BUILDING ON THE PAST
TRAVELING TO THE FUTURE
SECOND EDITION

A PRESERVATIONIST’S GUIDE
TO THE FEDERAL TRANSPORTATION ENHANCEMENT PROVISION

EDITED BY DAN COSTELLO AND LISA SCHAMESS

FEDERAL HIGHWAY ADMINISTRATION
NATIONAL TRUST FOR HISTORIC PRESERVATION
BUILDING ON THE PAST
TRAVELING TO THE FUTURE
SECOND EDITION

A PRESERVATIONIST’S GUIDE
TO THE FEDERAL TRANSPORTATION ENHANCEMENT PROVISION

EDITED BY DAN COSTELLO AND LISA SCHAMESS

FEDERAL HIGHWAY ADMINISTRATION
NATIONAL TRUST FOR HISTORIC PRESERVATION
CONTENTS

JOINT MESSAGE 5
INTRODUCTION 5
TRANSPORTATION ENHANCEMENT: AN OVERVIEW 13

CASE EXAMPLES
ALABAMA
St. James Hotel, Selma 24

ALASKA
Creamer’s Field Migratory Bird Refuge, Fairbanks 24

ARKANSAS
Frisco Trail and Park, Rogers 29

CALIFORNIA
Ferry Chapel, San Francisco 31

FLORIDA
Miami Freedom Trail, Miami Beach 33

GEORGIA
Darien Trail, Darien 34

ILLINOIS
Rosehill, Elizabeth 34

KENTUCKY
Market House Theatre, Paducah 38

MICHIGAN
Ionia Avenue Brick Streetscape Project, Grand Rapids 41

MISSISSIPPI
Melrose Civil War Trail Project, statewide 43

NEW JERSEY
Journal Square, Jersey City 45

NEW MEXICO
Cultural Centrers, statewide project 47

OKLAHOMA
Cordell Main Street, Cordell 49

PENNSYLVANIA
Forten Road, Fort Ligonier 52

RHODE ISLAND
Great Road, Lincoln 53

SOUTH DAKOTA
Historic Downtown Commercial and Warehouse District, Rapid City 58

VERMONT
Barrett’s Landing, Franklin 59

WEST VIRGINIA
Capital Marina, Charleston 64

RESOURCES
National Trust Regional Offices 71
State Historic Preservation Offices 73
State Transportation Enhancement Managers State by State 76

RESOURCES
FHWA Division Office TE Coordinators 79
CONTENTS

JOINT MESSAGE 9
INTRODUCTION 11
TRANSPORTATION ENHANCEMENT: AN OVERVIEW 13

CASE EXAMPLES

ALABAMA
St. James Hotel, Selma 24

ALASKA
Creamer’s Field Migratory Bird Refuge, Fairbanks 28

ARKANSAS
Frisco Trail and Park, Rogers 32

CALIFORNIA
Ferry Building, San Francisco 31

FLORIDA
Venetian Causeway, Miami Beach 33

GEORGIA
Darien Trail, Darien 34
Liberty Heritage Trail, Liberty County 35
Tybee Lighthouse, Tybee Island 36

ILLINOIS
Rosebud, Elizabeth 38

KENTUCKY
Market House Theatre, Paducah 40

MICHIGAN
Ionia Avenue Brick Streetscape Project, Grand Rapids 41

MISSISSIPPI
Natchez Civil War Trail Project, statewide 43
Union Station Multi-modal Transportation Center, Meridian 44

NEW JERSEY
Journal Square, Jersey City 45

NEW MEXICO
Cultural Centrers, statewide project 47

OKLAHOMA
Corridel Main Street, Cordell 49

PENNSYLVANIA
Forton Road, Fort Ligonier 53
Lehigh Canal, Lebanon 59

RHODE ISLAND
Great Road, Lincoln 55

SOUTH DAKOTA
Historic Downtown Commercial and Warehouse District, Rapid City 60

VERMONT
General Wait House, Waitsfield 62
Manchester Town Green, Manchester 63
Molly Brook Farm, Cabot 64
Prosperville Town Green, Cavendish 65

