prioritize each project within their respective area. The prioritized lists are sent to the Department of Transportation’s Enhancement Advisory Committee (EAC) for review. The EAC produced a list of recommended projects based on the local priorities as established by the RTPOs, the diversity of projects, and the statewide distribution of funding. This list of recommended projects is forwarded to the Secretary of Transportation of WSDOT for review and approval.

## Historic Transportation Enhancement Distributions

There have been three Federal six-year authorizations providing funds to Washington State through the Transportation Enhancement Program. During ISTEA, TEA-21, and the portion of SAFETEA-LU already granted, approximately 675 projects have been awarded, with almost \$155 million in TE funding.

Enhancement funds for Washington under each of the Federal Acts are as follows:

ISTEA (1992-1997):	\$43.9 Million
TEA-21 (1998-2003):	\$69.3 Million
SAFETEA-LU (2004-2006):	\$41.8 Million
Remaining SAFETEA-LU*	\$24.2 Million

\*Authorized for TE program but subject to Appropriation Process and actual appropriation could be less.

## Historic Approach to Transportation Enhancement Distributions

The TE allocation process under the three Federal authorizations has been similar in many respects. Under ISTEA, ten categories of projects qualified for TE funds. (Under TEA-21, the categories of Bicycle/Pedestrian Safety and Transportation Museums were added as eligible projects.) The program was staffed by the WSDOT. Seventy-five percent of funds were allocated to projects selected and prioritized by RTPOs and 25% were set-aside for statewide projects. A State Enhancement Advisory Committee reviewed projects submitted by RTPOs and generally recommended approval for project funding. The state committee also prioritized those multi-county projects which qualified for the statewide project funds. The Secretary of Transportation gave final approval for all projects.

The Transportation Improvement Board administered grants under TEA-21. Much like the ISTEA process, 75 % of funds were distributed to RTPOs on a population basis. Those agencies prioritized projects with their own rating criteria. The projects were then submitted to the TIB for eligibility review and project selection. All RTPOs submitted additional projects which included state-wide projects and a limited number of projects beyond the amount of funds apportioned to each region. The remaining 25% of funds was made available to the statewide projects and the additional projects submitted by RTPOs, with the TIB prioritizing use of the funds. The legislature also earmarked \$5 Million in TE funds for the King Street Station rehabilitation in the 1999-01 biennium.

## Transportation Enhancement Program under SAFETEA-LU

The Department of Transportation is administering the TE funds. To date, \$41.8 Million has been given out for 148 projects. The Enhancement Advisory Committee oversaw the process and approved distribution of funds. Eighty percent of the TE funds were distributed to RTPO proposed projects, based on population. The remaining 20% was held for distribution for statewide priority projects, which were located in three or more RTPOs, (now changed to two or more) and which were submitted by lead agencies



directly to the DOT. The 20% of funds not fully expended for statewide projects were assigned by the EAC to other priority projects submitted by each RTPO. The selection committee retained authority over selection decisions, with the Secretary of Transportation having final approval authority.

### **Statewide Transportation Enhancement Advisory Committee**

The Enhancement Advisory Committee (EAC) role is to establish program guidelines and make project selection recommendations to the Secretary of Transportation. The EAC consists of 10 members representing interest groups and local governments, appointed by the Secretary of Transportation. EAC membership has a representative from each of the following organizations: WSDOT Highway and Local Programs Division, pedestrian groups, trail groups, historic/scenic groups, bicycle groups, and Indian Nations. It also includes 2 each from cities and counties, and those local government representatives are selected in a manner to achieve both a geographic (Eastern and Western Washington) and population (large and small jurisdictions) balance. The City and County members are generally selected from an RTPO governing board. Members are appointed by the Secretary of Transportation and serve three year terms.

The stated purpose of the Committee is to implement the Federal TE program with: with the intent to promote all twelve TE activities; provide program guidance; and establish an equitable system for the allocation of funds throughout the state. Members are expected to be impartial on projects and activities, and a member having any particular relationship project is to declare it before the Committee. The Secretary of Transportation makes final project approval.

The EAC has not adopted specific criteria or a specific method for scoring projects submitted by RTPOs. It has, however, set forth issues or considerations for qualifying projects that are used in considering prioritizing statewide project funding. It also uses those criteria as a basis for discussion when evaluating projects submitted under the RTPO submittal process. Those issues expand on the basic eligible categories, and address similar themes contained in scoring criteria used by some RTPOs in developing their priority lists. (**Appendix C**, EAC criteria.)

### **Funds Management**

There is no minimum or maximum amount of Enhancement funding that may be awarded to a project. No local match is required as award amounts are provided with a federal share of 100 percent. Applicants can use additional sources of funds on projects, but the RTPOs are directed by the EAC not to use local match as a scoring criterion. The EAC adopted a policy not to fund project cost increases. Unutilized funds from savings from completed projects are held in reserve for future year's selections.

## Summary of Project Applications and Approvals under SAFETEA-LU

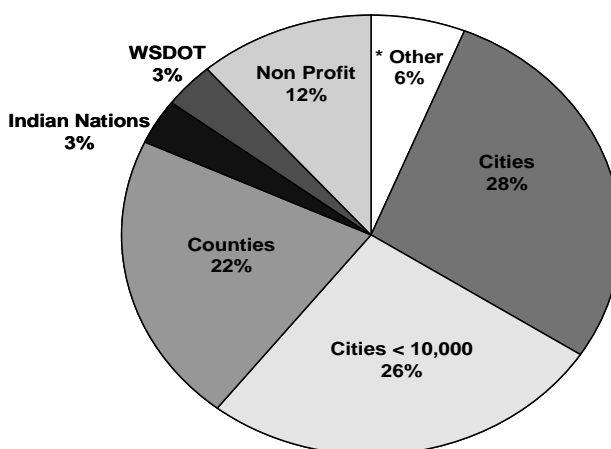
In January 2006, the Statewide Enhancement Advisory Committee met to recommend \$41.8 million of enhancement projects to the Secretary of Transportation for approval. The table below shows, by activity, a summary of those approved projects.

**TABLE A**  
**SAFETEA-LU Funded Projects**

Transportation Enhancement Activities	Summary of Projects Recommended for Funding		
		#	\$ %
1. Ped/Bike Facilities	\$22,108,935	83	53%
2. Ped/Bike Safety & Education	\$1,333,000	9	3%
3. Scenic/Historic Acquisitions	\$0	0	0%
4. Scenic/Historic Highway Programs	\$6,038,485	13	14%
5. Landscaping/Scenic Beautification	\$2,882,566	17	7%
6. Historic Preservation	\$1,229,000	3	3%
7. Rehab./Oper. Hist. Trans. Facilities	\$2,665,215	7	6%
8. Preservation of Railway Corridors	\$1,512,000	3	4%
9. Control/Removal of Outdoor Advert.	\$0	0	0%
10. Arch. Planning & Research	\$1,928,110	7	5%
11. Env. Mitigation/Wildlife Mortality	\$691,600	3	2%
12. Transportation Museums	\$1,421,086	3	3%
	<b>\$41,809,997</b>	<b>148</b>	<b>100%</b>

**Transportation Enhancement Program Grant Recipients**

The chart to the right shows the variety of applicants for the approved projects.



\* Other includes ports, transit, parks, etc.

## **Regional Approach to Applications for SAFETEA-LU Funding**

The statewide funding program was developed by utilizing the local initiation of projects model. Leading up to projects being funded by the EAC, TE projects were initiated by local governments, non-profit organizations, and Indian nations initially proposing projects to the RTPO within which the project was located. Those projects were evaluated by the RTPO and eligible projects were prioritized for submittal to the EAC for funding.

## **Survey of RTPOs TE Programs**

As part of this evaluation, RTPOs were surveyed regarding the Transportation Enhancement Program within their region. The survey solicited comment on each region's goals and approach regarding the TE program. This included questions regarding notification for the program to local interest groups, diversity of projects within the programs, by category, measures of program success, and suggestions for program improvement. A summary of responses to each of the questions, and the full text of responses from each RTPO are included in Appendix D.

Question # 7 of the survey asked about the process used by each RTPO to weight or prioritize projects. RTPOs' approaches vary significantly. Some agencies use the criteria much like that of the approach state Enhancement Advisory Committee (EAC) for evaluating statewide projects and recommended for RTPO project prioritization. This criteria is set forth in **Appendix A**. Many responses identify compliance with regional transportation plans and priorities, support from local communities and the public, and those projects that are ready to go. Other criteria cited are project diversity, environmental considerations, economic development, and improved travel experience. Some weight certain criteria while others do not. RTPO responses to this question are shown under Question #7, Appendix D.

## **Prioritization of Projects within each Region**

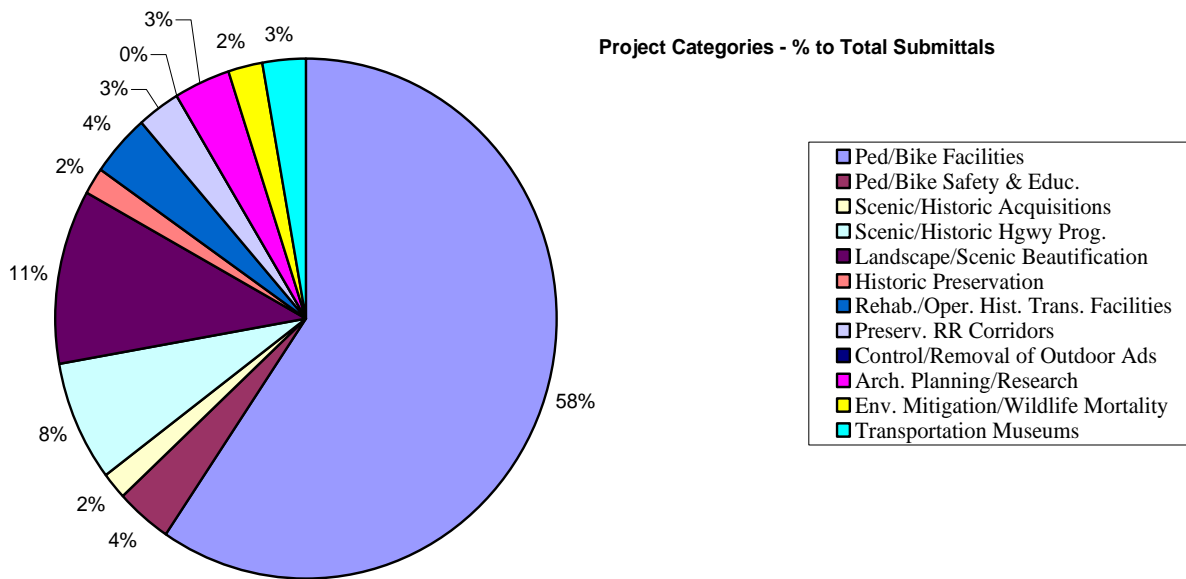
**Table B** on the following page shows, by activity, the summary of all the applications the RTPOs received under the SAFETEA-LU call for projects. There were 293 project applications received for TE funds, totaling \$116 million.

The RTPOs prioritized those projects into categories of proposed regional priorities, additional regional priorities and the projects not selected for funding. The regional priorities are those projects which were to be funded by the regions' allocation of 80% of TE funds. The additional regional priorities were those projects identified by the RTPOs that were to be considered for funds left over in the event not all funds from the 20% statewide project set-aside (projects in two or more RTPOs) were not expended. Projects identified as not selected for funding were those deemed by RTPOs as lower priority for funding.

**TABLE B**  
**Regional Projects Submitted for Funding—RTPO Prioritized**

	Total Regional Submittals			Proposed Regional Priorities			Additional Regional Priorities			Not Selected for Funding		
	\$	%	#	\$	%	#	\$	%	#	\$	%	#
1. Ped/Bike Facilities	\$70,531,834	61%	174	\$20,976,045	63%	79	\$15,250,955	47%	28	\$34,304,834	69%	67
2. Ped/Bike Safety & Education	\$1,590,104	1%	11	\$937,000	3%	8	\$551,000	2%	1	\$102,104	0%	2
3. Scenic/Historic Acquisitions	\$1,464,683	1%	5	\$0	0%	0	\$995,883	3%	4	\$468,800	1%	1
4. Scenic/Historic Highway Programs	\$8,678,902	7%	22	\$2,450,000	7%	6	\$5,403,562	16%	10	\$825,340	2%	6
5. Landscaping/Scenic Beautification	\$6,036,535	5%	31	\$2,270,566	7%	16	\$916,900	3%	4	\$2,849,069	6%	11
6. Historic Preservation	\$2,888,382	2%	5	\$1,229,000	4%	2	\$1,250,000	4%	1	\$409,382	1%	2
7. Rehab./Oper. Hist. Trans. Facilities	\$4,384,365	4%	12	\$1,239,092	4%	3	\$2,352,273	7%	7	\$793,000	2%	2
8. Preservation of Railway Corridors	\$10,192,310	9%	8	\$1,062,000	3%	2	\$1,050,000	3%	2	\$8,080,310	16%	4
9. Control/Removal of Outdoor Advert.	\$0	0%	0	\$0	0%	0	\$0	0%	0	\$0	0%	0
10. Arch. Planning & Research	\$1,488,160	1%	10	\$1,278,110	4%	6	\$64,050	0%	1	\$146,000	0%	3
11. Env. Mitigation/Wildlife Mortality	\$1,801,515	2%	7	\$601,600	2%	2	\$849,915	3%	4	\$350,000	1%	1
12. Transportation Museums	\$6,765,386	6%	8	\$1,421,086	4%	3	\$4,093,000	12%	4	\$1,251,300	3%	1
	\$115,822,176		293	\$33,464,499		127	\$32,777,538		66	\$49,580,139		100

**Appendix B** summarizes applications by category, by RTPO and also includes a listing of projects ruled selected for funding.



### Project Applications identified by RTPOs for Statewide Project Funding

Statewide projects were submitted directly to WSDOT. Twelve projects were submitted, requesting approximately \$12 million. Statewide projects were defined as projects that span two or more RTPOs. The WSDOT staff reviewed the project proposals and made a determination that only seven of the twelve projects submitted met the definition for eligibility. Ultimately, the EAC recommended funding for six of those projects. **Table C** shows by project category, the summary of all the statewide project applications submitted, as well as those that Department of Transportation staff determined to be eligible projects for the statewide process funding.

**TABLE C**  
**Projects Submitted for Statewide Funding**

	Statewide				Eligible		
	\$	%	#	# %	\$	%	#
1. Ped/Bike Facilities	\$499,890	4%	1	8%	\$499,890	11%	1
2. Ped/Bike Safety & Education	\$976,000	8%	2	17%	\$976,000	22%	2
3. Scenic/Historic Acquisitions	\$0	0%	0	0%	\$0	0%	0
4. Scenic/Historic Highway Programs	\$2,481,223	21%	4	33%	\$2,308,823	52%	3
5. Landscaping/Scenic Beautification	\$791,294	7%	1	8%	\$0	0%	0
6. Historic Preservation	\$0	0%	0	0%	\$0	0%	0
7. Rehab./Oper. Hist. Trans. Facilities	\$5,938,000	50%	2	17%	\$0	0%	0
8. Preservation of Railway Corridors	\$0	0%	0	0%	\$0	0%	0
9. Control/Removal of Outdoor Advert.	\$0	0%	0	0%	\$0	0%	0
10. Arch. Planning & Research	\$650,000	6%	1	8%	\$650,000	15%	1
11. Env. Mitigation/Wildlife Mortality	\$0	0%	0	0%	\$0	0%	0
12. Transportation Museums	\$466,758	4%	1	8%	\$0	0%	0
	\$11,803,165		12		\$4,434,713		7

**Table D** compares the categorical distribution of all TE projects submitted by local agencies to RTPOs for funding under SAFETEA-LU, with the actual distribution of funds. The projects include those identified as regional priorities, additional regional priorities, and those proposed for statewide funds, since they include more than one RTPO.

