



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

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Mitchell E. Daniels, Jr., Governor  
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**Transportation Enhancement Project Criteria**  
**For**  
**The American Recovery and Reinvestment Act (Stimulus)**  
**Program eligibility**  
**As approved by FHWA and INDOT**  
**April 22, 2009**

The following criteria apply to projects submitted by Metropolitan Planning Organization (MPOs), Local Public Agencies (LPAs) and other State Agencies only for the American Recovery and Reinvestment Act (ARRA) funding.

FHWA and INDOT are providing an opportunity for funding Transportation Enhancement projects as part of the ARRA. Being determined eligible for possible funding from ARRA does not guarantee funding. Preliminary Engineering and Right Of Way acquisition are not eligible under this process. All environmental concerns should be cleared and documented. All previous land acquisition should be cleared and documented that the Uniform Act was followed. All projects shall meet stipulations in accordance with FHWA regulations (23 CFR Part 771).

Prior to approving funding INDOT must get an official Right of Way Certification from the LPA noting that no new right of way is needed for the project, and that the LPA has sufficient rights under state and Federal law/regulation to perform the proposed work. The "ARRA Right of Way certification (No new ROW needed)" form to be used can be downloaded from INDOT's web site [http://www.in.gov/indot/div/projects/LPASection/stimulus Package.htm](http://www.in.gov/indot/div/projects/LPASection/stimulus%20Package.htm). Based on this certification, INDOT will include a statement in the project file confirming no new right of way is needed.

For additional information regarding the Transportation Enhancement Program, please refer to the guidance document which is located on INDOT's website at <http://www.in.gov/indot/div/projects/LPASection/>.

### **Project Types Eligible:**

#### **Pedestrian/Bicycle Facilities**

Bicycle and pedestrian facilities include a variety of non-motorized transportation projects available to the general public. These projects can not be limited to recreational only facilities. Projects in this category must connect to more than one location, such as a residential, a school or work center. Any projects meeting these basic requirements can be considered.

- Viable transportation alternatives capable of relieving congestion and/or improving air quality, especially projects supportive of multi-modal transportation.
- Multi-jurisdictional projects.
- Projects that join or extend an existing bicycle/pedestrian facility.
- Contributes to a local or state bicycle/pedestrian system identified in plans adopted by the appropriate governing entity.

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- Multi-use facilities accommodating more than one group (i.e. hikers, walkers, runners, bicyclists of all types, cross-country skiers, skaters, horse riders, the physically challenged, families, the elderly, etc.), especially facilities serving utilitarian and recreational travel needs. Typically, such facilities are more than 10 feet wide.
- Projects that include support facilities to enhance pedestrian/bicycle travel, such as rest rooms, drinking fountains, picnic shelters and bicycle racks.

Proposed projects should **not** seek to establish at grade pedestrian crossings of active railroad lines. If a project does require an at grade crossing, the applicant should be prepared to discuss what action it will take to ensure the safety of pedestrians as well as the railroad that would be affected. Under **Indiana Code 8-6-1-7**, an entity that plans to establish a public grade crossing **must petition and receive approval** from INDOT's Rail Office before a crossing can be established.

### **Safety and Educational Activities for Bicyclists and/or Pedestrians**

Eligible activities under this category include events and materials that promote increased safety of non-motorized travelers. School-aged children are especially targeted for safety materials. Events include but are not limited to bicycle rodeos, safe crossing initiatives, and expenses associated with hosting conferences specifically addressing pedestrian and bicycling safety. Registration and travel expenses for attending conferences are not eligible under this category. Events must be accessible to the general public and materials must be available free to the public.

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

Currently, Indiana has two nationally designated scenic byways the Ohio River Scenic Byway and the Historic National Road, and one state byway, Indiana's Historic Pathways. The more significant a route is on an international, national and state level, the more likely it is the route will receive national designation status and consideration for TE funds. A separate process exists for designating scenic byways in Indiana.

Some routes in Indiana carry designations other than scenic byway, such as memorial highways, heritage routes, historical trails, etc. Though these routes are eligible for TE funding under this category of improvements, priority will be given to projects along designated scenic byways, particularly national scenic byways.

- A road or highway must display certain qualities in order to be designated as a scenic byway. It must be scenic, historical, recreational, natural, cultural, or archaeological in character. Many scenic byways feature more than one of these characteristics.
- Any location seeking funds under this category must have legal public access and strong local support.
- Projects along designated byways are preferred for funding under this category of TE projects in Indiana. A specific National Scenic Byway must be identified in connection with a proposed byway project to be considered a priority. Evidence of endorsement by the byway should be provided with the TE application.
- Projects along alternate routes or duplicate routes would not be considered scenic byway projects for the purposes of TE funding.
- Projects that enhance pedestrian or bicycle travel along the scenic byway, memorial highway, heritage route or historic trail would be eligible for TE funding under this category.
- Tourist information and welcome centers specifically associated with the designated scenic byway and developed to enhance travel along the scenic byway will receive priority for Transportation Enhancement funding. Tourist information and welcome centers along other types of routes are also eligible for TE funding.