VIRGINIA
Burnett’s Landing, Franklin 66
Wolf Creek Indian Village, Eustis 66

WEST VIRGINIA
Capitol Market, Charleston 68

RESOURCES
National Trust Regional Offices 71
State Historic Preservation Offices 72
State Transportation Enhancement Managers (State by State) 76
FHWA Division Office Coordinators 79

THE ANNUAL FRISCO FESTIVAL CELEBRATES MAIN STREET IN ROGERS, ARKANSAS. PHOTO: CITY OF ROGERS PARKS AND RECREATION DEPARTMENT
In June 1998, Congress reaffirmed the importance of Transportation Enhancement (TE) activities as part of the Transportation Equity Act for the 21st Century (TEA-21). In doing so, Congress preserved and improved on the progressive policies contained in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Through its protection of Transportation Enhancements, including activities that contribute to historic preservation, Congress cast a vote of confidence in the thousands of nontraditional, transportation-related projects that have helped preserve and enliven America’s communities.

TEA-21 increased Federal financial resources for TE activities by nearly 40 percent and expanded the list of eligible activities from 10 to 12. TEA-21 also affirmed the eligibility of historic preservation projects with a variety of links to the transportation system: functional, historical, economic, social, and visual.

Both transportation and historic preservation have important missions that contribute to community livability and affect the quality of life of our citizens. The TE activities offer historic preservationists and transportation professionals new opportunities to work together. This publication focuses on the many roles historic preservation has been given through the TE activities.

Not only are historic resources specifically referenced in 4 of the 12 activities, they are frequently combined with scenic resources as key elements in the preservation of communities and landscapes through which roads pass. The 12 activities of the Surface Transportation Program offer a tangible opportunity for transportation agencies to become preservation partners with the citizens and communities they serve.

The mission of the Federal Highway Administration (FHWA) is not only building roads and bridges, but also providing a safe and efficient transportation system for America. FHWA’s activities influence the Nation’s prosperity and the well-being of communities. Because of this, FHWA is committed to continuing to meet the challenge of ISTEA and TEA-21 to provide safe, efficient transportation service that conserves and enhances environmental, scenic, historic, and community values so vital to quality of life.

Transportation enhancement projects can contribute substantially to community revitalization. By their very nature, these projects engage citizens, private groups, local governments, and State and Federal agencies in activities that enhance the community benefits of transportation. The projects selected for explo-

---

JOINT MESSAGE

KENNETH WYKLE, FEDERAL HIGHWAY ADMINISTRATOR
RICHARD MOE, PRESIDENT, NATIONAL TRUST FOR HISTORIC PRESERVATION

In June 1998, Congress reaffirmed the importance of Transportation Enhancement (TE) activities as part of the Transportation Equity Act for the 21st Century (TEA-21). In doing so, Congress preserved and improved on the progressive policies contained in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Through its protection of Transportation Enhancements, including activities that contribute to historic preservation, Congress cast a vote of confidence in the thousands of nontraditional, transportation-related projects that have helped preserve and enliven America’s communities.

TEA-21 increased Federal financial resources for TE activities by nearly 40 percent and expanded the list of eligible activities from 10 to 12. TEA-21 also affirmed the eligibility of historic preservation projects with a variety of links to the transportation system: functional, historical, economic, social, and visual.

Both transportation and historic preservation have important missions that contribute to community livability and affect the quality of life of our citizens. The TE activities offer historic preservationists and transportation professionals new opportunities to work together. This publication focuses on the many roles historic preservation has been given through the TE activities.

Not only are historic resources specifically referenced in 4 of the 12 activities, they are frequently combined with scenic resources as key elements in the preservation of communities and landscapes through which roads pass. The 12 activities of the Surface Transportation Program offer a tangible opportunity for transportation agencies to become preservation partners with the citizens and communities they serve.