Categories of projects primarily under-funded in relation to the value of funding requests are Scenic/Historic acquisitions, Preservation of RR Corridors, and Transportation Museums. Conversely, projects involving Scenic and Historic Highway Programs, Landscaping and Beautification, Rehabilitation of Historical Transportation Facilities, and Architectural Planning and Research all had a higher value of projects funded relative to the value of projects for which funds were requested. For many of these categories, each included a small number of requests and one or two projects in these categories resulted in a dramatic shift in percentages of projects funded.

**TABLE D**  
**Comparison of TE Projects--Submitted vs. Funded\***

	Total Submittals (Eligible)	\$ %	#	Funded	\$ %	#
1. Ped./Bike Facilities	\$ 71,031,724	59%	175	\$22,108,935	53%	83
2. Ped/Bike Safety & Edu	\$ 2,566,104	2%	13	\$ 1,333,000	3%	9
3. Scenic/Historic Acquisitions	\$ 1,464,683	1%	5	\$ 0	0%	0
4. Scenic/Historic Hwy Programs	\$10,987,725	9%	25	\$ 6,038,485	14%	13
5. Landscaping/Beautification	\$ 6,036,535	5%	31	\$ 2,882,566	7%	17
6. Historic Preservation	\$ 2,888,382	2%	5	\$ 1,229,000	3%	3
7. Rehab/Oper Hist Trans Facilities	\$ 4,384,365	4%	12	\$ 2,665,215	6%	7
8. Preservation of Railway Corridors	\$10,192,310	8%	8	\$ 1,512,000	4%	3
9. Control/Removal of Outdoor Adv.	\$ 0	0%	0	\$ 0	0%	0
10. Arch. Planning & Research	\$ 2,138,160	2%	11	\$ 1,928,110	5%	7
11. Env. Mitigation/Wildlife Mortality	\$ 1,801,515	1%	7	\$ 691,600	2%	3
12. Transportation Museums	\$ 6,765,386	6%	8	\$ 1,421,086	3%	3
	\$120,256,889	100%	300	\$41,809,997	100%	148

\* These totals do not reflect 13 individual RTPO projects that we ruled ineligible, nor 5 statewide projects that were ruled ineligible for statewide program funding because they did not span a minimum of three RTPOs. Those projects totaled \$10.3 M and \$7.4 M respectively.

**Table E** shows a summary, by RTPO, of funds for approved projects. This includes the eighty percent of distributions based on a per-capita basis, as well as the six projects funded from the statewide program and the residual funds from that 20% set-aside. (Since only \$3.9 Million of the \$8.3 Million identified for the 20% statewide program was allocated, the EAC determined to fund one additional project from each RTPO, that was not funded with the 80% funds.)

**TABLE E**  
**Project Funds Allocated to each RTPO**

Regional Transportation Planning Organizations (RTPOs)	Summary of Projects Recommended for Funding	
		%
Benton-Franklin Walla Walla RTPO	\$1,758,000	4%
North Central RTPO	\$1,152,962	3%
Northeast Washington RTPO	\$490,000	1%
Palouse RTPO	\$464,967	1%
Peninsula RTPO	\$1,221,000	3%
Puget Sound Regional Council	\$19,596,281	47%
QuadCo RTPO	\$792,500	2%
Regional Transportation Council	\$2,698,000	6%
San Juan	\$0	0%
Skagit-Island RTPO	\$1,090,000	3%
Southwest Washington RTPO	\$1,702,264	4%
Spokane Regional Transportation Council	\$2,732,751	7%
Thurston Regional Planning Council	\$1,268,859	3%
Whatcom Council of Governments	\$1,466,000	4%
Yakima Valley Council of Governments	\$1,521,700	4%
	<u>\$37,955,284</u>	
Statewide	<u>\$3,854,713</u>	9%
	<u>\$41,809,997</u>	100%

## SAFETEA-LU Distributions Compared with ISTEA and TEA-21

The distributions of TE funds among eligible TE activities have varied significantly among the three federal acts. As shown in **Table F**, Pedestrian and Bicycle Facilities have been by far the most widely funded activity, with 52% of the total TE funds being used for these projects. For the three acts, Transportation Facility Rehabilitation and Scenic/Historic Highway Programs have been the next two largest categories at 13% and 9% respectively. No projects have been selected using the Control and Removal of Outdoor Advertising activity.

Category funding has also varied widely among the Federal acts. Under ISTEA, Railway Corridor Preservation, involved 54 projects costing \$14.6 Million and represented 33% of all TE funding. That percentage fell to 7% of all funds under TEA-21 and was 13% of SAFETEA-LU funds. Scenic/Historic Highway Programs preservation ranged from 2% of funds under ISTEA to 10% and 14% of the funds under the subsequent Federal acts.

**TABLE F**  
**Distributions of Transportation Enhancement Funds by Activity**

Transportation Enhancement Activity	ISTEA 1992-97			TEA-21 1998-02			SAFETEA-LU 2004-06			Total		WA Ave. %
	\$ M's	#	%	\$ M's	#	%	\$ M's	#	%	\$ M's	#	
1. Ped/Bike Fac	\$23.1	169	53%	\$35.2	159	51%	\$22.1	83	53%	\$80.5	411	52%
2. P/B Safety/Edu	\$0	0	0%	\$.1	4	0%	\$1.3	9	3%	\$1.5	13	1%
3. Scenic/Hist Acq	\$1.4	7	3%	\$.6	3	1%	\$0	0	0%	\$2.0	10	1%
4. Scenic/Hist Hwy	\$.8	10	2%	\$6.9	21	10%	\$6.0	13	14%	\$13.7	44	9%
5. Scenic Beautif.	\$1.3	14	3%	\$7.3	31	10%	\$2.8	17	7%	\$11.4	62	7%
6. Hist. Preservation	\$0	0	0%	\$7.6	10	11%	\$1.2	3	3%	\$8.8	13	6%
7. Rehab/Op HisTran	\$2.4	14	5%	\$3.2	2	5%	\$2.6	7	6%	\$8.2	23	5%
8. RR Corridor Pres.	\$14.6	54	33%	\$4.5	10	7%	\$1.5	3	4%	\$20.6	67	13%
9. Outdoor Adv Con	\$0	0	0%	\$0	0	0%	\$0	0	0%	\$0	0	0%
10. Arch Plan/Res	\$0	0	0%	\$1.5	5	2%	\$1.9	7	5%	\$3.4	12	2%
11. Env Mitigation	\$.3	3	1%	\$.1	1	0%	\$.7	3	2%	\$1.1	7	1%
12. Trans Museums	\$0	0	0%	\$2.3	9	3%	\$1.4	3	3%	\$3.7	12	2%
<b>Totals</b>	<b>\$43.9</b>	<b>271</b>	<b>100</b>	<b>\$69.3</b>	<b>255</b>	<b>100</b>	<b>\$41.8</b>	<b>148</b>	<b>100</b>	<b>\$155.0</b>	<b>674</b>	<b>100%</b>



## Washington Activity Funding Compared with National Averages

The following **TABLE G** compares distributions by activity in Washington with national averages for all three Federal acts. Many categories are remarkably similar, while there is variation in others. Bicycle and pedestrian facilities in Washington have received 52% of all funds for projects, with the national average for that category at 45%. For other categories, there are significantly higher percentage differences. These differences are even more manifest between Washington and certain other states, rather than the national average. A sample review of other states programs indicates emphasis of programs varying by category and even from one Federal six-year authorization to another. This can be attributed to a particular emphasis for a period of time, a series of major projects involving one category of enhancement activity, or even the scale of a particular series of projects.

**TABLE G**  
**Washington Activity Distributions Compared with National Averages\***  
**(includes ISTEA, TEA-21, and SAFTEA-LU)**

<b>Transportation Enhancement Activity</b>	<b>Washington Average</b>	<b>National Average</b>
1. Ped/Bike Facilities	52%	45%
2. P/B Safety/Education	1%	1%
3. Scenic/Historic Acquisitions	1%	3%
4. Scenic/Historic Hwy	9%	5%
5. Scenic Beautification	7%	17%
6. Historic Preservation	6%	5%
7. Rehab/Op Historic Trans	5%	12%
8. Railway Corridor Preservation	13%	9%
9. Outdoor Advertising Control	0%	0%
10. Arch Plan/Research	2%	1%
11. Environmental Mitigation	1%	1%
12. Trans Museums	2%	1%
Totals	100%	100%

\* These averages rely on categorization of projects into only one category. Often projects may address more than one enhancement category, so these values should be considered with that significant caveat.

## **Other Funding Sources for TE Project Categories**

There are numerous other funding sources for some Transportation Enhancement Project Categories. Attachment E describes the grant and loan programs available for certain of the twelve Transportation Enhancement Activities. Potential grant and loan programs for the pedestrian and bicycle along with historic preservation are available through some state and federal programs where the funding opportunities for the other enhancement programs are limited, and principally Federal funding sources.

### **Pedestrian and Bicycle Facilities**

There are several State and Federal grant programs for pedestrian and bicycle facilities in addition to those under the TE program. Certain of those are when pedestrian and bicycle facilities are part of a roadway or trail project. Those grant programs can be applied for through the Transportation Improvement Board and the County Road Administration Board, which are limited to road purposes by the 18<sup>th</sup> amendment to the State Constitution, and the Interagency Committee for Outdoor Recreation.

There are also grant programs for pedestrian and bicycle safety. The agencies that administer these grants are Trade and Economic Development and the Department of Transportation through the Pedestrian and Bicycle Safety Program and the Safe Routes to School Program. The Washington Traffic Safety Commission also administers grants that can be used for pedestrian and bicycle improvements.

There are low interest loans available for bicycle and pedestrian improvements through the Public Works Trust Fund. For cases of disaster funding, there is funding available through the Emergency Management Disaster Public Assistance Public Assistance Program and the Federal Highway Administration.

On the federal level, through SAFETEA-LU, there is funding spread out through the other sections of the federal authorization. This can be found in the Congestion Mitigation and Air Quality Program, the Federal Transit Administration Program and the Regional Program within the Surface Transportation Program.

The National Park Service does not provide funding, but does offer free technical assistance in community planning and identifying potential sources of funding.

### **Other Activities**

For preservation of historic facilities, there are grants available through several Federal programs including the National Preservation Endowment, Heritage Capital Projects Fund, the Historic Preservation Fund and Save America's Treasures. Low interest loans can be applied for through the National Trust Loan Funds.

## **Findings and Recommendations**

### **Findings**

1. The Federal STP Enhancement Program has provided \$116 Million, or an average of \$10-\$11 Million per year, for the past 15 years for a unique set of alternative transportation enhancement projects.
2. Slightly more than \$24 Million remains in this state's Federal SAFETEA-LU Transportation Enhancement authorization, and it is not certain that this full amount will be appropriated by Congress; nor is it certain that future Federal authorizations will retain financing for this type of program.
3. With few exceptions, state policy has been to provide TE funds to projects identified by local governments, through a project solicitation process of Regional Transportation Planning Organizations (RTPOs).
4. The volume and variety of the applications for TE funds indicate the interest of cities, counties and other qualifying agencies in these projects.
5. The priority of categories of projects varies among RTPOs, as do the possible projects by category vary among regions.
6. The appropriate allocation of TE funds among project categories, including the role of the state in determining project priorities, remains an on-going concern within the Legislature and among parties involved with the recipient programs.
7. There is a broad spectrum of projects submitted for programs funding, and all categories were represented except for Control/Removal Outdoor Advertising. Relatively few projects were ruled as ineligible for program funds.
8. Projects may reflect more than one eligible activity, but are categorized into only one activity. A change in this reporting approach has been adopted by the EAC.
9. EAC policy prohibits the amount of local match being used as a criteria for prioritizing projects.
10. Projects submitted for funding are ranked by the RTPO's priority. Those project rankings do not necessarily address all eligible categories, nor, any implied state priorities.
11. Projects funded with SAFETEA-LU funds reflect to a large extent, the categories of all projects submitted by project sponsors. (**TABLE D**, page 10)
  - Of \$120 M in projects proposed, roughly \$42 M are funded, with 148 of 300 proposed projects funded.
  - Certain categories of projects vary between the cost of projects submitted and those funded (may be result of small number of projects in category).

## **Recommendations**

1. For TE fund distributions still remaining under SAFETEA-LU that are intended for local projects, the existing approach of RTPO prioritization of locally submitted projects, should be retained.
2. If the Legislature chooses to identify a particular project a priority, it should either earmark funds for that project, as in the case of the King Street Station under TEA-21, or direct the WSDOT (and EAC) to give priority consideration of local or statewide funds for that purpose.
3. If the Legislature chooses to identify a particular category of activities as a priority, it should either earmark funds for that category if specific projects have been identified, or direct the WSDOT (and EAC) to give priority consideration of local or statewide funds for that purpose.
4. Weighting of consideration of a category of projects (unless they are identified in advance) is recommended over an absolute allocation, since it provides for a means to use those funds for projects in other categories that may be accomplished or have a higher ranking.
5. For categories of projects for which the Legislature chooses to enhance funding, additional efforts should be made by the state to improve the number and quality of project applications for that category.
6. The Legislature may wish to consider having the EAC implement a sliding scale of match to reflect local resources available for project development.
7. The RTPOs should more aggressively develop outreach programs to notify organizations of TE grant funding and may wish to consider a small set aside from the overall program to target previously under-represented categories or categories with fewer alternative funding sources.
8. RTPOs should insure that the many interests, relative to project categories, are represented in the project evaluation process.
9. If future programs are authorized, the State should improve the identification of categories that projects fit in, in order to better assess the distribution of funds and the impact of the program.

## **Appendix A**

### **Snapshot of State STP Transportation Enhancement Programs\***

#### **Selection Process**

- Significant differences by State, from a largely state program to locally driven process.
- Project initiation may emanate from local sponsorship or state program.
- Project prioritization may be at the local, regional (or district) or state level. At the State level, it is often performed by a state DOT executive team or a multi-interest team.
- MPOs project role varies across states, from selection and approval, prioritizing, certification, comment, or largely left out of process.
- Projects may be allocated by districts, or by eligible project category groupings.
- Final project approval generally is vested with DOTs, but can range from MPO's to Transportation Commissions, to the Governor.

#### **Project Selection Eligibility** (limited response)

- Many states appear to simply use the Federal eligibility criteria—12 categories.
- Other criteria cited by some states include need for project, community benefit, match and administrative capacity, project readiness.
- Other states, including Washington, refine the federal categories with additional criteria.

#### **Project Selection Remarks and Items of Note**

- Sixteen states set-aside an amount for specific state activities or state-wide projects. Three states identify administrative costs as a portion of funds.
- Minimum and maximum standards on project funding in several states (\$16,000-\$100,000 to \$250,000- \$2.0 M).
- Outreach to local governments for project proposals; citizen comment on projects.

#### **Advisory Committees**

- Used in 40 states; committee's roles range from setting guidelines, to prioritizing applications, to approving project funding.
- Committees are used at the local, regional, and/or state level.

#### **Local Match**

- Depends on project expenditure; typically zero to 20% for capital improvements.
- Over thirty states require a 20% match; seven require no minimum match.
- Some states permit in-kind services and others will not permit funds for design work or cost over-runs.
- Some states require varying match requirements; e.g. 50% R/W acquisition match; a higher match for projects costing over a set amount; no match for design work.

