

CONNECTIONS

THE NATIONAL TRANSPORTATION ENHANCEMENTS CLEARINGHOUSE NEWSLETTER
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Making Enhancements Work: 2001 TE Professionals Meeting

Bethaney Bacher, National Transportation Enhancements Clearinghouse

Over 70 Transportation Enhancements (TE) professionals representing 35 states met September 25-26 in St. Louis, MO to discuss improving partnerships and support for TE, environmental streamlining measures, historic preservation and project eligibility, and reauthorization of the TE program in 2003. Historic Union Station, once the world's largest and busiest train terminal, was the site of the meeting. Now a hotel with conference facilities, shops, restaurants, and interpretive displays highlighting the station's transportation past, Union Station is a successful adaptive reuse project.

The conference was opened by Hugh Morris, NTEC Director, and Harold Peaks, TE Program Manager, FHWA Office of Human Environment. Peaks stated that "We have a job to do in the Transportation Enhancements area to make sure these projects do the kinds of things that we know will make our DOTs and stakeholders and communities proud of the type of work we do. I think Congress has provided us with a golden opportunity to do that with the Enhancements program." Kevin Keith, MODOT Chief Engineer, welcomed attendees to Missouri, and presented a brief look at the history of Transportation Enhancements projects in his state. Mr. Keith did admit that initially TE projects were not welcomed by MODOT; but now staff and leadership within the organization understand the importance of building livable communities, providing social and economic benefits, and the role TE projects play in that effort. He expressed pride in MODOT's contribution to the TE funded Katy Trail, a rail-trail. Keith said "We are doing a lot of good things with Enhancements funds... the only way we are able to spend any money on these activities is to have a dedicated federal program."

The meeting was a mixture of whole-group sessions as well as breakout sessions to discuss and problem solve a variety of
(Continued on page 6)



Ronda Britt, Georgia TE coordinator (standing) leads a breakout discussion at the TE managers meeting. (Photo: Hugh Morris)



NOW AVAILABLE...

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EMAIL IN PDF FORMAT.

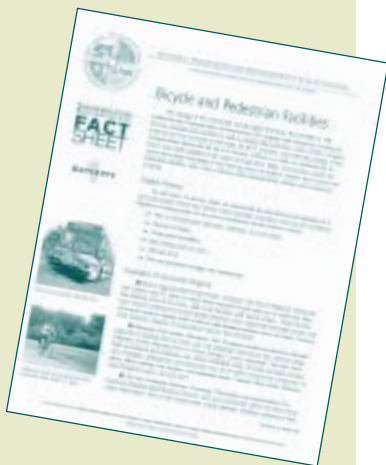
PLEASE EMAIL YOUR NAME AND ADDRESS (STREET AND EMAIL)

TO NTEC@TRANSACT.ORG.

TABLE OF CONTENTS

MAKING ENHANCEMENTS WORK: 2001 TE PROFESSIONALS MEETING	1
ON-LINE RESOURCES FROM FHWA ...	2
QUESTIONS & ANSWERS ABOUT THE TE PROGRAM	3
TE ACROSS THE COUNTRY	5
SAVE THE DATE	5

**NEW
FROM
NTEC**



**NTEC IS
PLEASED**

TO ANNOUNCE THE PUBLICATION OF A DOZEN NEW TE FACT SHEETS, ONE FOR EACH TE ACTIVITY. EACH TWO-PAGE FACT SHEET INCLUDES EXAMPLES OF ELIGIBLE AND SUCCESSFUL PROJECTS, FEDERAL GUIDANCE, POTENTIAL FUNDING AND RELATED RESOURCES. THE FACT SHEETS ARE AVAILABLE ONLINE AT WWW.ENHANCEMENTS.ORG, BY EMAIL AT NTEC@TRANSACT.ORG OR CALL 1-888-388-6832.