The mission of the Federal Highway Administration (FHWA) is not only building roads and bridges, but also providing a safe and efficient transportation system for America. FHWA’s activities influence the Nation’s prosperity and the well-being of communities. Because of this, FHWA is committed to continuing to meet the challenge of ISTEA and TEA-21 to provide safe, efficient transportation service that conserves and enhances environmental, scenic, historic, and community values so vital to quality of life.

Transportation enhancement projects can contribute substantially to community revitalization. By their very nature, these projects engage citizens, private groups, local governments, and State and Federal agencies in activities that enhance the community benefits of transportation. The projects selected for explo-

---

The National Trust for Historic Preservation hailed the changes in national surface transportation policy as important stepping stones toward broader preservation of the Nation’s heritage. This is especially true for Main Street communities and heritage corridors whose historic resources and visitor amenities can help attract travelers and revenue to cities and towns. The National Trust intends to work with communities to tap into the potential of Transportation Enhancement activities to support historic preservation and sustainable transportation. This includes encouraging pedestrian and bicycle access for Main Streets and Federal and State heritage corridors.

The desire to be on the move and to see new things is an important element of the human experience; so is the desire to preserve places that signify home. The Transportation Enhancements category of funding has created a great opportunity for Americans to preserve culturally significant sites and routes for future generations to enjoy, and to enliven and protect the communities we all come home to.
In June 1998, Congress reaffirmed the importance of Transportation Enhancement (TE) activities as part of the Transportation Equity Act for the 21st Century (TEA-21). In doing so, Congress preserved and improved on the progressive policies contained in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Through its protection of Transportation Enhancements, including activities that contribute to historic preservation, Congress cast a vote of confidence in the thousands of nontraditional, transportation-related projects that have helped conserve and enliven America’s communities.

TEA-21 increased Federal financial resources for TE activities by nearly 40 percent and expanded the list of eligible activities from 10 to 12. TEA-21 also affirmed the eligibility of historic preservation projects with a variety of links to the transportation system: functional, historical, economic, social, and visual.

Both transportation and historic preservation have important missions that contribute to community livability and affect the quality of life of our citizens. The TE activities offer historic preservationists and transportation professionals new opportunities to work together. This publication focuses on the many roles historical preservation has been given through the TE activities.

Not only are historic resources specifically referenced in 4 of the 12 activities, they are frequently combined with scenic resources as key elements in the preservation of communities and landscapes through which roads pass. The TE activities of the Surface Transportation Program offer a tangible opportunity for transportation agencies to become preservation partners with the citizens and communities they serve.

The mission of the Federal Highway Administration (FHWA) is not only building roads and bridges, but also providing a safe and efficient transportation system for America. FHWA’s activities influence the Nation’s prosperity and the well-being of communities. Because of this, FHWA is committed to continuing to meet the challenge of ISTEA and TEA-21 to provide safe, efficient transportation service that conserves and enhances environmental, scenic, historic, and community values so vital to quality of life.

Transportation enhancement projects can contribute substantially to community revitalization. By their very nature, these projects engage citizens, private groups, local governments, and State and Federal agencies in activities that enhance the community benefits of transportation. The projects selected for explo-
INTRODUCTION

The destinations and transportation routes of the United States are integral to the American experience. In cities and town centers, along waterfronts, and within key agricultural areas and industrial corridors, the relationship between the Nation’s transportation system and important historic sites can stimulate local economies and foster community pride. The potential for such linkages is especially vivid and clearly recognized in the Transportation Enhancement (te) funding category within the Surface Transportation Program, authorized by Congress in 1991 and reauthorized in 1998.

This booklet answers questions about te activities and illustrates the role te funding can play in revitalizing communities, preserving historic resources, and stimulating cultural tourism. The publication also explains specific ways that States and communities have used historic preservation to unify communities and celebrate the interconnections between our Nation’s history and the rivers, roads, and rails that carry our people and goods.