\*Information Compiled from National Transportation Enhancements Clearinghouse which provides state-by-state (plus information regarding Transportation Enhancement Programs. Respondents include 50 states, Puerto Rico, and the District of Columbia.

## Appendix B

### RTPO PROPOSED REGIONAL PROJECT PRIORITIES

#### BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$904,000	4	\$230,000	1	\$1,107,676	4	\$2,241,676	9
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$268,000	1	\$3,165,000	2	\$0	0	\$3,433,000	3
5. Landscaping/Scenic Beautification	\$293,000	1	\$293,000	1	\$586,000	2	\$1,172,000	4
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$0</u>	<u>0</u>	<u>\$2,380,000</u>	<u>1</u>	<u>\$0</u>	<u>0</u>	<u>\$2,380,000</u>	<u>1</u>
<b>TOTAL</b>	<b>\$1,465,000</b>	<b>6</b>	<b>\$6,068,000</b>	<b>5</b>	<b>\$1,693,676</b>	<b>6</b>	<b>\$9,226,676</b>	<b>17</b>
RTPO Target	\$1,465,000							

#### COWLITZ-WAHKIAKUM COUNCIL OF GOVERNMENTS

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$657,500	2	\$468,740	2	\$7,657,164	12	\$8,783,404	16
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$135,883	1	\$0	0	\$135,883	1
4. Scenic/Historic Highway Programs	\$0	0	\$100,000	1	\$352,400	2	\$452,400	3
5. Landscaping/Scenic Beautification	\$0	0	\$0	0	\$1,020,000	3	\$1,020,000	3
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$558,500	1	\$286,264	1	\$0	0	\$844,764	2
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$1,580,310	2	\$1,580,310	2
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$30,000	1	\$30,000	1
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$200,000</u>	<u>1</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$200,000</u>	<u>1</u>
<b>TOTAL</b>	<b>\$1,416,000</b>	<b>4</b>	<b>\$990,887</b>	<b>5</b>	<b>\$10,639,874</b>	<b>20</b>	<b>\$13,046,761</b>	<b>29</b>
RTPO Target	\$1,416,000							

**Appendix B**  
(Continued)

**N.E.W. RTPO (Tri County)**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$237,750	4	\$499,760	3	\$0	0	\$737,510	7
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$0	0	\$0	0	\$58,740	1	\$58,740	1
5. Landscaping/Scenic Beautification	\$89,250	3	\$0	0	\$0	0	\$89,250	3
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>
<b>TOTAL</b>	<b>\$327,000</b>	<b>7</b>	<b>\$499,760</b>	<b>3</b>	<b>\$58,740</b>	<b>1</b>	<b>\$885,500</b>	<b>11</b>
RTPO Target	\$327,000							

**PALOUSE ECONOMIC DEVELOPMENT COUNCIL**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$306,352	4	\$90,000	1	\$0	0	\$396,352	5
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$0	0	\$0	0	\$0	0	\$0	0
5. Landscaping/Scenic Beautification	\$68,615	1	\$0	0	\$0	0	\$68,615	1
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Environmental Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>
<b>TOTAL</b>	<b>\$374,967</b>	<b>5</b>	<b>\$90,000</b>	<b>1</b>	<b>\$0</b>	<b>0</b>	<b>\$464,967</b>	<b>6</b>
RTPO Target	\$375,000							

**Appendix B**  
(Continued)

**PENINSULA**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$519,000	4	\$1,075,000	1	\$250,000	1	\$1,844,000	6
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$178,000	1	\$75,000	1	\$0	0	\$253,000	2
5. Landscaping/Scenic Beautification	\$86,000	1	\$363,000	1	\$0	0	\$449,000	2
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$855,000	2	\$0	0	\$855,000	2
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$20,000	1	\$20,000	1
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	\$0	0	\$0	0	\$0	0	\$0	0
	\$783,000	6	\$2,368,000	5	\$270,000	2	\$3,421,000	13

RTPO Target \$783,000

**PUGET SOUND REGIONAL COUNCIL**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$12,986,819	35	\$5,399,800	6	\$19,400,662	31	\$37,787,281	72
2. Ped/Bike Safety & Education	\$610,000	6	\$0	0	\$0	0	\$610,000	6
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$0	0	\$593,500	1	\$0	0	\$593,500	1
5. Landscaping/Scenic Beautification	\$316,000	1	\$0	0	\$500,000	1	\$816,000	2
6. Historic Preservation	\$1,144,000	2	\$1,250,000	1	\$409,382	1	\$2,803,382	4
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$1,037,500	1	\$793,000	2	\$1,830,500	3
8. Preservation of Railway Corridors	\$862,000	1	\$0	0	\$6,500,000	2	\$7,362,000	3
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$1,189,962	4	\$0	0	\$0	0	\$1,189,962	4
11. Env. Mitigation/Wildlife Mortality	\$500,000	1	\$0	0	\$350,000	1	\$850,000	2
12. Transportation Museums	\$950,000	1	\$330,000	1	\$1,251,300	1	\$2,531,300	3
<b>TOTAL</b>	<b>\$18,558,781</b>	<b>51</b>	<b>\$8,610,800</b>	<b>10</b>	<b>\$29,204,344</b>	<b>39</b>	<b>\$56,373,925</b>	<b>100</b>

RTPO Target \$18,613,000



**Appendix B**  
(Continued)

**QUAD COUNTY**

Activity	Proposed Regional Priorities	#	Additional Regional Priorities	#	Not Selected for Funding	#	Total	#
1. Ped/Bike Facilities	\$769,000	5	\$368,510	3	\$341,000	2	\$1,478,510	10
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$190,000	1	\$0	0	\$190,000	1
4. Scenic/Historic Highway Programs	\$0	0	\$0	0	\$294,200	2	\$294,200	2
5. Landscaping/Scenic Beautification	\$0	0	\$0	0	\$280,000	1	\$280,000	1
6. Historic Preservation	\$0	0	\$0	0	\$150,000	1	\$150,000	1
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$23,500	1	\$0	0	\$23,500	1
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$96,000	1	\$96,000	1
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	\$0	0	\$0	0	\$0	0	\$0	0
<b>TOTAL</b>	<b>\$769,000</b>	<b>5</b>	<b>\$582,010</b>	<b>5</b>	<b>\$1,161,200</b>	<b>7</b>	<b>\$2,512,210</b>	<b>17</b>
RTPO Target	\$769,000							

**SKAGIT/ISLAND**  
(Island Sub Area)

Activity	Proposed Regional Priorities	#	Additional Regional Priorities	#	Not Selected for Funding	#	Total	#
1. Ped/Bike Facilities	\$870,000	5	\$600,000	1	\$105,000	2	\$1,575,000	8
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$670,000	2	\$0	0	\$670,000	2
4. Scenic/Historic Highway Programs	\$60,000	1	\$0	0	\$0	0	\$60,000	1
5. Landscaping/Scenic Beautification	\$70,000	2	\$180,900	1	\$0	0	\$250,900	3
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$90,000	1	\$0	0	\$90,000	1
12. Transportation Museums	\$0	0	\$0	0	\$0	0	\$0	0
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>8</b>	<b>\$1,540,900</b>	<b>5</b>	<b>\$105,000</b>	<b>2</b>	<b>\$2,645,900</b>	<b>15</b>
RTPO Target	\$1,000,000							

**Appendix B**  
(Continued)

**SOUTHWEST WASHINGTON REGIONAL COUNCIL--RTC  
(Clark, Klickitat and Skamania Counties)**

activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$110,000	1	\$0	0	\$0	0	\$110,000	1
2. Ped/Bike Safety & Education	\$0	0	\$551,000	1	\$0	0	\$551,000	1
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$1,595,000	1	\$137,000	1	\$0	0	\$1,732,000	2
5. Landscaping/Scenic Beautification	\$543,000	1	\$0	0	\$0	0	\$543,000	1
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$450,000	1	\$0	0	\$450,000	1
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>
<b>TOTAL</b>	<b>\$2,248,000</b>	<b>3</b>	<b>\$1,138,000</b>	<b>3</b>	<b>\$0</b>	<b>0</b>	<b>\$3,386,000</b>	<b>6</b>
RTPO Target	\$2,248,000							

**SPOKANE REGIONAL TRANSPORTATION COUNCIL**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$1,159,464	6	\$1,206,765	3	\$0	0	\$2,366,229	9
2. Ped/Bike Safety & Education	\$250,000	1	\$0	0	\$0	0	\$250,000	1
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$0	0	\$0	0	\$0	0	\$0	0
5. Landscaping/Scenic Beautification	\$672,201	3	\$0	0	\$0	0	\$672,201	3
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$239,915	2	\$0	0	\$239,915	2
12. Transportation Museums	<u>\$271,086</u>	<u>1</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$271,086</u>	<u>1</u>
<b>TOTAL</b>	<b>\$2,352,751</b>	<b>11</b>	<b>\$1,446,680</b>	<b>5</b>	<b>\$0</b>	<b>0</b>	<b>\$3,799,431</b>	<b>16</b>
RTPO Target	\$2,353,000							

**Appendix B**  
(Continued)

**THURSTON REGIONAL PLANNING COUNCIL**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$1,088,400	4	\$3,504,970	3	\$639,900	4	\$5,233,270	11
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$102,104	2	\$102,104	2
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$0	0	\$0	0	\$0	0	\$0	0
5. Landscaping/Scenic Beautification	\$0	0	\$0	0	\$63,000	1	\$63,000	1
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$78,859	1	\$0	0	\$78,859	1
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$0	0	\$0	0	\$0	0
11. Env. Mitigation/Wildlife Mortality	\$101,600	1	\$0	0	\$0	0	\$101,600	1
12. Transportation Museums	\$0	0	\$0	0	\$0	0	\$0	0
<b>TOTAL</b>	<b>\$1,190,000</b>	<b>5</b>	<b>\$3,583,829</b>	<b>4</b>	<b>\$805,004</b>	<b>7</b>	<b>\$5,578,833</b>	<b>16</b>
RTPO Target	\$1,190,000							

**WENATCHEE VALLEY  
TRANSPORTATION COUNCIL**

Activity	Proposed Regional Priorities		Additional Regional Priorities		Not Selected for Funding		Total	
		#		#		#		#
1. Ped/Bike Facilities	\$240,352	2	\$867,410	2	\$1,683,432	8	\$2,791,194	12
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$468,800	1	\$468,800	1
4. Scenic/Historic Highway Programs	\$304,000	1	\$377,962	1	\$120,000	1	\$801,962	3
5. Landscaping/Scenic Beautification	\$88,500	2	\$0	0	\$0	0	\$88,500	2
6. Historic Preservation	\$85,000	1	\$0	0	\$0	0	\$85,000	1
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$600,000	1	\$0	0	\$600,000	1
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$57,148	1	\$0	0	\$0	0	\$57,148	1
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$520,000	1	\$0	0	\$520,000	1
12. Transportation Museums	\$0	0	\$0	0	\$0	0	\$0	0
<b>TOTAL</b>	<b>\$775,000</b>	<b>7</b>	<b>\$2,365,372</b>	<b>5</b>	<b>\$2,272,232</b>	<b>10</b>	<b>\$5,412,604</b>	<b>22</b>
RTPO Target	\$775,000							

**Appendix B**  
(Continued)

**WHATCOM COUNCIL OF GOVERNMENTS**

Activity	Proposed Regional Priorities	#	Additional Regional Priorities	#	Not Selected for Funding	#	Total	#
1. Ped/Bike Facilities	\$800,000	2	\$810,000	1	\$3,120,000	3	\$4,730,000	6
2. Ped/Bike Safety & Education	\$77,000	1	\$0	0	\$0	0	\$77,000	1
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$89,000	1	\$500,000	1	\$0	0	\$589,000	2
5. Landscaping/Scenic Beautification	\$0	0	\$0	0	\$334,069	2	\$334,069	2
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$0	0	\$0	0	\$0	0	\$0	0
8. Preservation of Railway Corridors	\$0	0	\$0	0	\$0	0	\$0	0
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$0	0	\$64,050	1	\$0	0	\$64,050	1
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$0</u>	<u>0</u>	<u>\$1,383,000</u>	<u>2</u>	<u>\$0</u>	<u>0</u>	<u>\$1,383,000</u>	<u>2</u>
<b>TOTAL</b>	\$966,000	4	\$2,757,050	5	\$3,454,069	5	\$7,177,119	14
RTPO Target	\$966,000							

**YAKIMA VALLEY  
CONFERENCE OF GOVERNMENTS**

Activity	Proposed Regional Priorities	#	Additional Regional Priorities	#	Not Selected for Funding	#	Total	#
1. Ped/Bike Facilities	\$327,408	1	\$130,000	1	\$0	0	\$457,408	2
2. Ped/Bike Safety & Education	\$0	0	\$0	0	\$0	0	\$0	0
3. Scenic/Historic Acquisitions	\$0	0	\$0	0	\$0	0	\$0	0
4. Scenic/Historic Highway Programs	\$0	0	\$455,100	2	\$0	0	\$455,100	2
5. Landscaping/Scenic Beautification	\$0	0	\$80,000	1	\$66,000	1	\$146,000	2
6. Historic Preservation	\$0	0	\$0	0	\$0	0	\$0	0
7. Rehab./Oper. Hist. Trans. Facilities	\$680,592	2	\$71,150	1	\$0	0	\$751,742	3
8. Preservation of Railway Corridors	\$200,000	1	\$0	0	\$0	0	\$200,000	1
9. Control/Removal of Outdoor Advertising	\$0	0	\$0	0	\$0	0	\$0	0
10. Archaeological Planning & Research	\$31,000	1	\$0	0	\$0	0	\$31,000	1
11. Env. Mitigation/Wildlife Mortality	\$0	0	\$0	0	\$0	0	\$0	0
12. Transportation Museums	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>	<u>\$0</u>	<u>0</u>
<b>TOTAL</b>	\$1,239,000	5	\$736,250	5	\$66,000	1	\$2,041,250	11
RTPO Target	\$1,239,000							

## **Appendix C**

### **Enhancement Advisory Committee Project Activity Criteria**

The following criteria identify the areas within each qualifying activity that the committee feels should be the focus of this call for projects. The RTPOs are free to prioritize their proposed projects without regard to these criteria; however, these criteria will be the basis of how the committee recommends projects for funding through the non-target allocation portion of the program.

#### **Pedestrian and Bicycle Facilities**

- Complete networks.
- Retrofit existing facilities for ADA accessibility.
- Improves multi-modal access for all.
- Promotes active living and a healthy lifestyle.

#### **Pedestrian and Bicycle Safety and Education**

- Promotes safe pedestrian and bicycle routes.
- Promotes safe routes to schools.
- Safety training for children.
- Enhance existing highway safety education activities or materials.
- Enhance driver education classes and/or materials with pedestrian and bicycle safety elements.
- Promotes active living and a healthy lifestyle.

#### **Acquisition of Scenic Easements and Scenic or Historic Sites**

- Protection of sites in danger of neglect or development in a manner inconsistent with their historic or scenic nature.
- Increase tourism or provides an economic benefit.
- Completes a missing link in acquiring a scenic easement for a continuous area.
- Implements a high priority project in an existing federal, state, or tribal Scenic Byway Corridor Management Plan.

#### **Scenic or Historic Highway Programs**

- Increase tourism or provides an economic benefit.
- Implements a high priority project in an existing federal, state, or tribal Scenic Byway Corridor Management Plan.

#### **Landscaping and Scenic Beautification**

- Streetscape improvements.
- Downtown revitalization.