IN CONJUNCTION WITH THE FACT SHEETS, THE TRANSPORTATION ENHANCEMENTS WEB SITE IS FEATURING A NEW SEARCHABLE TE PROJECT LIBRARY CONTAINING PHOTOS, PROJECT DESCRIPTIONS, PROJECT COSTS AND CONTACT INFORMATION. MORE PROJECTS WILL BE ADDED EACH MONTH, SO PLEASE VISIT THE SITE OFTEN. IF YOU HAVE A PROJECT YOU WOULD LIKE ADDED TO THE PROJECT LIBRARY, PLEASE CONTACT US AT THE ABOVE EMAIL OR PHONE NUMBER.

On-Line Resources from FHWA

It is easy to research a variety of Transportation Enhancements (TE) related topics, all with just a few clicks of your mouse. The FHWA Planning and Environment Core Business Unit (HEP) provides policy direction and guidance on a variety of topics including cultural and historic preservation, bicycle and pedestrian programs, land acquisitions and outdoor advertising control. Below are the addresses and a brief look at 6 of the FHWA's Web sites.

Traffic Calming:

www.fhwa.dot.gov/environment/tcalm/index.htm

- A look at all methods of traffic calming from police enforcement, education, the installation of speed bumps, and other techniques.
- Links to traffic calming programs and related agencies.
- A list of recent studies and upcoming events.

Transportation and Community and System Preservation Pilot Program (TCSP):

www.fhwa.dot.gov/tcsp/index.html

- TCSP provides funds for planning and research on the relationship between transportation; community and system preservation; and private sector-based initiatives.
- Who can apply for these funds; when the next round of projects will be solicited.
- A database of projects, publications, and links to related sites.

Archeology and Historic Preservation: www.fhwa.dot.gov/environment/arch_abs.htm

- Historic Preservation Guidance, including that relating to historic bridges.
- Resources and contact information.

Real Estate Programs:

www.fhwa.dot.gov/realestate/index.htm

- Information about land acquisition, outdoor advertising control, utility rights-of-way.
- Contact information, publications, policy guidance, and a calendar of events

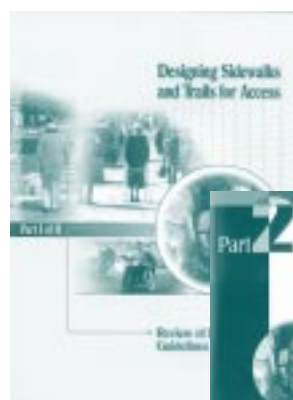
A Citizen's Guide to Transportation Decisionmaking

Have you ever wondered how decisions are made about transportation projects that affect your life? How do government officials decide where to put a bus stop, road, or bridge? How are these and other transportation projects planned? And how can you make sure your opinions are heard and considered by the planners, road designers, elected officials, and other citizens? This guide provides answers to these questions.

www.fhwa.dot.gov/planning/citizen/index.htm

Designing Sidewalks and Trails for Access, Parts 1 & 2

Sidewalks and trails serve as critical links in the transportation network by providing pedestrian access to commercial districts,



schools, businesses, government offices, and recreation areas. These facilities attract the greatest use only if they are designed to meet the needs

(Continued on page 6)

Questions & Answers about the TE Program

FHWA recently added a new *Frequently Asked Questions & Answers for Transportation Enhancement Activities* page to their TE Web site, www.fhwa.dot.gov/environment/te_qa.htm. NTEC will highlight these Q & A's in this and future issues of *Connections*.

Q. Would a parking area and a comfort station be eligible items for TE funding?

A. As a stand-alone project neither a comfort station nor a parking area are eligible activities under the TE program. If however, the parking area and the comfort station are essential parts of an eligible TE project activity such as a tourist and welcome center or a pedestrian/bike facility, then it can be funded as a subcomponent of the larger eligible activity. An example might be the location of a parking area and comfort station at a trailhead. State TE requirements must also be reviewed to determine if the proposed actions are eligible activities. The local government or the sponsoring organization must accept responsibility for the long-term maintenance of this project.