Between 1992 and 2001, State transportation departments made more than $3 billion in Federal te funds available to communities. Nearly 11,000 projects received te funding during that period, of which 2,300 included a historic preservation or archaeological element. Local communities, which contributed more than $1 billion to implement the program, have access to at least another $3 billion in Federal funds through 2003.

Federal law does not require States to spend te funds on te activities, only to set them aside and make them available. To derive full benefit from transportation enhancements, it is crucial that communities actively participate in the te process in their States.
INTRODUCTION

The destinations and transportation routes of the United States are integral to the American experience. In cities and town centers, along waterfronts, and within key agricultural areas and industrial corridors, the relationship between the Nation’s transportation system and important historic sites can stimulate local economies and foster community pride. The potential for such linkages is especially vivid and clearly recognized in the Transportation Enhancement (te) funding category within the Surface Transportation Program, authorized by Congress in 1991 and reauthorized in 1998.

This booklet answers questions about te activities and illustrates the role te funding can play in revitalizing communities, preserving historic resources, and stimulating cultural tourism. The publication also explains specific ways that States and communities have used historic preservation to unify communities and celebrate the interconnections between our Nation’s history and the rivers, roads, and rails that carry our people and goods.

Between 1992 and 2001, State transportation departments made more than $3 billion in Federal te funds available to communities. Nearly 11,000 projects received te funding during that period, of which 2,300 included a historic preservation or archaeological element. Local communities, which contributed more than $1 billion to implement the program, have access to at least another $3 billion in Federal funds through 2003. Federal law does not require States to spend te funds on te activities, only to set them aside and make them available. To derive full benefit from transportation enhancements, it is crucial that communities actively participate in the te process in their States.

TURNING POINTS

The destinations and transportation routes of the United States are integral to the American experience. In cities and town centers, along waterfronts, and within key agricultural areas and industrial corridors, the relationship between the Nation’s transportation system and important historic sites can stimulate local economies and foster community pride. The potential for such linkages is especially vivid and clearly recognized in the Transportation Enhancement (te) funding category within the Surface Transportation Program, authorized by Congress in 1991 and reauthorized in 1998.

This booklet answers questions about te activities and illustrates the role te funding can play in revitalizing communities, preserving historic resources, and stimulating cultural tourism. The publication also explains specific ways that States and communities have used historic preservation to unify communities and celebrate the interconnections between our Nation’s history and the rivers, roads, and rails that carry our people and goods.

Between 1992 and 2001, State transportation departments made more than $3 billion in Federal te funds available to communities. Nearly 11,000 projects received te funding during that period, of which 2,300 included a historic preservation or archaeological element. Local communities, which contributed more than $1 billion to implement the program, have access to at least another $3 billion in Federal funds through 2003. Federal law does not require States to spend te funds on te activities, only to set them aside and make them available. To derive full benefit from transportation enhancements, it is crucial that communities actively participate in the te process in their States.

The destinations and transportation routes of the United States are integral to the American experience. In cities and town centers, along waterfronts, and within key agricultural areas and industrial corridors, the relationship between the Nation’s transportation system and important historic sites can stimulate local economies and foster community pride. The potential for such linkages is especially vivid and clearly recognized in the Transportation Enhancement (te) funding category within the Surface Transportation Program, authorized by Congress in 1991 and reauthorized in 1998.

This booklet answers questions about te activities and illustrates the role te funding can play in revitalizing communities, preserving historic resources, and stimulating cultural tourism. The publication also explains specific ways that States and communities have used historic preservation to unify communities and celebrate the interconnections between our Nation’s history and the rivers, roads, and rails that carry our people and goods.