## **Appendix C** (Continued)

- Increase tourism or provides an economic benefit.
- Landscaping that includes removal of invasive plants and revegetation.

### **Historic Preservation**

- Restoration or rehabilitation and reuse of historic buildings and structures for transportation related uses.
- Produce interpretive displays at historic sites.
- Protection of sites in danger of neglect or development in a manner inconsistent with their historic nature.
- Project is located in a National Historic District.
- Downtown revitalization.

### **Rehabilitation and Operation of Historic Transportation Facilities**

- Restoration or rehabilitation of facilities for transportation related uses.
- Project is located in a National Historic District.

### **Preservation of Abandoned of Railway Corridors**

- Acquisition of railroad rights-of-way to preserve and protect railway corridors.
- Provide multi-use trail on or along corridor.

### **Control and Removal of Outdoor Advertising**

- Removal of illegal and non-conforming signs.
- Inventories of illegal and non-conforming signs for use in planning removal efforts.
- Implements a high priority project in an existing federal, state, or tribal Scenic Byway Corridor Management Plan.

### **Archaeological Planning and Research**

- Cultural resource inventories, including GIS.
- Development of archaeological predictive models.

### **Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality**

- Restoration or rehabilitation of wetlands.
- Mitigation that mimics or restores natural processes.
- Projects that provide connectivity between treatment systems.
- Projects that maintain, improve, or restore habitat connectivity.

### **Transportation Museums**

- Increase tourism or provides an economic benefit.
- Provides transportation related exhibits.
- Development of historic walking tours.

## Appendix D

RTPO Responses to Survey Questions

Joint Transportation Committee

September 2006

## Summary of MPO/RTPO Responses to JTC Questionnaire September-October 2006

### **Question 1. What are your organization's goals for the Enhancement Program grants?**

- Develop projects that have local support and improve quality of community.
- To do projects which are diverse, and support local plans.
- Improve quality of travel for travelers and the protection of environment.
- Developing projects that are ready to go.

### **Question 2. How do you measure your organization's success for the Transportation Enhancement Program?**

- Completing projects that are used in the community and increase partnerships and leverage other funds.
- Mix of projects by category, size of community, and geographically.
- Projects that reflect community priorities and are completed on time.

### **Question 3. The Statewide Enhancement Advisory Committee has representatives from a broad range of interests—bicycle, pedestrian, trails, historic preservation, tribes, and local elected officials. Does your MPO/RTPO advisory committee/process utilize representation that is similar in make up with the Statewide Committee, or is its make-up constituted on a different basis? If not, how do you take into account the various eligible categories?**

- Many RTPOs include all board members as well as agency staff, and selected group representatives.
- PSRC's and YVCOG Enhancement's Committees reflect diversity of state enhancement committee.
- Outreach efforts to qualifying groups; however, some RTPOs site lack of participation by various groups despite outreach efforts.
- Some assert that a board of local elected officials, by definition, represents diverse constituencies.

### **Question 4. Describe the process you use to inform local jurisdictions and interest groups of the TE program.**

- Certain agencies have extensive use of publications and advertising, web-site, and other notifications of qualifying interested groups.
- Directs solicitation and community outreach employed by many agencies.

### **Question 5. Is there diversity across the twelve categories in the local projects proposed?**

- Varying degrees of diversity among RTPOs, broader diversity through grant cycles.



- Greater diversity over time, and with larger agencies.
- Some view certain activities as higher priority, some lack applications across categories.

**Question 6. What can be done to encourage diversity, or is diversity not as an important consideration as other regional priorities and goals?**

- Best project selection process may preclude diversity, projects represent community priorities.
- Setting goals for diversity may result in false successes, creating many small projects to reach diversity.
- If diversity is a goal, more education/information is required, along with a longer application process.
- Advocates for specific project types should be responsible for better applications.

**Question 7. What process do you use to weight or score projects in eligible categories and what criteria do you use to score projects? (*More examination is warranted!*)**

- Some RTPOs more systematic than others (weighted points vs. equal weight)
- Criteria includes consistency with regional plans, local/regional support, ready to implement, leverage of local match, meets a need, system linkage, and multimodal.

**Question 8. How well do you think the current Enhancement Program process is working? How would you improve it?**

- Strong support/endorsement for existing program.
- Remove state program and distribute all funds to RTPOs.
- Better identification of criteria for statewide enhancement funding and for project eligibility.
- Prescreening of projects by WSDOT before submittal.

**Question 9. How should Washington State measure success for the Enhancement Program?**

- Completion of projects that meet federal criteria, have geographic diversity, and benefit the community.
- Are the projects being used?
- On time and on budget.

**Question 10. For a category of projects that is a state priority, how should the state influence additional funds to that category?**

- If there is a state priority, a set amount should be set aside for the purpose, not set for each region.
- Any set-aside should be based on identified goals and objectives and reflective of a statewide priority.
- Other state funds should supplement a state mandated priority, if it is not transportation related.

In September 2006, RTPOs were surveyed regarding their approach to administering the TE Program. The following are responses by each RTPO to each of the questions asked.

**Question 1. What are your organization’s goals for the Enhancement Program grants?**

MPO/RTPO	Response to Question 1:
Benton-Franklin Council of Governments	To promote funding for projects that would not normally be funded out of traditional “road type” programs, support for the economic enhancements, and quality of life.
Cowlitz-Wahkiakum Council of Governments	Submit qualified projects that meet the criteria for the program, are developed and supported by the citizens and leadership in the community, and can be completed in a timely, cost effective fashion.
N.E.W. RTPO (Tri-County)	The goal of the Northeast Washington RTPO (in the last round of enhancement grants) was to bestow as many enhancement grant awards as possible. In fact, in order to avoid a majority of the funds going to a single project, the Policy Board voted to not allow more than 50% of the allocated funds to any one project. This resulted in projects of smaller dollar amounts. However, the NEW RTPO goal was achieved when seven of eleven applying communities received funding for projects from the funds that were allocated to the NEW RTPO, and one community received funding from the Statewide funds.
Palouse Economic Development Council	To fund eligible projects and make as many people as possible happy.
Peninsula RTPO	Our goal as a Regional Transportation Planning Organization (RTPO) is to get funding to help our local communities, to include tribal nations, to implement diverse enhancement related projects. The Peninsula RTPO wants to continue to help the region to get funding to meet the creative project needs of the region.
Puget Sound Regional Council	The continued implementation of the region’s adopted long range transportation plan, growth plan and economic strategy, through these and other funding sources; to ensure the continuation of an open, transparent project recommendation process through a strategic and aggressive public outreach program, and to implement the essential vision of the Enhancements Program to protect and enhance diverse, transportation-related amenities of community life.
QUAD-County RTPO	The QUAD County area is always short on funds and long on ideas. Our goals are to try and help our member agencies construct something they and their residents have shown support for. We are not interested in forcing our ideas or our agenda into someone else’s life. We are more interested in letting them tell us what it is they would like and trying to fund what we can in an equitable manner.
Skagit/Island RTPO (Island sub-area)	The Island Sub-region Transportation Plan contains goals and policy statements that are intended as a guide to transportation decision making. Perhaps the most relevant policy that applies to the STP-E program is Policy 5C that states: Identify and protect outstanding scenic vistas visible from the transportation system to <u>improve quality of travel</u> . Other policies encourage the construction of non-motorized facilities to meet the needs of bicyclists and pedestrians and to protect the environment.

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<b>MPO/RTPO</b>	<b>Response to Question 1:</b>
Southwest Washington Regional Transportation Council	RTC's goals reflect those of the federal enhancement program in that we attempt to fund Transportation Enhancement projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience, and protect the environment.
Spokane Regional Transportation Council	Spokane Regional Transportation Council's (SRTC) goal is to ensure that projects receiving enhancement program grants are derived from adopted and certified planning documents that have significant public support, as well as meeting the Federal guidelines for eligibility.
Thurston Regional Planning Council	With its limited discretionary funding, TRPC strives to support transportation priorities developed through this region's comprehensive, continuing, and coordinated approach to regional transportation planning. Primary goals include funding priority projects that are consistent with the spirit and intent of the Enhancements program, that support regionally-established transportation priorities, and that can be completed in a timely manner. Secondary goals include leveraging these funds to generate more project revenue for the region, promoting partnerships between jurisdictions and/or organizations, and ensuring that the level of complexity of the overall process for all participants is commensurate with the funds available. Inherent throughout is a desire to conduct a transparent and accountable prioritization process that is readily accessible, regardless of participants' understanding of state or federal transportation requirements.
Wenatchee Valley Transportation Council	We strive to award funding to those projects that have been well-developed, are ready to go, and have demonstrated strong community/regional support. A secondary interest, given our large geographic size with three counties, is to reach some degree of geographic equity.
Whatcom Council of Governments	Projects of a truly regional nature, project diversity, improvement of system facilities for all modes and region-wide agreement on priorities comprise the most significant aspects of our project selection rationale.
Yakima Valley Conference of Governments	YVCOG's goals reflect the requirements of the federal transportation enhancement program. We attempt to fund Transportation Enhancement projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience, and protect the environment.

## Question 2. How do you measure your organization's success for the Transportation Enhancement Program?

MPO/RTPO	Response to Question 2:
Benton-Franklin Council of Governments	Success of the program is finishing projects, increased partnerships, and leveraging other funds (private and public).
Cowlitz-Wahkiakum Council of Governments	Success in obtaining funds; completing enduring, quality projects; and encouraging communities to use the program as <i>one</i> source of funding. Projects that are supported with other funding, complementary activities and broad community support are favored.
N.E.W. RTPO (Tri-County)	Our success was measured by the number of awards granted and the quality of those awards. We based our measure of success for the quality of the rewards on the impact on the communities affected by the projects.
Palouse Economic Development Council	To fund eligible projects and make as many people as possible happy.
Peninsula RTPO	We measure success if all of our regional enhancement awards are approved by the state and that we get at least one or more statewide enhancement grant awarded to one of our applicants. Success is also obtained by implementing and completing non-traditional projects that local communities and agencies deem significant to their community that would not otherwise get completed.
Puget Sound Regional Council	Projects recommended through our review process reflect a balanced mix of Enhancement categories, geographic representation and small and large jurisdictions. They also reflect environmental justice and safety considerations, encourage cost-efficient coordination between projects, have potential for significant positive impact in their communities and high potential for being completed.
QUAD-County RTPO	Success in our eyes is based on the responses from the people we serve. Are they content with what we've concluded? If so, we did fine. If there is a great uprising from the troops then we probably have missed something. It was interesting that in this last go around with a bigger amount of money than normal we had a unanimous vote by all council members present, and no complaints from our constituency. This indicates we are serving our clientele as they should be served, not forcing them to do something they don't want or won't use.
Skagit/Island RTPO (Island sub-area)	Success can be measured in helping local community fund high priority projects that reflect both community values and the intent of the STP-E program.
Southwest Washington Regional Transportation Council	Success is measured by having a fair and equitable process to select Transportation Enhancement projects, which have strong community support. In addition, success is obtained through implementation of these Enhancement projects that benefit the local community.
Spokane Regional Transportation Council	Success is measured by surveying agencies indicating projects are being pursued and completed within the projected time frame and the community supports the outcome of the project by continuing further enhancement activities beyond the scope of the original grant.

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<b>MPO/RTPO</b>	<b>Response to Question 2:</b>
Thurston Regional Planning Council	Projects that result in widely used facilities or services or improve those facilities / services and that are completed within the approximate time frame and budget specified by the applicant are considered Transportation Enhancement successes.
Wenatchee Valley Transportation Council	No structured measures of success...generally, we consider the strong interest in the program as a major indicator of success, which is demonstrated by the large number of proposals submitted each cycle. The program has served as a positive draw for active participation in the RTPO, in general. The board of directors, being a consortium of local elected officials, sees great value in the cooperative aspect of working together to evaluate the best funding opportunities within the region. As the agency director and key staff person to the NCRTPO, I believe that one of the most successful qualities of our state's Enhancements process is the fact that we utilize our RTPOs to conduct region-based prioritization for these funds. Over time, this has created a very strong grass roots interest, which in turn has compelled local agencies and other groups to develop high quality projects that truly add value to our transportation systems and our communities.
Whatcom Council of Governments	An adopted and prioritized list of ready-to-go projects meeting program criteria, implementation of that list and public satisfaction with projects completed.
Yakima Valley Conference of Governments	We measure success by having an open, fair, and equitable process to select Transportation Enhancement projects. We look for projects to have strong community support. We also look for projects to be implemented/constructed/completed in a reasonable time frame.

**Question 3. The Statewide Enhancement Advisory Committee has representatives from a broad range of interests—bicycle, pedestrian, trails, historic preservation, tribes, and local elected officials. Does your MPO/RTPO advisory committee/process utilize representation that is similar in make up with the Statewide Committee, or is its make-up constituted on a different basis? // If not, how do you take into account the various eligible categories?**

MPO/RTPO	Response to Question 3:
Benton-Franklin Council of Governments	Yes, our committee includes all RTPO members and 3-4 special interest groups. All of the above listed interests groups were invited and encouraged to participate.
Cowlitz-Wahkiakum Council of Governments	SWRTPO's selection committee is comprised of local elected and staff officials from each county in the five-county area and representatives from the two WSDOT regions. The make up of the committee is a broad based group of interests. We do not get specific, however, in designating a person to represent each of the different categories of the program. Our committee is mostly elected officials, staff, and interested persons appointed by the county commissioners from each of the counties. Committee composition is locally based and as close to the level of accountability as possible. // This has never been a problem or issue with our project selection process. The local jurisdictions and interest groups in their communities are the project creators, developers and implementers of projects that "fit" their communities' plans, goals and improvement programs. Communities are informed of all the eligible categories and they explore, develop and advance projects that are of greatest benefit and need in <i>their</i> community.
N.E.W. RTPO (Tri-County)	We utilized both our Technical Advisory Committee as well as our Policy Board in the prioritization process. These groups consist of local engineers, planners, elected officials, city administrators, public and other transportation representatives, as well as tribal representatives from the three tribes represented in the NEW RTPO. Due to our rural status, we have very few, if any, "formal" specific interest groups such as the Statewide Committee has. However, many of our TAC and Policy Board members are involved in the listed interests in one form or another. More importantly, our TAC and Policy Board membership spans all three of the counties and the three tribes. During the prioritization process, projects from all three counties and tribal projects were represented fairly within the parameters given by the Statewide Committee.
Palouse Economic Development Council	We tried to identify people who represented those interests and in most cases were successful. In a rural region that represents a large geographical area it is difficult to find representative of all categories who have time to devote to this activity. We asked for assistance from state offices and were surprised by the lack of guidance and references they were able to provide.