Q. If a bicycle/pedestrian trail is funded with TE funds can All Terrain Vehicles (ATVs) use this same trail?

A. No. According to 23 U.S.C. 217(h), motorized vehicles (including ATVs) may not be permitted on trails and pedestrian walkways which use Federal aid highway funds (except snowmobiles, where specifically authorized by State or local ordinance, motorized wheelchairs, electric bicycles, and maintenance vehicles).

Q. Can Federal agencies such as (Corps of Engineers, National Park Service, U.S Forest Service) use their respective funds as a match for TE funds?

A. Yes. As noted in the TE Final Guidance, Federal funds from other federal agencies are eligible as a match for TE funds. As always, the project must be one of the 12 TE designated eligible activities and relate to surface transportation.

In accordance with the Legislative language in 23 U.S.C. 133(e)(5)(C)(ii)(I)—“Funds from other Federal agencies and the value of other contributions (as determined by the Secretary) may be credited toward the non-Federal share of the cost of a project to carry out a transportation enhancement activity”.

Q. Can TE Funds be used as a Match for another Federal Agency's Funds?

A. No. There is no legislation that allows TE funds to be used as a match for other Federal funds except where explicitly stated in law.

The government-wide “common rule” for grants and cooperative agreements is implemented by DOT in 49 C.F.R. Part 18. This regulatory provision implements the Federal Grant and Cooperative Agreement Act of 1977 (31 U.S.C. 6301 et seq.) and provides as follows: A grantee may NOT use funds received under one federal grant to match funds under another federal grant program unless specifically authorized by law; nor may a grantee use the same grantee dollars to meet two separate matching requirements. See 49 C.F.R. 18.24(b)(1) &(3).

In order for TE funds to be used as a substitute for the non-federal match there must be clear statutory authority to permit such substitution. See 42 U.S.C. 5305(a) (HUD Community Block Grant Funds).

As an example, because of a lack of statutory authority, TE funds may not serve as the non-federal match to Corps of Engineer (COE) funds. Providing the Corps of Engineers is comfortable in relying upon 23 U.S.C. 133(e)(5)(C)(ii)(I), COE funds may serve as the non-federal match to TE funds because of the authority in Title 23 which permits other federal funds to serve as the non-federal match for TE project funds.

Q. Can donated land be used as a match for a TE project?

A. Yes, property may be donated for use as part of a TE project. The value of the donated property may be credited toward the local match. Donated property must be used or incorporated into the project for which the value of the donation is taken. Property purchased prior to the project approval and then subsequently donated is allowable as long as the appropriate consideration to the Uniform Act is taken into account. The risk is that the property may never actually be used in the TE project and therefore no credit for the expenditure will be given. Cash reimbursement for property purchased prior to project approval is not allowed.

Q. Can TE funds be used to develop parks, shelters, and or/picnic tables?

A. The development of parks and related activities is not one of the 12 designated eligible TE activities. To be eligible for funding a project must be one of the 12 TE designated activities and relate to surface transportation. Part of the park proposal may include otherwise eligible activities

(trails and paths). However, the purpose of the TE activity should be for transportation and not solely for recreation.

Q. Is the construction of sidewalks an eligible activity for TE funding?

A. Where a regular highway project is being implemented sidewalks should be considered a legitimate cost and necessary component of the larger project. TE program funds should not be used as a replacement for normal Federal-aid project costs. Where a sidewalk is not otherwise planned or budgeted, the DOT may consider it as an eligible project.

Q. Are safety rest areas, information centers, and welcome centers eligible under 23CFR Part 752.7(a) and 752.11?

A. No, TE funds may not be used to fund safety rest areas and information centers. However, TE funds may be used to fund tourist welcome and information centers. To be eligible for funding a “tourist and welcome center” using TE dollars, there must be a direct link to a scenic or historic site. A facility built as a tourist and welcome center funded with TE dollars must have this direct link and have a relationship to surface transportation.

According to the FR 752.5, 752.7, and 752.11, safety rest areas and information centers are eligible project activities for federal-aid highway funding. However, this is different from the eligibility for TE activities. TE activities are a 10% set-aside of the STP funds. The definition and purposes of safety rest areas are different from the TE activity. The tourist and welcome centers may include some similar information as allowed with “information centers”.