Between 1992 and 2001, State transportation departments made more than $3 billion in Federal te funds available to communities. Nearly 11,000 projects received te funding during that period, of which 2,300 included a historic preservation or archaeological element. Local communities, which contributed more than $1 billion to implement the program, have access to at least another $3 billion in Federal funds through 2003. Federal law does not require States to spend te funds on te activities, only to set them aside and make them available. To derive full benefit from transportation enhancements, it is crucial that communities actively participate in the te process in their States.

The destinations and transportation routes of the United States are integral to the American experience. In cities and town centers, along waterfronts, and within key agricultural areas and industrial corridors, the relationship between the Nation’s transportation system and important historic sites can stimulate local economies and foster community pride. The potential for such linkages is especially vivid and clearly recognized in the Transportation Enhancement (te) funding category within the Surface Transportation Program, authorized by Congress in 1991 and reauthorized in 1998.

This booklet answers questions about te activities and illustrates the role te funding can play in revitalizing communities, preserving historic resources, and stimulating cultural tourism. The publication also explains specific ways that States and communities have used historic preservation to unify communities and celebrate the interconnections between our Nation’s history and the rivers, roads, and rails that carry our people and goods.

Between 1992 and 2001, State transportation departments made more than $3 billion in Federal te funds available to communities. Nearly 11,000 projects received te funding during that period, of which 2,300 included a historic preservation or archaeological element. Local communities, which contributed more than $1 billion to implement the program, have access to at least another $3 billion in Federal funds through 2003. Federal law does not require States to spend te funds on te activities, only to set them aside and make them available. To derive full benefit from transportation enhancements, it is crucial that communities actively participate in the te process in their States.

The destinations and transportation routes of the United States are integral to the American experience. In cities and town centers, along waterfronts, and within key agricultural areas and industrial corridors, the relationship between the Nation’s transportation system and important historic sites can stimulate local economies and foster community pride. The potential for such linkages is especially vivid and clearly recognized in the Transportation Enhancement (te) funding category within the Surface Transportation Program, authorized by Congress in 1991 and reauthorized in 1998.

This booklet answers questions about te activities and illustrates the role te funding can play in revitalizing communities, preserving historic resources, and stimulating cultural tourism. The publication also explains specific ways that States and communities have used historic preservation to unify communities and celebrate the interconnections between our Nation’s history and the rivers, roads, and rails that carry our people and goods.

Between 1992 and 2001, State transportation departments made more than $3 billion in Federal te funds available to communities. Nearly 11,000 projects received te funding during that period, of which 2,300 included a historic preservation or archaeological element. Local communities, which contributed more than $1 billion to implement the program, have access to at least another $3 billion in Federal funds through 2003. Federal law does not require States to spend te funds on te activities, only to set them aside and make them available. To derive full benefit from transportation enhancements, it is crucial that communities actively participate in the te process in their States.
Between 1995 and 1998, funding of historic preservation through TE activities declined. Yet the funding available for historic preservation through the TE category greatly exceeds traditional funding through State preservation programs. Historic preservationists and State historic preservation offices can use these funds to help communities in a variety of ways. One important example of such assistance is the implementation of the TE-eligible components of State historic preservation plans. Potential sponsors need to know how to develop competitive proposals for their State enhancement programs that include the specific historic preservation activities set out in the law.

This booklet describes State practices and TE projects, with a focus on historic preservation. Across the Nation, TE projects are using historic preservation to revitalize community squares, make major routes and hubs more attractive and useful to the traveler, and conserve rural landscapes. Historic preservation knits together the common threads that unite communities in pride and help sustain their economic well-being. Enhancement of historic transportation corridors, facilities, and public spaces should be in harmony with mobility and access; it is a way of honoring our Nation’s identity and diversity, and a mechanism for protecting valuable lessons, landscapes, and livelihoods for future generations.

The United States’ dynamic transportation system exerts strong influence over local economies and landscapes. TE activities offer a variety of opportunities for community enhancement. Many TE activities focus on historic preservation, and help support stable and sustainable local economic growth through protection of historic resources.