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MPO/RTPO	Response to Question 3:
Peninsula RTPO	Yes, our nine member Peninsula Enhancement Advisory Committee (PEAC) reflects the diverse membership of the Peninsula RTPO and the region; it includes elected officials, planners, and citizens representing counties, cities, tribes, port and transit agencies within the region, also includes citizen bike/pedestrian representative, who also sits on the Peninsula RTPO Technical Advisory Committee and is representative to the State Bike Pedestrian Advisory Commission. The selection and prioritization of projects by the PEAC are reviewed and approved in a public forum by the Peninsula RTPO Executive Council and Policy Board, which represent the 38 jurisdiction and agency members. // The RTPO attempted to get local historic preservation groups to sit on the advisory panel, but they declined. We plan to continue to contact and solicit their participation for upcoming rounds. The Peninsula RTPO does not encourage nor limit any one enhancement category over another, the level of applicants participating in each category is determined by the local jurisdictions and agencies own goals and needs.
Puget Sound Regional Council	In 1992, the PSRC created the Transportation Enhancements Committee (TEC) and appointed citizens representing one or more of the different enhancements categories to review and prioritize projects for the statewide enhancement competition. The committee membership is similar to the new State committee, and includes citizen experts in the eligible areas of the enhancements program, including historic preservation, archeology, non-motorized, water mitigation/environmental, and also has tribal representation. Attached is a list of the committee membership, including each member's area of expertise. // No response offered.
QUAD-County RTPO	It would seem that a list of only six would be considered a narrow range of interests. We also had representation from a broad range of interests, though our interests and committee representation did not directly mirror the State's committee. For example, we did not have even one elected official on the committee, though we represent those elected officials and have not heard one complaint from an elected official. // This question infers that if our committee did not mirror the State committee, we could not properly select projects. I would strongly disagree with that conclusion. Our committee represented our agencies and customers very well, as can be seen by the fact that the only complaint with our choices came from Olympia—from someone that doesn't live in Reardan, Ellensburg, Wilson Creek or Moses Lake and would never be affected by the presence or absence of a trail/path.
Skagit/Island RTPO (Island sub-area)	The Island Sub-region RTPO Enhancement Program advisory committee has representatives from local agencies and WSDOT plus three citizen representatives that represent different geographical regions with-in Island County. <i>(Remainder of response shown under question 4.)</i>
Southwest Washington Regional Transportation Council	To be cost effective, RTC's process utilizes a small Enhancement Committee of three individuals, two RTC staff and one citizen to evaluate applications. Committee members have a wide range of experience and interest. For example, our citizen representative currently serves on the Vancouver-Clark County Parks and Recreation Commission, Clark County Railroad Advisory Commission, Lewis and Clark Bicentennial Committee, Healthier Clark County Project, Fort Vancouver Regional Library Asset Management Committee, and is involved in many other community organizations and groups.

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<b>MPO/RTPO</b>	<b>Response to Question 3:</b>
Southwest Regional Transportation Council (Continued)	In addition to our Enhancement Committee, the project selection process includes public approval by the Regional Transportation Advisory Committee and the RTC Board of Directors. This provides 40+ additional individuals with various interests an opportunity to review and provide input to the Transportation Enhancement evaluations process. // All information that RTC distributes encourages all 12 Transportation Enhancement activities. RTC does not set quotas or goals by category; rather we encourage all 12 types of Enhancement projects.
Spokane Regional Transportation Council	The enhancement selection committee is comprised of representatives from public and private agencies that are specifically educated in transportation related issues impacting the Spokane region. // The scoring process is designed to account for the strengths and weaknesses within each of the eligible categories; this is intended to reduce subjectivity and level the field for all categories.
Thurston Regional Planning Council	TRPC does not create a committee of special interests to develop its prioritization process or to rank and select Transportation Enhancements projects. To ensure accountability, TRPC uses its standing committees (Technical Advisory Committee and Transportation Policy Board) to inform its decision-making process. TRPC members include diverse representation from municipalities, tribes, transit, the Economic Development Council, school districts, public facilities districts, the Conservation District, the regional library district, and Puget Sound Regional Council. Membership of the TPB is augmented by WSDOT and the Department of General Administration, large employer representation, two citizen advisors, and Washington State legislators from this region.
Wenatchee Valley Transportation Council	No, and we have made no attempt to do so. Our prioritization committee has always been a subset of the board of directors, comprised of six elected officials and one member of the Colville Tribe. Our philosophy is that the elected officials who serve on the prioritization committee and the NCRTPO board of directors have been elected by the public to represent all constituencies. The elected officials do not represent special interests; it is their responsibility to carefully weigh the competing opportunities based on their broad knowledge of their communities and the region. Committee members who represent special interests implicitly bring a biased opinion, and typically are not accountable to the voting public. We believe that it is incumbent on all of the various interest groups and project sponsors to demonstrate public benefit, community support, etc.// Our information materials, advertisements and solicitation efforts always explain the full range of eligible project types, with no bias or emphasis among the categories. In our evaluation of the federal statutes, we have found no requirement that funding allocations are to be made according to a proportionate or any other distribution of the eligible categories.
Whatcom Council of Governments	Whatcom's enhancement committee and process reflects interests similar to EAC.
Yakima Valley Conference of Governments	YVCOG's Enhancement Advisory Committee membership closely mirrors the membership of the statewide committee. Members of our MPO/RTPO Technical Advisory Committee represent local governments. Our EAC also includes representation from the Yakima Bicycle/Pedestrian Advisory Committee, Yakima Greenway Foundation (environmental and recreation interests), Yakima Museum (historic and archeology interests), and Yakama Nation (tribal interests). In addition to our Enhancement Advisory Committee, the project selection process includes final approval by the Yakima Valley MPO/RTPO Executive Committee. All meetings are open to the public and applicants are encouraged to attend.



**Question 4. Describe the process you use to inform local jurisdictions and interest groups of the TE Program.**

MPO/RTPO	Response to Question 4:
Benton-Franklin COG	RTPO newsletter, special mailings to cities/counties, tribes, historical groups, etc.
Cowlitz-Wahkiakum Council of Governments	We mail and e-mail out notices to each of the communities, tribes, counties, ports, and other interest groups in the five county area. We also advertise the program in our CWCOG newsletter. We offer assistance with the completion of grant applications and work closely with communities and interest groups to define and refine their projects. They get asked the tough questions they will get when their project is screened by the RTPO committee and by the state committee. We receive a broad range of applications and have never had a problem or issue with whether a certain interest group was included or not.
N.E.W. RTPO (Tri-County)	Due to a short turn around time during the last TE Program, communication was a challenge. We first distributed a request "Intent to Apply" to all entities served by our Policy Board via "snail mail" and e-mail. This covers all of the cities, towns, counties, PUD's, Ports, etc. in our region. The response was very good. We received 15 "Intents to Apply". For those responders, we followed up with an application packet. This packet included the WSDOT application, as well as an application created and approved by the TAC and Policy Board. There was also a letter of explanation that included a cut-off date for projects to be submitted. Of the original 15 projects, we received 11 full applications for TE funding consideration.
Palouse Economic Development Council	Local jurisdictions were contacted by their County Engineers and interested groups were identified and informed through contacts with the state, chambers of commerce and local community leaders and elected officials.
Peninsula RTPO	We notify them by frequent e-mails notices; we mention the enhancement program in our meetings, including our Technical Advisory Committee, Executive Council and Policy Board. We also offered an enhancement funding workshop for participants and interested applicants. We called a number of organizations and we put enhancement information on our Peninsula RTPO website, which includes the enhancement application and process.
Puget Sound Regional Council	PSRC has a history of ensuring that there is a balance of project types in its recommendations to WSDOT. In the early years most of the recommendations were in the non-motorized category, since there was a tremendous backlog of these projects that were "ready to go." However with our more aggressive and strategic outreach and solicitation efforts in past years, we now have a broader representation of project categories submitted. Our outreach activities includes holding four public workshops with local jurisdictions, state agencies, Tribal Nations, historic preservation organizations, community groups, trail organizations, museums, cultural organizations, transit agencies and interested citizens. The workshops, held in each of the four counties, are designed to encourage competitive applications by reaching out to small cities and nonprofit agencies in addition to jurisdictions in the PSRC four-county region. The workshops provide detailed information on the evaluation criteria and instructions on how to complete the application, and outline the Regional Council's procedures and schedule for reviewing applications.

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<b>MPO/RTPO</b>	<b>Response to Question 4:</b>
Puget Sound Regional Council (Continued)	Complementing WSDOT's statewide outreach activities, last year additional information was included in articles in PSRC's Regional View newsletter, which is distributed to more than 10,000 interested individuals, and PSRC's call for projects. The call for projects was sent to 450 public and private agencies, and was broadened to include the State Historic Preservation Officer's mailing list of historic preservation agencies, organizations and those interested in historic preservation. PSRC's Web site was also updated to include current information.
QUAD-County RTPO	No response offered.
Skagit/Island RTPO (Island sub-area)	We do intensive out reach to local groups such as trail councils, bicycle clubs, chamber of commerce and historical societies. A call for projects notice is published in all the local papers that encourage citizens to contact local agencies and non-profit organizations with project ideas. Contact names and phone numbers and email addresses are provided. The Island Sub-region Policy Board, made up of local government elected officials, reviews the recommended priority list and has final authority as to which projects are submitted for state approval. <i>(Taken from response to question 3.)</i>
Southwest Washington Regional Transportation Council	RTC developed a list of all jurisdictions and known interest groups. Interest groups identified by the Washington Department of Transportation were added to this list. The identified group was contacted about the call for Enhancement projects by mail and e-mail. In addition, jurisdictions and interest groups were notified of the call for Enhancement projects through RTPO meetings and RTC's Web Site.
Spokane Regional Transportation Council	Email notifications were sent to local jurisdictions, neighborhood groups, school districts and bicycle & pedestrian groups. Announcements of the grant availability were posted on the SRTC website and announcements were made at technical committee and board meetings.
Thurston Regional Planning Council	TRPC maintains a database of people and organizations interested in its funding programs. It augments that list with organizations that are likely to be specifically interested in Enhancements funds. TRPC conducts outreach using traditional mail as well as email, and posts a call for projects prominently on its website. For its most recent Enhancements process, TRPC contacted: (8) local transportation agencies, the transit agency, and the WSDOT Olympic Region; (2) Indian tribes; (1) Port district; (5) parks departments; (7) school districts; (3) public and private colleges; (2) public forestry / landscaping offices; (4) bicycle / pedestrian organizations; (14) historical organizations including (5) local public entities, (8) non-profit organizations, and (1) State office; (9) organizations (public, private, and non-profit) who participated in the Active Community Environments workshop at TRPC who were not otherwise listed; (8) organizations (public, private, and non-profit) who participated in the STEPS workshop and who were not otherwise listed; (4) Chambers of Commerce; the WA State Capitol Visitor Services office and the Olympia Thurston County Visitors Convention Bureau, in addition to unaffiliated individuals in the database.
Wenatchee Valley Transportation Council	<i>(See response to question 3—certain outreach materials.)</i>

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<b>MPO/RTPO</b>	<b>Response to Question 4:</b>
Whatcom Council of Governments	WCOG staff seeks out representatives of the various interest groups as directed in the STP-E guidelines, and ensures modification of the local process to meet criteria associated with each new call for projects. Under SAFETEA-LU, for example the requirement for a community advisory committee was accomplished by bringing the STP-E process into the work already being done by a standing Community Transportation Advisory Group (CTAG). Additionally, any new criteria or rules associated by WSDOT with the program are inserted into the program. Local jurisdictions are involved through both the Whatcom MPO/RTPO Technical Advisory Committee (Public Works and Planning representation) and the Whatcom Transportation Policy Board (elected representation). That involvement includes participation in setting and revising selection criteria and process according to State guidelines published with each call for projects. Interest groups are informed and involved through both WCOG's CTAG and through additional community outreach.
Yakima Valley Conference of Governments	YVCOG developed a list of all jurisdictions and known interest groups. Interest groups identified by the Washington State Department of Transportation and State Historic Preservation Office were added to this list. The identified groups were contacted about the call for Enhancement projects by mail and e-mail. In addition, jurisdictions and interest groups were notified of the call for Enhancement projects through MPO/RTPO meetings, YVCOG's web site ( <a href="http://www.yvcog.org/trans/enhance/enhance.htm">http://www.yvcog.org/trans/enhance/enhance.htm</a> ), presentations at city and town council meetings, and through articles in the monthly YVCOG newsletter

**Question 5. Is there diversity across the twelve categories in the local projects proposed?**

<b>MPO/RTPO</b>	<b>Response to Questions 5:</b>
Benton-Franklin Council of Governments	We have some diversity in our projects but the character of our communities is one that historically we do not have very “old” communities compared to the rest of the nation. Our region is currently very supportive of bike and path projects, which currently fits our regions highest priorities.
Cowlitz-Wahkiakum Council of Governments	There is a good degree of diversity in the projects that are submitted for consideration during each grant cycle and especially from one grant cycle to the next. It is up to the sponsoring jurisdiction to develop and advance projects that are of importance to their community and the people it will benefit.
N.E.W. RTPO (Tri-County)	No, there was not a great deal of diversity amongst the proposed projects. Per WSDOT, 64% of our proposed projects were for Ped/Bike Facilities, 27% for Landscaping / Scenic Beautification and 9% for Scenic / Historic Highway Programs. The other nine categories were not represented.
Palouse Economic Development Council	Under the past reporting criteria there was not a lot of diversity since each proposal had to be categorized under the one category, which expensed the most funding. Therefore a project that provided access to a historical district via a bike path was categorized as a bike path with no credit or acknowledgement there was a historic component to the project.
Peninsula RTPO	Yes, we received a wide variety of projects, which covered most of the twelve enhancement categories. The diversity of projects varies from year to year; ultimately diversity is determined by the grant applications that are submitted by the local communities. These applications reflect the local community and tribe goals and needs. The Peninsula RTPO does not encourage nor limit selection of projects based on one enhancement category over another. The Peninsula RTPO has traditionally had a large percentage of trail related projects due to the region’s natural resources and national park providing more opportunities for bike and pedestrian trails, and scenic beautification, which provides an economic benefit for the local communities.
Puget Sound Regional Council	In some years we have a stronger showing in certain categories than other years. For instance we have only received one project in the “removal of billboards” category. We do not specifically measure “equity”; however we do ensure a balance among the categories, if there are good, eligible projects submitted for consideration. Creating category “silos” with funding targets for each would not seem an effective approach; rather, funding excellent projects in any given funding cycle would seem a better use of these federal funds.
QUAD-County RTPO	If you aim for equity in 12 categories, a Pandora’s box of problems come up. First, not all categories hold the same value to each RTPO. How do you decide the value of each category? Then, how do you decide how much money should go to each category? What if no project came in requesting funds in a category; what do you do then? Or if only one application comes in, it fits perfectly but is considered of no value to the community or RTPO? We’ve also seen applications that don’t represent the desires of the member agencies or their officials, but may fit into one of the categories. Does that mean that the unpopular project should be funded while a desired project supported by the whole community was dropped, just to insure some bureaucratic quota was met? It was our decision that equity across 12 categories would be a difficult; no impossible thing to achieve. Thus, it was

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MPO/RTPO	Response to Questions 5:
QUAD-County RTPO (Continued)	our decision to accept the categories as the outside parameters; all projects had to fit within one of those categories or it was not acceptable. The next step was for the RTPO to choose a sub-committee that fairly represented their interests and goals. The sub-committee was then tasked with the selection process, and based on the lack of complaints actually the 100% approval by the full committee it would seem they did very well.
Skagit/Island RTPO (Island sub-area)	Not all STP-E categories are created equal, nor should they be. There is no other transportation program that involves as much direct public participation as the Enhancement Program. Almost all projects are suggested and brought forward by citizens who want to see improvements in their communities. Perhaps the most popular and most often requested are pedestrian and bicycle pathways. Other categories are not perceived to be as significant to our local communities. For example:” Preservation of abandoned railway corridors”. We don’t have any rail corridors. Or,” control and removal of outdoor advertising”. Local and state governments strictly regulate advertising along our designated state scenic highways and county roads. Or, “archaeological planning and research”. This is a category that, although eligible, appears to be of more interest to tribes or agencies and not often brought forward by the public.
Southwest Washington Regional Transportation Council	Diversity is determined by applicants and not by RTC. Applicants determine local priorities and submit Enhancement projects that benefit the local community. The diversity in the set of Transportation Enhancement projects varies with each new call for projects and depends upon which Enhancement projects are that year’s priority of local agencies and interest groups. RTC selects projects based on regional criteria. Most years, all of the projects from our RTPO region are submitted to the Statewide Enhancement Committee for their consideration.
Spokane Regional Transportation Council	Yes, SRTC received 16 applications: 10 Non-Motorized, 2 Scenic Resources, 2 Historic Resources, and 2 Environmental Projects.
Thurston Regional Planning Council	Despite TRPC’s significant outreach program, this region has never received applications for certain project categories (control and removal of outdoor advertising and archaeological planning and research), regardless of their regional priority. That said many of the funded high priority projects do accomplish multiple functions which the TRPC regional process acknowledges but which is not acknowledged in the state application process.
Wenatchee Valley Transportation Council	Equity is defined by equal access to funding. Our regional evaluation criteria were carefully defined to remove any bias or emphasis based on category. All project types and interest groups have equal opportunity to demonstrate the strength of their proposal, which includes project readiness, a broad base of community support, etc. // We do not weight project evaluations based on category.
Whatcom Council of Governments	Yes. While this State goal is difficult to achieve, WCOG’s WSDOT-approved ’04-’06 project list included roughly 60% of projects from other than trails/ped/bike categories.
Yakima Valley Conference of Governments	Diversity is determined by applicants and not by YVCOG or the regional Enhancement Advisory Committee. Applicants determine their local priorities and submit Enhancement project applications that benefit the local communities. The diversity in the set of Transportation Enhancement projects varies with each new call for projects and depends upon which Enhancement projects are that year’s priority of local agencies and interest groups. YVCOG selects projects based on regional criteria, developed by the regional Enhancement Advisory Committee.