Q. Can TE funded bike pedestrian facility be funded solely for recreation purposes?

A. No. TE funds cannot be used to fund bike/pedestrian facilities that are solely for recreational use. According to the language under 23 USC 217(i), “No bicycle project may be carried out under this section unless the Secretary has determined that such bicycle project will be principally for transportation, rather than recreation purposes”. All bike projects funded with Federal aid must be primarily

for transportation purposes. Transportation purposes may include commuter work trips; travel to and through recreation areas, and other related uses. Mixed uses that include some recreation trips may also be allowed.

Q. Once a historic transportation building, structure, or facility is restored or rehabilitated can it be used for a contemporary use (non-transportation related) as long as the significant historic features are preserved and it remains open to the public on a not-for-profit basis?

A. A rehabilitated historic transportation building can be used for a contemporary use as long as the significant historic features are preserved and it remains open to the public on a not-for-profit basis. (In the case of a transportation museum, an entrance fee can be charged, however a portion of the fee should be provided for the long-term maintenance and operation of the facility.) It is not necessary to have this

activity function as an active transportation facility, either past or current, to qualify as eligible. However, elements of the structure that is preserved must continue to have a relationship to surface transportation. Also if the TE funds are being used to preserve the historic features of the structure, then those characteristics that established it as a transportation facility and established its historicity must be maintained.

The operating portion of the “rehabilitation and operation of historic transportation

buildings, structures, or facilities” should only be used to continue the functions of the historic structure as per the original project proposal and agreement. If the proposal is for non-transportation related activities and those not directly related to maintaining the historic structure, then TE funds cannot be used for that type of operating cost.

For more information on these Q & A’s, visit NTEC at www.enhancements.org. Contact your FHWA Division Office TE contact, or the FHWA Washington Office Program Manager. Your State TE Coordinator can provide you with state specific information; their contact information can be found on the NTEC Web site or by contacting NTEC at ntec@transact.org or 1-888-388-6832.



To access a variety of FHWA TE-related information visit: www.fhwa.dot.gov/environment/te.htm.

TE ACROSS THE COUNTRY

Perry, GA

The Perry Downtown Development Authority is using a \$400,000 TE award to develop plans for reviving the Courtney Hodges corridor, the main artery between downtown Perry and the nearby Georgia National Fairgrounds and Agricenter. The plans include building walking and bicycling paths between shops and hotels in Perry and the Agricenter. The TE award is expected to encourage redevelopment of area businesses and help breathe life into the local economy. [*The Macon Telegraph*]

Chicago, IL

Commuters will soon have another travel option in Cook County, IL; they'll be able to bike or walk to work. The Cook County Forest Preserve is building the 5.6 mile Paul Douglas/Crabtree Bicycle Trail with the assistance of a \$1.3 million TE award. More than 150,000 residents from four communities will use this trail on their way to work, Harper College, a golf course, nature center, or just to enjoy the 3,400 acres of public parks and forest preserves. [*Chicago Tribune*]

Golconda, IL

A TE award for the rehabilitation and operation of the old Lock and Dam 51 buildings, part of the Ohio River Canalization Project, will help preserve the area's river heritage and increase tourism. Four buildings, including a pump house, will be restored to their original hardwood floors, staircases, and fireplaces. The restored buildings will be used to house overnight visitors, the Main Street Golconda offices, the local tourism headquarters, and a visitor information center for the Ohio River National Scenic Byway. The project will be completed in 2001. [*The Paducah Sun*]

Florissant, MO

The Florissant Old Town Project has been selected to receive TE funding for the second phase of its rue St. Francois restoration project. The historic streetscape improvements include vintage street lamps, banners, new signage, benches, and landscape plantings along a mile long stretch of New Florissant Road to Coldwater Commons Park. Project designs are being developed; construction is to begin in the Spring/Summer of 2002. [*St. Louis Post-Dispatch*]