The connection between transportation and historic sites makes a wide variety of historic preservation projects eligible for funding. This publication profiles a cross-section of historic preservation projects with strong past and present links to the transportation system, creative approaches to financing, and innovative partnerships. These projects demonstrate the community benefits of aesthetic improvements such as historic façade restoration or streetscape improvements, provision of visitor centers and other traveler amenities, and encouragement of economic development and heritage tourism through historic preservation.

This booklet is intended to encourage transportation professionals and potential TE sponsors to seek out transportation-related historic preservation and other TE activities, and pursue them with enhancement applications. The historic sites and buildings related to transportation facilities represent the common ground from which many Americans’ fondest memories and shared heritage spring. As we travel from place to place, whether for business or pleasure, as part of a daily commute or as a journey of many miles, the sights and sounds we encounter along the way shape our perception of our communities, our Nation, and ultimately ourselves as citizens participating in this Nation’s evolving history. Caring for historic places through transportation enhancements renews interest in these places, and deepens respect for the communities that contain them and the citizens who maintain them.

We hope this publication helps lead to new partnerships and activities that support communities and celebrate our Nation’s heritage.

**INTRODUCTION**

**WORTH NOTING: TRANSIT ENHANCEMENT ACTIVITIES**

**TEA-21** also created a Transit Enhancements funding category, modeled on the original Transportation Enhancements activities in the Surface Transportation Program. This funding is available through the Federal Transit Administration via Metropolitan Planning Organizations and local transit providers. Contact TEA at the OIRA of Program Management, 202-366-1645, for further information.
Between 1995 and 1998, funding of historic preservation through transportation activities declined. Yet the funding available for historic preservation through the transportation category greatly exceeds traditional funding through State preservation programs. Historic preservationists and State historic preservation offices can use this funding to help communities in a variety of ways. One important example of such assistance is the implementation of the TE-eligible components of State historic preservation plans. Potential sponsors need to know how to develop effective proposals for their State enhancement programs that include the specific historic preservation activities set out in the law.

This booklet describes State practices and transportation activities, with a focus on historic preservation. Across the nation, transportation activities are being used to revitalize community squares, make major routes and hubs more attractive and useful to the traveler, and conserve rural landscapes. Historic preservation is important because it enhances the community benefits of aesthetic improvements such as façade restoration or streetscape improvements, provision of visitor centers and other traveler amenities, and encouragement of economic development and heritage tourism through historic preservation.

Worth noting: Transit Enhancement Activities

TEA-21 also created a Transit Enhancements funding category, modeled on the original Transportation Enhancement activities in the Surface Transportation Program. This funding is available through the Federal Transit Administration via Metropolitan Planning Organizations and the Federal Transit Administration. Information about the program is available at the U.S. Department of Transportation's website.
In 1991, a new kind of transportation law was passed. Culminating 40 years of investment in the Interstate Highway System, the Intermodal Surface Transportation Efficiency Act gave States and communities much more flexibility to direct Federal transportation funds toward local priorities for transportation access, environmental protection, and quality of life. Within the largest and most flexible of these major funding programs, the Surface Transportation Program, 10 percent of funds was set aside for Transportation Enhancement activities. These activities were increased to 12 in 1998 by the Transportation Equity Act for the 21st Century (TEA-21). To be considered for this Federal support, a TE activity must be related to surface transportation and must be one of the 12 eligible activities (see list on page 14).

The popularity of transportation enhancements is indisputable. States routinely receive more proposals than they can fund. New Jersey’s 1999 call for proposals, for example, elicited such an overwhelming response from communities that only 10 percent of all proposals could be funded. During its year 2000 round, Pennsylvania received nearly 300 applications, which would have required $385 million to fund, seven times the amount available.

During the 1997-98 reauthorization of TEA-21 in Congress, Transportation Enhancements received such strong support from citizens, community groups, and local and State elected officials that the 10 set-aside was reauthorized with additional funding and new categories of eligibility.