**Question 6. What can be done to encourage diversity, or is diversity not as an important consideration relative to other regional priorities and goals?**

MPO/RTPO	Response to Question 6:
Benton-Franklin Council of Governments	Our region have been submitting the best projects for our region and not just trying to “spread” the projects around the categories. It is our opinion that we should focus on federally eligible projects meeting local needs, not blind diversity.
Cowlitz-Wahkiakum Council of Governments	Diversity has not been an issue with our process. These projects are totally <i>locally</i> driven at the grass roots level and reflect each of the communities’ long range planning and implementation goals and processes. The communities and local groups are the ones responsible for exploring and attaining a wide range of funds to fulfill the project funding package; the TE funds are almost always never enough to support a complete project.
N.E.W. RTPO (Tri-County)	<u>Education / Training.</u> It has been proposed that in the next round of funding, there will be a great deal more time expended to allow for the entire process. This should be of great assistance in allowing RTPO’s and MPO’s to fully understand the process and pass that information on to applicants.
Palouse Economic Development Council	Allow multiple categorization of projects.
Peninsula RTPO	Trying to emphasis diversity would not necessarily provide a benefit to the local communities for whom the program was developed for. Setting a percentage that must be attained, as once was recommended, would provide a false measure of success. The various regions in the state differ in the priorities and goals that they are trying to attain. On the Olympic Peninsula few transportation historical facilities, i.e. train station renovations, are available, however the natural resources of the peninsula provide more opportunities for bike and pedestrian trails, scenic beautification, etc.
Puget Sound Regional Council	This is a very special and extremely popular funding program that attracts an incredibly diverse group of interests in our region. It receives a lot of attention and support, especially from citizen’s groups. We think that, given the refinements made by WSDOT after the past funding cycle, it will continue to improve the overall transportation experience for our citizens.
QUAD-County RTPO	No response offered.
Skagit/Island RTPO (Island sub-area)	If the goal is diversity, the only approach that we can see is to increase education and outreach efforts so that the public is more aware that there are 12 categories of projects, even then, certain categories will generate multiple projects while others will generate few or none.
Southwest Washington Regional Transportation Council	Again, diversity is determined by local needs. Local jurisdictions are prioritizing projects for submittal across all 12 qualifying activities based on which projects will strengthen the local economy, improve the quality of life, enhance the travel experience, and protect the environment. Thus, rather than having an equal distribution among all 12 categories, the distribution is based on local needs. In addition, diversity across all 12 categories can be difficult to determine since most projects meet the requirements under several of the qualified categories.

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MPO/RTPO	Response to Question 6:
Spokane Regional Transportation Council	Diversity is encouraged through continued outreach with neighborhood councils, historic preservation offices, and environmental agencies. SRTC feels it is important to respond to the needs of the region based on the priorities established by local elected officials.
Thurston Regional Planning Council	If the State's highest transportation funding priority is to achieve diversity among the twelve funding categories, there are things it can do. TRPC has long encouraged project applicants to indicate the "primary" function of their proposal as well as any "secondary" functions. This approach at the state level may help rectify the perception that regions disregard special interest projects. (This is <u>not</u> the same as breaking out project costs into each applicable category). WSDOT and MPOs should continue to conduct outreach to eligible agencies and organizations to promote diversity. There can also be follow-up reviews to learn how to better compete. Any applicant in the TRPC process that does not compete well is welcome to meet with agency staff to review the application and learn why it didn't rank as well as it might have. If the State's review process is sufficiently transparent and accountable, it can conduct a similar process. This region questions whether achieving diversity among the twelve categories should be the over-riding objective of the Enhancements process, though, when there are so many high priority, unfunded needs identified through established planning and public processes. It is not this region's most important consideration. Funding high quality projects that deliver transportation value to the community is a much higher priority for this region than achieving an arbitrary "diversity equity" among the twelve categories.
Wenatchee Valley Transportation Council	Blank spaces look bad! You should say something like "refer to Q. 3" or something! LS
Whatcom Council of Governments	As noted in WCOG's previous comments on this questionnaire, equity across categories is nearly impossible to achieve given the amount of funding allocated to all but the largest RTPOs. Each project would need to be so small that little meaningful contribution to the transportation system would be made.
Yakima Valley Conference of Governments	Advocates in from each of the eligible activities should be responsible for rallying their members and assisting to develop applications for eligible activities. RTPOs like YVCOG make staff available to answer questions and assist with specific application questions, but we do not have the resources to beat the bushes and drum up applications from the interest groups. YVCOG staff has met with interested applicants outside of our regularly scheduled application workshops to assist applicants. We can do that because YVCOG staff is not involved in rating/scoring/evaluating applications. If advocates or interest groups are concerned about the diversity of the projects funded, then they need to take a more active role in getting eligible projects submitted through the application processes.

**Question 7. What process do you use to weight or score projects in eligible categories and what criteria do you use to score projects?**

MPO/RTPO	Response to Question 7:
Benton-Franklin Council of Governments	All RTPO and committee members score each project except their own (no weighting). We follow our approved criteria and questions that have not changed much over the past 13 years.
Cowlitz-Wahkiakum Council of Governments	Projects are scored according to the following criteria: purpose and need; relationship to transportation; financial responsibility; public process; readiness to proceed; and, regional/statewide significance. Scoring for these criteria ranges from zero to ten points each. No criteria are weighted. The projects with the most points awarded by the committee become the top priorities advanced to the state committee.
N.E.W. RTPO (Tri-County)	<p>Prior to the receipt of applications, the TAC and Policy Board agreed on a method of scoring that included up to 60 points possible for the inclusion of the twelve categories. <u>The scoring method also included points for projects that were ready to construct / implement, partnerships or local match, and community support (see attachment).</u> It was agreed that the twelve categories were important in the scoring of applications. However, the prioritization group felt that it was also important to assure that the other elements (listed on our scoring sheet) were included in the application to assure that the projects were ready to go and had received support from the community and other partners.</p> <p>I believe that there was some confusion on the importance of the twelve categories, which may be a result of the very short turn around time allowed for the last enhancement applications. While the NEW RTPO allowed points (or not) for all applications where some or all of the twelve categories were represented <u>and it was clear that all applications must pertain to at least one of the categories,</u> there was little awareness of the importance that would be put on the categories by the Statewide committee. Equity across the twelve categories was not a consideration in the prioritization of the applications reviewed by the NEW RTPO. The twelve categories helped to define the purpose of the projects, which assisted communities in determining what the focus of the enhancement project should be.</p>
Palouse Economic Development Council	A weighting system was used by the individual rater on the committee, which gave points for addressing the categories, for partnerships, for project readiness, etc. The raters independently ranked the projects based on the review of the projects and the rankings were totaled to determine the overall ranking and the allocation of funding.
Peninsula RTPO	We used a process which involves criteria that reflects regional needs and concerns. Each criterion was weighed equally. These criteria include the following areas: the project supports the intent of the Federal Enhancement program; is regional in nature; extent to which the project relates to regional goals and policies; demonstrates local and/or regional support or partnerships; is intermodal or project is accessible to multiple modes of transportation; fills a gap or completes a project; and the project is state of the art, has ADA features, is innovative, has a strong public benefit, or meets an urgent need.



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MPO/RTPO	Response to Question 7:
Puget Sound Regional Council	PSRC established project evaluation criteria for this funding program, adopted by our policy boards. The criteria are reviewed prior to each funding competition and refined as needed. The criteria include information on how the project implements adopted plans/policies, project readiness/financial plan, and then project specific information tailored to each of the eligible categories. See the attached criteria.
QUAD-County RTPO	The lead agency provided a check sheet based on program requirements. That was used by all sub-committee members.
Skagit/Island RTPO (Island sub-area)	We developed criteria that are used within the RTPO to rank and prioritize enhancement projects. Points are awarded for local and regional significance, implementation readiness, range of improvements, community support, and partnerships.
Southwest Washington Regional Transportation Council	RTC does not weight or score projects by individual categories. All projects are scored fairly and equitably by the same criteria. Regional criteria include: 1) Project fulfills an identified need and will have a broad public benefit, 2) Project is consistent with regional and local plans, 3) Project has regional and local support, 4) Project is ready to implement, 4) Leverage of local match, 5) Transportation system linkage, and 6) Multimodal project.
Spokane Regional Transportation Council	<p>Following is the scoring and criteria, which is similar to that used by PSRC:</p> <p>The twelve eligible Transportation Enhancements categories have been grouped into four categories to provide for comparison of similar projects and a rating system based on factors that are most appropriate to each category. Part 1 contains evaluation criteria that will be applied to ALL projects. Part 2 contains evaluation criteria based on the four categories; project sponsors are asked to pick one category that best fits their project.</p> <p>Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the impacts. Projects that most directly support each criterion will be rated “High.” The highest possible total score a project can receive is 100 points.</p> <p>Projects will be evaluated against the criteria based on the responses provided in the application, Attachment E, found in the Call for Projects. After all projects are scored by the Spokane Regional Transportation Council’s staff, the Transportation Technical Committee (TTC) will use the scores as a tool to help determine which projects to recommend for funding to the SRTC’s Board, and subsequently to the Washington State Department of Transportation for final approval.</p>
Thurston Regional Planning Council	This region has used various means over the years to identify high priority projects. Previous criteria – project partners, “ready to construct,” and community benefit – appeared more objective than they really were in practice and resulted in anguished interpretation of scores. And the ability to consider “local match” was recently disallowed by WSDOT even for regional prioritization processes which was unfortunate because the limited funds available can deliver much more project value for our constituents if large government sponsors bring additional money to the table when soliciting funds. (TRPC routinely exempts small agencies and non-profits from large match requirements but that entire decision was taken away from the region this past cycle.)

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MPO/RTPO	Response to Question 7:														
Thurston Regional Planning Council (Continued)	Similar to the way the EAC evaluated projects, the current process relies on a policy-based approach that is supportive of the state- and federally-mandated Regional Transportation Plan. Projects must be <u>transportation related</u> and eligible for funding under the Enhancements program to be considered in the TRPC process. TRPC clearly articulates to potential applicants that facilities or programs for bicyclists and pedestrians are likely to be considered higher funding priorities than other activities based on adopted plans and programs, although all eligible proposals are considered. (It is worth noting that TRPC selected projects from the “Tier 2” list of activities as regional funding priorities, not just the “Tier 1” list of bike / pedestrian activities.) Projects that meet multiple objectives typically receive higher consideration than those that do just one thing. Applicants are strongly encouraged to identify ways in which their proposal supports any of the RTP goals and objectives. Projects that have already been identified in some TIP, CFP, or other budget process usually receive higher consideration than those that were put together expressly for the Enhancements application process since they have already begun to demonstrate public support or need.														
Wenatchee Valley Transportation Council	No response offered.														
Whatcom Council of Governments	<p>Table below shows weighted scoring criteria used for '04-'06 project selection process both TTAC and CTAG members score each project the results are combined and approved by the Policy Board.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Regional in Nature</th> <th style="text-align: center;">Local/Regional Support</th> <th style="text-align: center;">Continued Maintenance</th> <th style="text-align: center;">Benefits Broad Range of Users</th> <th style="text-align: center;">Accessible to Multiple Modes</th> <th style="text-align: center;">Fills a Gap in Corridor</th> <th style="text-align: center;">Increases Safety</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">20 pts</td> <td style="text-align: center;">15 pts</td> <td style="text-align: center;">0 or 5 pts</td> <td style="text-align: center;">10 pts</td> <td style="text-align: center;">10 pts</td> <td style="text-align: center;">10 pts</td> <td style="text-align: center;">10 pts</td> </tr> </tbody> </table>	Regional in Nature	Local/Regional Support	Continued Maintenance	Benefits Broad Range of Users	Accessible to Multiple Modes	Fills a Gap in Corridor	Increases Safety	20 pts	15 pts	0 or 5 pts	10 pts	10 pts	10 pts	10 pts
Regional in Nature	Local/Regional Support	Continued Maintenance	Benefits Broad Range of Users	Accessible to Multiple Modes	Fills a Gap in Corridor	Increases Safety									
20 pts	15 pts	0 or 5 pts	10 pts	10 pts	10 pts	10 pts									
Yakima Valley Conference of Governments	See attached links to application and criteria for YVCOG's last Enhancement Application process. <a href="http://www.yvcog.org/trans/enhance/YVRTPO_application.doc">http://www.yvcog.org/trans/enhance/YVRTPO_application.doc</a> and <a href="http://www.yvcog.org/trans/enhance/YVRTPO_Enh_Criteria.pdf">http://www.yvcog.org/trans/enhance/YVRTPO_Enh_Criteria.pdf</a>														

**Question 8. How well do you think the current Enhancement Program process is working? // How would you improve it?**

<b>MPO/RTPO</b>	<b>Response to Question 8:</b>
Benton-Franklin Council of Governments	We are content with the way the program is currently operating. // Remove the statewide process and have all funds come to the RTPO. This would make it easier for all interested to understand and be more efficient.
Cowlitz-Wahkiakum Council of Governments	Our strong grass roots emphasis and assistance to communities to create viable projects using local talent and a variety of funding sources and in-kind services has resulted in a very successful program for the SWRTPO area. // We've experienced excellent results as the program is currently constituted. It does not need to be changed or overhauled.
N.E.W. RTPO (Tri-County)	The NEW RTPO has been very pleased with the Enhancement Program. From a rural Eastern Washington perspective it is so important that the selection process of the program remain with the RTPO. This has allowed the Policy Board to take ownership in their selection process and the projects that they have approved. The only thing that could be modified, is better communication between the RTPOs/MPOs and the Statewide Committee on their expectations. I anticipate that this will be rectified with the next round, due to the greater amount of time that will be allowed for the process.
Palouse Economic Development Council	It is working well.
Peninsula RTPO	The current enhancement program is working well. The current process seems to support the local community's needs and regional process and, as a result, helps the RTPOs address the unique regional needs of their grant applicants. The RTPOs have developed processes to meet the intent of the Enhancement program since the early nineties and have had considerable success in getting local community projects implemented. This is the only process that rural RTPOs, such as the Peninsula RTPO, are actually able to distribute funds for the benefit of the regional communities and tribes. // The statewide ranking criteria was a little less clear to applicants this last year, the statewide enhancement committee could have spelled out criteria to select statewide enhancement funding projects. In the past the state has provided better guidance. If there is a statewide portion, the statewide enhancement committee should spell out the criteria to select statewide enhancement funding projects.