Seagrove, NC

A partnership between the town of Seagrove and the Randolph Heritage Conservancy will ensure the future of the Seagrove Plank Road/Railroad Project and Museum, a TE project set to receive \$378,200 in funds. The project will include the restoration and relocation of a historic train depot and a museum exhibit detailing the role that an old plank road and railroad played in saving the Seagrove pottery industry. A tollhouse, preserved timbers, and a metal toll collection box will also be featured. [*News & Record*]

High Point, NC

A turn of the century railroad depot is being restored to its original design and color scheme thanks to several million dollars in TE funds. North Carolina will pay an additional 10 percent of the cost. The High Point Historic Preservation Society has already raised \$200,000 of the \$592,300 local match. The depot will feature a new concourse, passenger elevator, a new roof, and a canopy covering the platform and tracks. Construction began in October 2001. [*High Point Enterprise*]

Put Your Project in the News!

If you have a project that has received TE funding and is particularly original or newsworthy, send NTEC a fax with the project location, short description, and contact information to 202-466-3742. You can also send an email to ntec@transact.org or call us at 1-888-388-6832. We look forward to hearing about your successful projects!

SAVE THE DATE

JANUARY 2002

New Partners for Smart Growth: Building Safe, Healthy, and Livable Communities.

Sponsored by the Smart Growth Network, US EPA, Caltrans, and the FHWA's TCSP Program.

January 24-26, 2002

San Diego, CA

Web site: www.outreach.psu.edu/C&I/SmartGrowth/

APRIL 2002

Preserving the Historic Road in America: Third Biennial Conference on Historic Roads

April 11-14, 2001

Omaha, NE

Tel: 202-588-6204

Web site: www.historicroads.org

Scenic Summit: Action for America's Communities, Countryside, and Public Lands,

Sponsored by Scenic America

April 21-24, 2002

Denver, CO

Web site: www.scenicsummit.org

JUNE 2002

Bicycle Education Leaders Conference

June 2-5, 2002

Madison, WI

Tel: 202-822-1333

Email: anthony@bikeleague.org

SEPTEMBER 2002

ProBike/ProWalk 02, the 12th International

September 3-6, 2002

Symposium on Bicycling and Walking, St. Paul, MN.

Web site: www.bikewalk.org

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Visit NTEC's Web site www.enhancements.org for up-to-date contact information on:

- ① State Transportation Enhancements Coordinators.
- ② State Bicycle and Pedestrian Coordinators.
- ③ State Trail Coordinators.
- ④ State Historic Preservation Officers.
- ⑤ FHWA Division Transportation Enhancement contacts.
- ⑥ Federal-level contacts.

Connections is a quarterly publication of the National Transportation Enhancements Clearinghouse sponsored by the Federal Highway Administration. Submission of articles as well as letters and other comments are welcome.

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Unless otherwise stated, the contents of this newsletter reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of FHWA and USDOT.

Making Enhancements Work...

(continued from page 1)

topics. Much of the discussions centered around defining the relationship of a TE project to surface transportation, eligibility, new/modified activities and their status, where TE stands today, and reauthorization.

The small group breakout sessions focused on: improving partnerships/support for the TE program and projects, project implementation, historic preservation, and project management. NTEC is preparing proceedings from the meeting. Check at www.enhancements.org in December.

Online Resources...

(continued from page 2)

of the widest possible range of users. This two-part series provides a review of existing guidelines and practices (Part 1) as well as examples of best practices (Part 2).

Part 1 available at: www.fhwa.dot.gov/environment/bikeped/access-1.htm

Part 2 available by email: christopher.douwes@fhwa.dot.gov

A NOTE OF CLARIFICATION:

In Vol.4 No.4, the *Enhancements Working to Restore the Scenic View* article improperly reported, "Approximately 26 states have used TE funds for the control or removal of illegal and nonconforming billboards." The line should have read, "Approximately 26 states have used TE funds for the control and removal of outdoor advertising."