"TRANSPORTATION IS ABOUT MORE THAN ASPHALT, CONCRETE, AND STEEL; IT IS ABOUT QUALITY OF LIFE FOR THE AMERICAN PEOPLE, TODAY AND IN THE FUTURE."

— RODNEY SLATER, SECRETARY OF TRANSPORTATION
In 1991, a new kind of transportation law was passed. Culminating 40 years of investment in the Interstate Highway System, the Intermodal Surface Transportation Efficiency Act gave States and communities much more flexibility to direct Federal transportation funds toward local priorities for transportation access, environmental protection, and quality of life. Within the largest and most flexible of these major funding programs, the Surface Transportation Program, 10 percent of funds was set aside for Transportation Enhancement activities. These activities were increased to 12 percent in 1998 by the Transportation Equity Act for the 21st Century (TEA-21). To be considered for this Federal support, a TE activity must be related to surface transportation and must be one of the 12 eligible activities (see list on page 12).

The popularity of transportation enhancements is indisputable. States routinely receive more proposals than they can fund. New Jersey’s 1999 call for proposals, for example, elicited such an overwhelming response from communities that only 10 percent of all proposals could be funded. During its year 2000 round, Pennsylvania received nearly 300 applications, which would have required $385 million to fund, seven times the amount available.

During the 1997–98 reauthorization of ISTEA in Congress, Transportation Enhancements received such strong support from citizens, community groups, and local and State elected officials that the 12 set-aside was reauthorized with additional funding and new categories of eligibility.

"TRANSPORTATION IS ABOUT MORE THAN ASPHALT, CONCRETE, AND STEEL; IT IS ABOUT QUALITY OF LIFE FOR THE AMERICAN PEOPLE, TODAY AND IN THE FUTURE."

— Rodney Slater, Secretary of Transportation
THE 12 ELIGIBLE ENHANCEMENT ACTIVITIES

The following list of the 12 Transportation Enhancement activities includes project examples that illustrate each activity. These examples are meant to be illustrative, not definitive. Although the Federal government provides guidance and ensures compliance with eligibility requirements, States are responsible for selecting projects. Contact your State Transportation Enhancement Coordinator to discuss specific eligibility criteria in your State.

1. Provision of facilities for pedestrians and bicyclists—Examples of eligible activities include new or reconstructed sidewalks, walkways, or curb ramps; bike lane striping; wide paved shoulders; bike parking and bus racks; off-road trails; bike and pedestrian bridges and underpasses.

2. Provision of safety and educational activities for pedestrians and bicyclists—A new activity under TEA-21, generally expected to include programs designed to encourage safe bicycling and walking.

3. Acquisition of scenic easements and scenic or historic sites—Examples include acquisition of scenic land easements, vistas and landscapes; purchase of buildings in historic districts or historic properties; and preservation of historic farms.

4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)—Eligible activities include construction of turnouts and overlooks on scenic or historic roads; visitor centers and viewing areas; designation signs and markers along historic corridors.

5. Landscaping and other scenic beautification—Eligible improvements may include street furniture, lighting, public art and landscaping along streets and at transit stops; beautification activities along historic highways, trails, and interstates; enhancement of waterfronts and gateways.

6. Historic preservation—Eligible activities include preservation of buildings and façades in historic districts; restoration and reuse of historic buildings for transportation-related purposes; access improvements to historic sites and buildings.

7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)—Examples of eligible activities are restoration of railroad depots, bus stations, and lighthouses; as well as rehabilitation of railroad tracks, tunnels, and bridges.

8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)—Eligible activities include acquisition of railroad right-of-way; planning, designing, and constructing multi-use trails; and developing trail projects.

9. Control and removal of outdoor advertising—Billboard inventories or removal of illegal and nonconforming billboards are examples of eligible activities.