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MPO/RTPO	Response to Question 8:
Puget Sound Regional Council	<p>This is a very special and extremely popular funding program that attracts an incredibly diverse group of interests in our region. It receives a lot of attention and support, especially from citizen's groups. We think that, given the refinements made by WSDOT after the past funding cycle, it will continue to improve the overall transportation experience for our citizens.//</p> <p>Through continuous communication with project applicants and refinements to the guidelines and criteria that reflect their concerns and changing external circumstances. Also, more clarity/transparency on how the project decisions are made for the 20% of funds set-aside for the statewide interest competition. While regions are eligible to submit projects to the competition, there is uncertainty as to the WSDOT criteria used to select projects. Clarity from the state on priorities, and how the public can weigh in on these recommendations would be helpful. Better communication from WSDOT on project eligibility, especially with state level stakeholders such as historic preservation. Primarily we would like the program to remain flexible to meet regional directions and goals through the implementation of regional plans, while also meeting state needs.</p>
QUAD-County RTPO	<p>All we can go by is response from our users. They were very happy with the results from last year; all areas of the RTPO were fairly represented and the projects were deemed very valuable to the areas. Even the projects that weren't funded said they felt it was a fair process and that they would have a great opportunity next time. //</p> <p>"If it's not broke, don't fix it." We strongly suggest you leave the process alone. The RTPO officials are elected to represent the area's interest—let them make the decisions. In fact the idea behind the RTPO was to provide funding to the local communities for them to decide how to spend it. Mandating quotas is breaking faith with the locals and forcing them to waste money on projects they don't want, resulting in desired projects going unfunded.</p>
Skagit/Island RTPO	<p>We believe the program is working very well, and as previously mentioned, it is enormously popular with the public. //</p> <p>All STP-E projects should be pre-screened by WSDOT as to eligibility before submission. RTPOs should continue to select and rank projects within their region. Guidance as to recommended selection criteria should be provided on a statewide basis but the decision on which criteria to use should be decided by the RTPOs. There is a wide range of diversity throughout the state and one set of criteria will not fit all. What works in the PSRC may not work in rural areas.</p>
Southwest Washington Regional Transportation Council	<p>The current process works very well in funding Transportation Enhancement projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience, and protect the environment. At the regional level, RTC select's a small set of projects that benefit local communities. //</p> <p>The process could be improved by removing the statewide process, and having all the funds distributed to the RTPO regions for project selection. This would allow the Transportation Enhancement program to be more efficient and involve less bureaucracy.</p>

MPO/RTPO	Response to Question 8:
Spokane Regional Transportation Council	<p>The current process, which is predominantly driven by local needs, works well in meeting the region’s highest priority needs. The current process provides equal opportunity for all eligible interest groups to apply and be treated fair and equitably. Notification to those eligible groups becomes the true key success of the program. // For SRTC, improvements to the scoring methodology would include “and/or” statements defining high, medium, and low criteria. Also, establish “in-between” categories to create better resolution in the scoring. For Bike/Pedestrian project scoring create a “non-capital” projects criteria section. For the workshop, spend more time on the public input section and discussing funding tables.</p>
Thurston Regional Planning Council	<p>The Enhancements process used to work well given the very small amount of funds associated with it, the unusual array of eligible activities, and the constraints associated with the use of federal funds. In this last process, though, it appeared that a small number of vocal special interests were allowed to dominate the state process. In trying to achieve their own aims they second-guessed how this MPO and others developed our priorities and cast doubts on the integrity of our processes. TRPC conducts all of its reviews, evaluations, and prioritization processes in open meetings and on the public record. TRPC takes great care to conduct transparent and unbiased processes for the award of funds. Assertions by members of the EAC as to the professional ethics of MPO elected officials and the fairness of MPO review and prioritization processes was inappropriate and beyond their legislative direction and authority. EAC members should not appear (as they did in this last process) to be promoting applications that relate to their own special interests. Furthermore, no EAC committee meetings should be conducted behind closed doors without benefit of a recorder or unaffiliated secretary.</p> <p>Some thoughts on how the process could be better:</p> <ul style="list-style-type: none"> <li>• All EAC meetings should be conducted in an accessible, public venue and meetings should be tape recorded for transcription by a secretary.</li> <li>• EAC members should be prohibited from lobbying their EAC colleagues for their groups’ own project proposals unless every other applicant has the same opportunity.</li> <li>• Be clear up front as to what the state’s funding priorities are, what criteria the EAC will use to evaluate proposals, and how the review process will be conducted.</li> </ul> <p>Consider a different composition of the EAC. Either ensure that all interests are represented (economic development and landscaping / urban forestry are notably absent from the mix) or do away completely with special interest representation.</p>

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MPO/RTPO	Response to Question 8:
Wenatchee Valley Transportation Council	<p>Very well, although there was a departure from the commitment by WSDOT during this most recent cycle to honor the priorities of each RTPO. In the past, WSDOT only intervened in regional project selections based on eligibility issues. With the creation of the Statewide Enhancements Committee (working under the direction of WSDOT staff), it was clearly communicated to RTPOs that the committee had complete discretion to modify regional selections. We do not believe that this was a positive change to the process, especially given the fact that the committee has no written and defined charter that we are aware of. It is my firm belief that special committees must have defined and transparent responsibilities and authorities. This does not appear to be the case with the new state Enhancements committee; they appear to be relatively self-directed.</p> <p>Retain the commitment to the region-based prioritization process. Clearly define the statewide committee's role as only to award funds from the "statewide competitive" portion of the program.</p>
Whatcom Council of Governments	<p>We believe the process used by WCOG to comply with WSDOT guidelines is working well, and it serves region's interests.</p> <p>// The State provisions could use some work. First, the CA requirement for <u>all</u> STP-E projects is burdensome, especially to WSDOT staff that end up being the default CA for many projects. In particular, those projects which are submitted by groups unfamiliar with use of transportation funds and those which are in the less frequented categories are those most likely to need WSDOT CA. The daunting requirements associated with Federal Highway funds are foreign to many groups eligible to submit projects under the '04-'06 rules to the point where those proponents are literally helpless in meeting the requirements thereby adding substantially to WSDOT HLP workload. And this is likely at the expense of work on other more traditional project needs. Recommendation: Drop the requirement for CA on non-construction projects.</p> <p>Second, the time gap from regional identification of priorities to final WSDOT approval is excessive and unnecessarily frustrating, especially to those unfamiliar with transportation project processes. It seems that for this program, every cycle sees a call for projects with a painfully short timeline, then an agonizingly long wait for the WSDOT part of the process. This is extremely frustrating and is typically out of synch with other funding processes. Interested parties and non-traditional project proponents are confused and disheartened by this time warp adding to difficulties in project implementation. To some the exercise seems a worst case scenario. At the beginning, entities not familiar with transportation processes are enthusiastically invited to participate by submitting innovative projects. Subsequently, after going through an unfamiliar local process, they are subject to waiting for months to learn of success or failure.</p>

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MPO/RTPO	Response to Question 8:
<p>Whatcom Council of Governments (Continued)</p>	<p>If successful, they are faced with the tenets of the LAG manual as their reward for being proactive in their communities. This is asking a great deal, even from the most steely-eyed and dogged proponents. Recommendations: Shorten the WSDOT response time significantly, and require proponents to partner with a CA qualified city or county, provide HLP assistance to that city or county via a WSDOT HLP staff person dedicated to the E program. In other words, streamline. Thirdly, be sure to keep the statewide competitive component in place; perhaps increase it to 25%. It offers opportunity to the smaller jurisdiction otherwise not available, but may not be popular with the larger RTPOs. Finally, consider shortening the time available to complete projects. Perhaps a more truncated obligation schedule would see better implementation.</p>
<p>Yakima Valley Conference of Governments</p>	<p>The current process works very well in funding Transportation Enhancement projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience, and protect the environment. At the regional level, YVCOG selects a small set of projects that benefit local communities. // Provide better direction for the statewide competition. The federal requirements are enough guidance for the RTPO processes to allow each region to tailor their programs to meet their regional needs. However, for projects that compete at the statewide level, there is not enough (any) information for applicants to know the criteria by which their applications will be evaluated.</p>

### Question 9. How should Washington State measure success for the Enhancement Program?

MPO/RTPO	Response to Question 9:
Benton-Franklin Council of Governments	Completion of projects that meet the federal intent and being in the top 5 states nationally for projects actually finished!
Cowlitz-Wahkiakum Council of Governments	By the successful creation, development and completion of projects that benefit communities and regions, meeting the state and locally derived criteria. It can be measured by the diversity of alternative funding resources generated and the degree of in-kind community resources cultivated and used for project completion.
N.E.W. RTPO (Tri-County)	Obviously, there is a need to meet the <u>federal</u> measurement requirements of the Enhancement Program by the State of Washington. That being said, the State of Washington should be allowed to measure its success according to the things that are important to the State of Washington, which may differ from the national measures of success. This state is very diverse. Washington has extreme urban and extreme rural communities (and just about everything in between). The people of Washington State are also very diverse, with many different ethnicities represented, including a large Native American Population. I believe the best measurement of success of the Enhancement Program should be how the Enhancement Program “enhanced” the communities and the people throughout the state. And not necessarily how we compared to the rest of the nation.
Palouse Economic Development Council	No response offered.
Peninsula RTPO	Measurement of success should be that enhancement funding is evenly distributed geographically throughout the state and that communities profit through projects that strengthen the cultural, aesthetic, environmental aspects, and travel experience. Would not base success on an arbitrary percentage to achieve for each enhancement category as has been suggested. The regions of the state differ in their goals and needs just as the goals and needs of Washington State differ from those of other states.
Puget Sound Regional Council	Completed projects and community support and use.
QUAD-County RTPO	Are projects being built that are being used? If so, there are no problems. Are the local residents or agencies complaining? If not, leave them alone. Don’t allow bureaucrats mess up a program that has no problems, or mandate certain projects that may not be locally desirable or may not be used to a very great extent. Leave control with the local agencies.
Skagit/Island RTPO (Island sub-area)	Successful completed projects.
Southwest Washington Regional Transportation Council	Washington State should measure success of the Enhancement Program through equitable geographical distribution of funds and with projects that meet the federal intent of projects that benefit the local community.
Spokane Regional Transportation Council	By seeing that selected projects meet the purpose and intent of the federal program requirements established by Congress and that collectively they improve the overall transportation experience in Washington State.



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MPO/RTPO	Response to Question 9:
Thurston Regional Planning Council	How success is measured depends on what Washington's funding priorities are. If Washington State's highest funding priority is to support eligible transportation projects linked to clearly established transportation goals, success can be evaluated based on projects funded, goals supported, and outcomes achieved. If the State's highest funding priority is to achieve some agreed upon parity between funding categories, then success should be measured by dollars spent by project activity. Based on the last process it is unclear what Washington State's funding priorities are for its Transportation Enhancements program.
Wenatchee Valley Transportation Council	Success should be defined by our ability in Washington to utilize a strong system of state-mandated regional planning organizations, which enables the difficult prioritization decisions to be made at a level where there is more familiarity and accountability to the public and among the project sponsors within each region. A qualitative-based approach to evaluating this program makes much more sense than quantitative. Measures promoted by special interests that wish to establish a weighting among the eligibility categories should be avoided; this would be a major departure from the regional process that has such strong grass roots support in our state.
Whatcom Council of Governments	The same as with the other programs: projects completed on time on budget.
Yakima Valley Conference of Governments	Washington State should measure success of the Enhancement Program through equitable geographical distribution of funds and with projects that meet the federal intent of projects that benefit the local community.

**Question 10. For a category of projects that are a state priority, how should the state influence additional funds to that category?**

MPO/RTPO	Response to Question 10:
Benton-Franklin Council of Governments	If a state category continues, which we prefer that it does not, it should have a set amount and specific criteria not just a statewide committee selection. The state category should not receive more than 10-15% of the total funding.
Cowlitz-Wahkiakum Council of Governments	Determine the <i>unmet need</i> and interest in the projects submitted for review and consideration for funding. What's important is the <i>process</i> used to determine just what a "state priority" is. Purposefully directing funds to a category that does not fulfill a local, regional or state need would not be an efficient, cost effective use of the public's enhancement funds and other resources.
N.E.W. RTPO (Tri-County)	This is probably too easy of any answer, but the first thing that comes to mind is "examples of success". By demonstrating what phenomenal successes have been achieved in any or all categories, the state should be able to easily influence those that determine where money is best spent.
Palouse Economic Development Council	No response offered.
Peninsula RTPO	A state priority could be emphasized as one project area or category selected at the statewide enhancement committee level and no restrictions placed on the regional level selection. Whatever priority category is being considered explicit criteria and guidelines need to be provided to projects in the project area or category.
Puget Sound Regional Council	The program, as it exists, already includes a pot of funds for projects of statewide interest, and equals 20% of the total amount available. During the previous funding cycle the state committee funded projects with this amount earmarked to address state's interests. If a certain category is determined to be "under-represented" the state should make an effort to generate eligible and excellent projects, and use this set-aside to balance the program. Clarity and transparency is needed to be successful. Again, we would be cautious in creating category "silos" with funding targets for each. Funding excellent projects in any given funding cycle would seem a better use of these federal funds.
QUAD-County RTPO	These are Federal Funds with certain limitations on them already; don't add to the burden that already exists. If the state feels certain projects should be built, have the state appropriate additional funds above and beyond these monies to be dealt with as the state chooses. But please leave the Transportation Enhancement Funds alone.
Skagit/Island RTPO (Island sub-area)	We like the idea of a state set aside to fund projects of statewide or regional significance.
Southwest Washington Regional Transportation Council	By federal description projects should be community based and not necessarily state projects. RTC would encourage all enhancement funds be distributed to the regions for project selection. If a statewide program is necessary, an appropriate state set aside should be established with projects selected based on identified criteria rather than on committee preference.

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MPO/RTPO	Response to Question 10:
Spokane Regional Transportation Council	It would seem that state priorities are derived from the identified regional needs that occur around the state. The state can influence the project selection and programming process by encouraging sponsors of particular categories to make a good case for how their specific project meets the enhancement goals. To arbitrarily assign an amount for funds or to designate a required percentage of projects increases the potential for substandard or questionable projects to be guaranteed funding. This would not necessarily be in the best interest of the Enhancement Program or the goal of establishing a statewide priority.
Thurston Regional Planning Council	Should there be a single state priority? If so, who decides what that priority is – the EAC, WSDOT, the Legislature, the Governor? The state priority should be evident from the Washington Transportation Plan or other statewide transportation endeavors that identify agreed upon goals and objectives. Materials for applicants should then clearly articulate what that priority is and the criteria that will be used to evaluate it in the review process.
Wenatchee Valley Transportation Council	We recognized that the legislature has full discretion to define priorities within the Transportation Enhancements program; this is not disputed. However, there should be a strong policy-based rationale for overlaying additional state requirements on this federal program. As someone with knowledge of and direct experience implementing this program, and who has participated in the recent debates with the Statewide Committee members, I have not heard any defensible reasons to mandate additional funding in specific categories. WSDOT should not implement any such changes internally, or through the Statewide Enhancements Committee. Any changes should occur through the legislative process where the merits of any proposed changes can be openly debated.
Whatcom Council of Governments	This could be achieved to some degree by awarding substantial added value or points to projects submitted for that/those category/categories.
Yakima Valley Conference of Governments	YVCOG encourages continuing to “target” funds to regions/RTPOs while reserving a portion of the total funds for clearly defined statewide priorities. If a project is eligible for different types of funding, besides federal enhancement funds, the state Enhancement Committee should recommend to the Governor and the Legislature that state funds be awarded to the state priority project. For example, if the project is primarily a historic preservation or archaeological project (and not primarily serving a transportation purpose), then state general funds should be used to support the project.