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

Landscape projects that enhance the aesthetic or ecological resources along, or at points of access to, transportation facilities and corridors.

- Projects must be part of a comprehensive strategy for the area in which the improvement will be made. Projects should significantly advance state and local tourism, recreation, or community development efforts.
- A proposed landscaping effort should be comprehensive in nature and applicants must demonstrate local long-term capacity to maintain and/or operate any improvements.
- Funds will not be used for routine or incidental maintenance or erosion control activities.

## **Historic Preservation**

These projects must involve properties listed in or eligible for listing in the National Register of Historic Places in order to qualify for funding. Prior to submitting an application for enhancement funding, please contact the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology if a determination of eligibility is needed. Please provide evidence of National Register eligibility with the application.

- Projects that involve mitigation required by federal law are not eligible for funding. Historic preservation projects may include the rehabilitation, preservation, restoration or stabilization, of any historic building or object. All project work must meet the Secretary of the Interior's "*Standards for Historic Preservation Projects*".
- Projects in this category should feature resource interpretation. The objective of these projects should be to improve the ability of the public to appreciate the historic significance of the properties involved.
- Projects in this category meeting both of the following criteria will be given particular consideration.
  - (A) Transportation-related historic properties.
  - (B) National or statewide historical or architectural significance.

## **Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including historic railroad facilities and canals)**

Below are key definitions used in this category of projects.

- "Historic Transportation Buildings" are those associated with the use, construction, or maintenance of any mode of surface transportation, and listed or eligible for listing in the National Register of Historic places.
- "Historic transportation structures and facilities" include tunnels, bridges, trestles, embankments, rails or other non-operational vehicles, canals, viaducts, towpaths, and locks, stations, and other manmade surface transportation features. All such structures and facilities must be listed in or be eligible for the National Register of Historic Places.
- "Rehabilitation" means returning a property to a contemporary use while preserving the significant historic features of that property.
- "Operation" means providing access and service in a manner that continues a contemporary transportation or non-transportation use and is consistent with the historic character of the property and open to the public.

Projects that include mitigation required by federal law are not eligible for funding. Otherwise, the work must meet the Secretary of the Interior's "*Standards for Rehabilitation*".

The following types of projects will be given particular consideration.

- Railroad depots and railroad facilities (including interurban)
- Covered bridges
- Iron truss bridges
- Early 20<sup>th</sup> Century concrete and masonry bridges, bus depots
- Lighthouses
- Ferries and historic ships or vessels in Indiana waterways

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

Priority will be given to the removal of outdoor advertising signs, displays, and devices on designated scenic byways or in areas where local or state laws or ordinances ban new billboards, and/or in conjunction with other transportation enhancement projects.

## **Archaeological Planning and Research**

"Archaeological planning and research" includes:

- Research on sites eligible for transportation enhancement funds
- Experimental projects in archaeological site preservation and interpretation
- Plans to improve identification, evaluation, and treatment of archaeological sites
- Problem-oriented syntheses, using data derived from (though not limited to) transportation-related archaeological projects
- Development of national and regional research to guide future surveys and data recovery.
- Projects having similar purposes carried out in partnership with other federal, state, and local government agencies and non-governmental organizations.

Projects that include mitigation required by federal law are not eligible for TE funding.

Projects that involve the following will receive particular consideration:

- Identification of prehistoric and historic archaeological sites in planned or future transportation rights-of-way.
- Identification of important archaeological sites along existing transportation routes.
- Interpretation of important archaeological sites along historic transportation routes as part of tourism.

### **Mitigation of Water Pollution due to Highway Runoff and Reduced Wildlife Mortality**

This category is for facilities and programs that minimize pollution from transportation facility storm water runoff in environmentally sound ways beyond the current requirements and procedures for such mitigation. Projects that demonstrate aesthetic and ecological mitigation methods and that enhance recharge will be considered. This category of Enhancement improvements can also fund facilities that reduce wildlife injuries and fatalities due to vehicle traffic. It is important that these facilities help maintain or improve habitat connectivity.

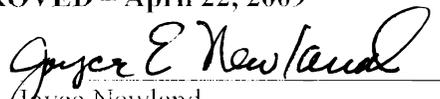
### **Establishment of Transportation Museums**

Museums designed to commemorate surface transportation are eligible for funding through the Transportation Enhancement Program. This category can be used to fund a new museum facility, add on a transportation wing to an existing facility, or convert an existing building. Purchase of artifacts necessary for the creation and operation of the facility are eligible. TE funds are not intended to reconstruct, refurbish, or rehabilitate existing museums or portions of museums that are not for transportation purposes. All buildings must be ADA compliant and the museum must be open to the public and have at least 1 full-time professional employee.

**NOTE:** Visual inspection may be done by FHWA or INDOT to affirm appropriateness of the qualifying projects. Unless the American Recovery and Reinvestment Act (Stimulus) specifies otherwise, the projects funded under the bill will be required to follow all normal Federal-aid funding requirements, i.e., Title 23 requirements will apply to projects being all or partially funded under the criteria stipulated in this document using ARRA funds.

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