

*TransNet* Local Street and Road Program  
*TransNet* Ordinance and Expenditure Plan Implementation Guidelines  
 June 23, 2006

The *TransNet* Ordinance requires that at least 70 percent of the revenues provided for local street and road purposes should be used to fund direct expenditures for facilities contributing to congestion relief. No more than 30 percent of these funds should be used for local street and road maintenance purposes. The required multi-year Regional Transportation Improvement Program (RTIP) project lists submitted by local agencies that are found to be out of compliance with this requirement will not be approved. Local agencies may request an exception to this requirement and must provide justification for such a request as part of its project list submittal.

The following table categorizes and lists the more typical types of facilities that are considered to contribute to congestion relief. For other facilities not listed, it must be demonstrated that congestion relief can be obtained before the project can be considered part of the 70 percent Congestion Relief category. Maintenance costs of items listed in the 70 percent Congestion Relief category are eligible under the 30 percent category. Facilities that are not considered to contribute to congestion relief (Items 28-30) are eligible under the 30 percent category.

<b>Congestion Relief (at least 70%)</b>	<b>Maintenance and Non-Congestion Relief (no more than 30%)</b>
<p><b>New or Expanded Facilities</b></p> <ol style="list-style-type: none"> <li>1. New roadways and bridges</li> <li>2. Roadway and bridge widening</li> <li>3. Roadway widening for bike lanes</li> </ol> <p><b>Major Rehabilitation and Reconstruction</b></p> <ol style="list-style-type: none"> <li>4. Roadway rehabilitation (grinding and overlay, or new structural pavement, or new overlay 1-inch thick or greater)</li> <li>5. Roadway realignment</li> <li>6. Bridge retrofit or replacement</li> <li>7. Roadway drainage improvements for the purpose of improving capacity-impeding conditions such as significant and frequent roadway flooding</li> <li>8. New sidewalk or sidewalk widening</li> </ol> <p><b>Traffic Operations</b></p> <ol style="list-style-type: none"> <li>9. Median installation for safety improvement or left-turn movement</li> <li>10. New traffic signal, passive permissive left turn (PPLT) installation, signal removal for congestion relief reasons, traffic signal upgrades, intersection lighting</li> <li>11. Traffic signal coordination</li> <li>12. Traffic signal interconnection</li> </ol>	<ul style="list-style-type: none"> <li>• Lane removal for bike lanes</li> <li>• Pavement overlay (less than 1 inch)</li> <li>• Pot hole repair, chip seal, fog seal, crack seal (except when part of roadway rehabilitation project)</li> <li>• Roadway realignment that does not increase roadway capacity</li> <li>• Bridge replacement for aesthetic purposes</li> <li>• Minor drainage improvements not part of a congestion relief project</li> <li>• Stand alone landscaping project of an existing median</li> <li>• Traffic signal replacement, bulb replacement, hardware, software, inductive loop repair</li> </ul>

<b>Congestion Relief (at least 70%)</b>	<b>Maintenance and Non-Congestion Relief (no more than 30%)</b>
<p>13. Centrally controlled traffic signal optimization system</p> <p>14. Traffic surveillance or detection system (video)</p> <p>15. Traffic data collection system for performance monitoring purposes (in pavement detection, radar)</p> <p><b>Smart Growth-Related Infrastructure*</b></p> <p>16. Traffic calming measures</p> <p>17. Pedestrian ramps</p> <p>18. Pedestrian traffic signal activation</p> <p>19. Pedestrian crossings/overcrossings</p> <p>20. Buffer area between sidewalk and street</p> <p>21. Pedestrian roadway lighting</p> <p><b>Transit Facilities</b></p> <p>22. New bus stops</p> <p>23. Bus stop enhancements</p> <p>24. Bus-only lanes</p> <p>25. Queue jumper lanes for buses</p> <p>26. Traffic signal priority measures for buses</p> <p>27. Transit operational costs for shuttle and circulator routes</p>	<ul style="list-style-type: none"> <li>• Light bulb replacement</li>   <li>• Bus-only lanes that do not provide congestion relief</li> </ul> <p><b>Non-Congestion Relief</b></p> <p>28. Erosion control (unless required as part of a congestion relief project)</p> <p>29. Landscaping (unless required as part of a congestion relief project)</p> <p>30. Roadway signing and delineation (unless it is a congestion relief project)</p>

Note: Staff costs for congestion relief project development (environmental, preliminary engineering, design, right-of-way acquisition, and construction management) are eligible expenditures under the 70 percent category. Staff costs for transportation infrastructure maintenance or traffic operations efforts are eligible under the 30 percent category. Costs for general *TransNet* fund administration and transportation planning are eligible up to 1 percent of annual revenues.

\*To receive credit for providing congestion relief under the 70 percent category, smart growth-related infrastructure must be provided in one of the existing or planned (not potential) seven Regional Comprehensive Plan smart growth land use type characteristic areas: Metropolitan Center, Urban Center, Town Center, Community Center, Transit Corridor, Special Use Center, or Rural Community. Smart growth-related infrastructure built outside of one of the seven types of characteristic areas is eligible under the 30 percent category.