## MPO / RTPO Contacts-Respondents to Questionnaire

MPO/RTPO	Contacts:
Benton-Franklin Council of Governments (Benton, Franklin, and Walla Walla Counties)	Mark Kushner <a href="mailto:mark-bfcog@transedge.com">mark-bfcog@transedge.com</a> 509.943.9185 Tim Fife RTPO TE Committee Chair <a href="mailto:tfife@co.franklin.wa.us">tfife@co.franklin.wa.us</a> . 509.45.3514
Cowlitz-Wahkiakum Council of Governments/SW Washington RTPO (Cowlitz, Grays Harbor, Lewis, Pacific & Wahkiakum Counties).	Steve Harvey & Rosemary Brinson Siipola at <a href="mailto:steveharvey@cwkog.org">steveharvey@cwkog.org</a> or <a href="mailto:rsiipola@cwkog.org">rsiipola@cwkog.org</a> 360-577-3041
N.E.W. RTPO (Tri-County) (Ferry, Pend Oreille, and Stevens Counties)	Tracy Ferrell, (509) 684-4571 x 102
Palouse Economic Development Council (Asotin, Columbia, Garfield and Whitman Counties)	Ken Olson, (509) 751-9144
Peninsula RTPO (Clallam, Jefferson, Kitsap, and Mason Counties)	Patrick Babineau, Peninsula RTPO Coordinator, <a href="mailto:babineap@wsdot.wa.gov">babineap@wsdot.wa.gov</a> , 360-357-2675
Puget Sound Regional Council (King, Pierce, Snohomish and Kitsap Counties)	Karen Richter (206) 464-6343
QUAD-County RTPO (Lincoln, Grant, Adams, and Kittitas Counties)	Paul Bennett <a href="mailto:paulbennet@co.lincoln.wa.us">paulbennet@co.lincoln.wa.us</a>
Skagit/Island RTPO (Skagit and Island Counties) (Island sub-area)	Michael Morton Island Sub-region (SIRTPO) Transportation Planner (360) 678-7959 <a href="mailto:mikem@co.island.wa.us">mikem@co.island.wa.us</a>
Southwest Washington Regional Transportation Council (Clark Klickitat, and Skamania Counties)	Dean Lookingbill, RTC Transportation Director <a href="mailto:dean.lookingbill@rtc.wa.gov">dean.lookingbill@rtc.wa.gov</a> 360-397-6067 x5208
Spokane Regional Transportation Council (Spokane and Kootenai Counties)	Glenn Miles, Transportation Manager <a href="mailto:srtransportation@src.org">srtransportation@src.org</a> Eve Nelson, Senior Transportation Planner <a href="mailto:enelson@src.org">enelson@src.org</a> 509-343-6370
Thurston Regional Planning Council	Thera Black, Senior Planner – Contact person for TRPC Enhancements Program 360.956.7575 / <a href="mailto:blackvt@trpc.org">blackvt@trpc.org</a>
Wenatchee Valley Transportation Council North-Central Washington RTPO (Chelan, Douglas, and Okanogan Counties)	Jeff Wilkens, WVTC/NCRTPO Executive Director 509.663.9059
Whatcom Council of Governments (Whatcom County)	Gordon Rogers, <a href="mailto:gordon@wcog.org">gordon@wcog.org</a> , 360-676-6974
Yakima Valley Conference of Governments (Yakima County)	J. Page Scott, Executive Director <a href="mailto:scott@yvcog.org">scott@yvcog.org</a> (509) 574-1550

# **Appendix E**

## **Other Funding Sources**

**For**

## **Transportation Enhancement Activities**

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Program	Special Qualifications: Who is Eligible to Apply	Special Qualifications: What Projects are Eligible	Timing of Award Process
Heritage Capital Projects Fund Program	Heritage organizations, tribal governments, public development authorities, and local governments may apply, as can nonprofit organizations working on heritage projects.	This program supports locally-initiated capital projects that preserve and interpret the heritage of Washington. If program funds are used on properties on the National Register of Historical Places and are used as a match for federal funds, the project must comply with the U.S. Secretary of the Interior's Standards and Guidelines for Historic Preservation.	The Advisory Panel of the Washington Historical Society prepares a prioritized project list once per biennium; this list is then submitted to the Legislature for approval during the legislative session of odd numbered years.
Heritage Capital Projects Fund	Heritage organizations, tribal governments, public development authorities, and local government agencies that interpret and preserve Washington's history and heritage.	Supports capital needs and facilities with a total minimum budget of \$25,000; request a grant of not more than \$1 million; and involves property that will be held a minimum of 13 years.	The grants are administered by the Heritage Resource Center and for 2007-09 grants the applications were required to be submitted by May 11, 2006.
Emergency Management Disaster Public Assistance Program	An eligible applicant must have a damaged park or recreational facilities in disaster declared county	For projects to repair parks and recreational facilities, the damage has to be caused by the declared disaster event, must not have been caused by negligence of others, and must not come under the authority of another federal agency.	The Military Department's Emergency Management Division program is available only after a Presidential declaration of a disaster.
Non-highway and off road Vehicles Activities Program	A number of different entities are eligible. Applicants must be legally authorized to acquire and develop open space, habitat, or recreational lands. Applicants must also meet planning requirements if applying for funding for certain projects. Federal agencies may also apply.	Activities supported by this program must be accessed via a "non-highway" road. These are roads that are open to the public, but not constructed using gas tax revenues.	The Interagency Committee for Outdoor Recreation conducts a round of award funding once per year.
National Recreational Trails Program	A number of different entities are eligible to apply to this program, including nonprofit organizations and federal agencies. Applicants must be legally authorized to acquire and develop public open space, habitat, or recreational lands.	This is a federally funded program that provides funds for trails and facilities that provide a "backcountry experience" for various types of trail users. The federal legislation requires distribution of the funds among different categories, and the Interagency Committee for Outdoor Recreation gives funding preference to projects that further specific goals of state plans such as the State Trails Plan and the Non-highway and Off-Road Vehicles Activities Plan.	The Interagency of Outdoor Recreation conducts a round of award funding once per year.

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Program	Special Qualifications: Who is Eligible to Apply	Special Qualifications: What Projects are Eligible	Timing of Award Process
Emergency Relief Program	Cities, towns, counties, tribes, and state agencies can receive funds under this program, but only in emergency disaster situations. Eligibility includes a formal proclamation of a State of Emergency by the Governor, with specific identification of the areas affected by the emergency or disaster	Project funds are only available for federal aid routes where an emergency has been declared.	Local agencies must take steps to gather information immediately after the disaster. The Department of Transportation applies to the Federal Highway Administration for funds. A decision by the Federal Highway Administration about the requested funds varies from a week or two up to months
Public Works Trust Fund Construction Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act	Public Facilities	The Public Works Board prepares a ranked project list once a year; the list is then submitted to the Legislature for approval each legislative session
Public Works Trust Fund Pre-Construction Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act.		The Public Works Board can consider applicants to this program at any meeting; the Board meets once a month.
Public Works Trust Fund Emergency Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act. In addition, the local government must officially declare an emergency.	This is for the repair or restoration of infrastructure that has been damaged by natural disaster or determined to be a threat to public health or safety through unforeseen or unavoidable circumstances.	The Public Works Board can consider applications to this program at any meeting; the Board meets about once a month.

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<b>Program</b>	<b>Special Qualifications: Who is Eligible to Apply</b>	<b>Special Qualifications: What Projects are Eligible</b>	<b>Timing of Award Process</b>
Surface Transportation Program – Regional Program	A number of different entities are eligible to apply. Agencies do not, however, apply to the state Department of Transportation; instead these projects are selected by the Transportation Management Agencies, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies.	Federal law identifies what projects are eligible. Eligible projects include bicycle and pedestrian facilities, and modifications of existing public sidewalks. Also eligible are projects involving wetlands mitigation and natural habitat mitigation.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the regional and county entities once a year. The regional and county entities have discretion over the award process at their level.
Congestion Mitigation and Air Quality Program	Cities, towns, counties, tribes, and state agencies can apply to this program, but only if they are within specified air quality non-attainment or maintenance areas. Currently these are Central Puget Sound, Vancouver, Spokane, Yakima, and Thurston. Entities do not apply to the state Department of Transportation; instead they apply to the transportation planning organizations within these five areas.	Bicycle and pedestrian facilities and programs are eligible for funding under this program if the applicant makes the case that the project will make a tangible reduction in transportation related air pollutant emissions.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the transportation planning organizations in these five areas once a year. Each of these organizations holds its own project application and review process.
Urban Corridor Program	Eligible applicants are cities with a population of 5,000 or over, urban counties, and Transportation Benefit Districts.	Any bicycle or pedestrian projects would be in conjunction with road construction projects under this program.	The Transportation Improvement Board has annual process with a call for projects in June and selection of projects in November.
Urban Arterial Program	Eligible applicants are cities with a population of 5,000 or more, cities and towns within an urban area, and counties with urban areas.	Any bicycle or pedestrian projects would be in conjunction with road construction projects under this program.	The Transportation Improvement Board has annual process with a call for projects in June and selection of projects in November.
Small City Arterial Program	Cities and towns with a population of less than 5,000 are eligible.	Any bicycle or pedestrian projects would be in conjunction with road construction projects under this program.	The Transportation Improvement Board has annual process with a call for projects in June and selection of projects in November.



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Program	Special Qualifications: Who is Eligible to Apply	Special Qualifications: What Projects are Eligible	Timing of Award Process
Small City Preservation Program	Cities and towns with populations with less than 5,000 are eligible.	While the statute allows the Board to use the program funds for sidewalk maintenance, the Board does not intend to do so other than as required for compliance with the federal Americans with Disabilities Act. The Board would instead point applicants to the separate Sidewalk Program blow.	The first award process began with a call for projects in November 2005 with awards selected in January 2006. In the future, the program may be on the same award schedules as other Transportation Improvement Board programs.
Sidewalks Program	Cities, towns, and urban counties are eligible to apply. There are some differences in criteria and matching requirements for urban projects vs. those for cities with populations less than 5,000.	This program funds the construction of new sidewalks, the retrofit of existing sidewalks to meet the requirements of the federal Americans with Disabilities Act, and the replacement of hazardous sidewalks. An urban project must be on a pedestrian route with linkages to a functionally classified route; small city projects must be on or related to a street on the Board approved arterial system. The cost of right of way is not eligible.	The Transportation Improvement Board has annual process with a call for projects in June and selection of projects in November.
Pedestrian and Bicycle Safety Program	A number of different government entities are eligible to apply.	This program funds projects that improve pedestrian and bicycle safety through engineering, education, and enforcement. Projects are intended to decrease the number of fatal and injury collisions involving pedestrians and bicycles.	To date, the Legislature has directed the Department of Transportation to issue a call for projects in 2005 and 2006. The Legislature approves the project selection, so the legislative session affects the timing of the award process.
Safe Routes to School Program	A number of different government entities are eligible to apply. In the first round of funding for this new program, all award winners were school districts or individual schools.	Projects are to provide children with a safe, healthy alternative to riding the bus or being driven to school. Projects are to have engineering, education, and enforcement components, and need to be within two miles of primary or middle schools (grades K-8).	To date the Legislature has directed the Department of Transportation to issue a call for projects in 2005 and 2006. The Legislature approves the project selection, so the legislative session affects the timing of the award process.

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Program	Special Qualifications: Who is Eligible to Apply	Special Qualifications: What Projects are Eligible	Timing of Award Process
Community Development Block Grant General Purpose Grant Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund sidewalks and streetlights. Projects must principally benefit low and moderate income people. The General Purpose Grant Program can fund the same projects as the Community Investment Fund Program, but the General Purpose Program uses an annual competitive process, and there is a \$1 million cap on projects.	Community Trade and Economic Development approves a prioritized project list once each year.
Community Investment Fund Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund sidewalks and streetlights. Projects must principally benefit low and moderate income people. Projects must rank in the top three of the county project priority list. There is no dollar maximum on projects.	Applicants may apply to this Community and Trade Economic Development program at any time.
Community Development Block Grant Housing Enhancement Grant Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund sidewalks and streetlights. Projects must principally benefit low and moderate income people. Only projects receiving Housing Trust Fund dollars may receive grants.	Community and Trade and Economic Development selects program grant recipients twice each year, once in the Spring and once in the Fall. This in conjunction with grants awarded through the Housing Trust Fund.
Washington Traffic Safety Commission	Washington state agencies Federally recognized tribal governments Cities, counties and their sub-agencies Non-profit organizations with IRS 501C3 status Public schools (and private schools with non-profit status)	Provides state funding for programs, projects, services and strategies to reduce the number of deaths and serious injuries that result from traffic crashes. Funds maybe used for pedestrian and bicycle improvements.	The funding cycle began on April 3, 2006 and will remain open until further notice.
Federal Transit Administration Programs	Metropolitan Planning Organizations and transit systems	Bicycle and pedestrian planning as part of the statewide planning process and improving bicycle and pedestrian access to transit facilities and vehicles, including bicycle storage facilities, and installing equipment to transport bicycles on mass transportation vehicles.	Federal Transit Administration
National Park Service Rivers, Trails, and Conservation Assistance Program	Non-profit organizations, community groups, tribes or tribal governments, and local, State, or federal government agencies.	Provides technical assistance in setting community goals and identifying potential sources of funding.	Assistance is for one year and may be renewed for a second year if warranted.

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Program	Special Qualifications: Who is Eligible to Apply	Special Qualifications: What Projects are Eligible	Timing of Award Process
National Preservation Endowment	Non profit organizations and public agencies	<p>The preservation funds provide two types of assistance: (1) Matching grants from \$500 to \$5,000 for the preservation planning and educational efforts; and, (2) intervention funds for preservation emergencies.</p> <p>The Johanna Favrot Fund for Historic Preservation provides grants from \$2,500 to \$10,000 for projects that contribute to the preservation or the recapture of an authentic national historic landmark.</p> <p>The Cynthia Woods Mitchell Fund for Historic Interiors provides grants to assist in the preservation, restoration, and interpretation of historic interiors involving a historic landmark.</p>	
The National Trust Loans Funds	Local, state, or regional governments; and for-profit organizations. Preference is given to on-profit and public sector organizations.	Local, state, national designated historic sites, contributing resources in a certified local, state, or national historic district; site eligible for listing on a local, state, or national register; or locally recognized historic site. This includes the acquisition, stabilization, rehabilitation and/or restoration of historic properties.	Loans are applied for through the National Trust Loan Funds.
Save America's Treasures	The program was founded by the White House Millennium Council and the National Trust for Historic Preservation to raise resources to preserve historical sites.	Preservation of historical sites. The maximum grant is \$1 million, and the minimum is \$250,000.	Each year a competitive process awards federal grants to eligible historic resources for approved preservation activities. These grants are administered by the National Park Service
Historic Preservation Fund	State, tribes, and local governments	Education, preparation of National Register nominations and development of comprehensive preservation plans,	The plan receives annual appropriations from Congress. The plan is administered by the National Park Service.