10. Environmental mitigation: Addressing water pollution. Projects with over-sight from staff members of the Federal Highway Administration’s headquarters and field offices. The new program of each State is governed by a unique mix of Federal and State regulations, policy, and guidance. Nearly all of the day-to-day decisions about funding and project implementation are made at the State level.

11. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)—Examples of eligible activities include acquisition of railroad rights-of-way; planning, designing, and constructing multi-use trails; and developing trail projects.

12. Establishment of transportation museums—A new activity under TEA-21, may include the conversion of railroad stations or historic properties to museums with transportation themes.

THE STATE OF THE STATES

Although Congress set forth the general framework for the eligibility of traffic enhancement activities, decisions about the structure and administration of each State program have been left up to the individual States. Federal and State transportation professionals maintain a close working relationship that dates back to the early years of the 20th century, when the Bureau of Public Roads was established to help States develop uniform standards for road design and maintenance. This relationship was further strengthened when ground broke for the Interstate System in the early 1950s. An unprecedented degree of Federal-State cooperation was necessary to complete this ambitious coast-to-coast public works project, the largest of its kind ever undertaken in the United States.

In keeping with this tradition, State transportation agencies developed and now implement their transportation enhancement programs with oversight from staff members of the Federal Highway Administration’s headquarters and field offices. The traffic enhancement program of each State is governed by a unique mix of Federal and State regulations, policy, and guidance. Nearly all of the day-to-day decisions about traffic enhancement funding and project implementation are made at the State level.

Over the years some States have demonstrated great enthusiasm for traffic enhancement activities, incorporating them into their routine activities and even transforming their missions in response to traffic enhancement’s emphasis on supporting communities. Community planners and Federal-TEA-21 coordinator Lani Ravin says the State’s program has generated goodwill in communities:

Everyone knows us as the people who pave the roads. Depending on when you talk to us, the paving is unwanted or it isn’t happening fast enough. This traffic enhancement program gives us a chance to do something else for communities. It enhances the transportation system’s environment and reflects local priorities. Plus, these projects can get done quickly. A lot of that makes our jobs easier when we are working on other projects at the local level.

In States where transportation personnel and elected officials show leadership and openness to public input, and where innovative project sponsors have committed their time and resources to imaginative projects, traffic enhancement programs have been a success. Some States, however, have been reluctant to fund historic preservation projects because of concerns about some of these projects’ relationship to the transportation system. In the past, only historic transportation structures or facilities—such as canals, bridges, and train depots—were funded in some States. Increasingly, traffic enhancement programs have broadened the eligibility requirements of their programs to capture a more diverse range of projects with an evident relationship to the transportation system, even if past or present transportation use is not a prominent feature of the project.

The Federal Highway Administration’s December 1999 guidance states that a historic site’s
THE 12 ELIGIBLE ENHANCEMENT ACTIVITIES

The following list of the Transportation Enhancement activities includes project examples that illustrate each activity. These examples are meant to be illustrative, not definitive, and do not encompass all possible project examples to ensure eligibility requirements. States are responsible for selecting projects. Contact your State transportation enhancement coordinator to discuss specific eligibility priorities in your State.

1. Provision of facilities for pedestrians and bicyclists—Examples of eligible activities include new or reconstructed sidewalks, walkways, or curb ramps; bike lanes; tree planting; bike parking and bus racks; off-road trails; bike and pedestrian bridges and underpasses.

2. Provision of safety and educational activities for pedestrians and bicyclists—A new activity under TEA-21, generally expected to include programs designed to encourage safe bicycling and walking.

3. Acquisition of scenic easements and scenic or historic sites—Examples include acquisition of scenic land easements, vistas and landscapes; purchase of buildings in historic districts or historic properties; and preservation of historic farms.

4. Scenic or historic highway programs (including the provision of visitor and welcome center facilities)—Eligible activities include construction of turnouts and overlooks on scenic or historic roads; visitor centers and viewing areas; designation signs and markers along historic corridors.

5. Landscaping and other scenic beautification—Eligible improvements may include street furniture, lighting, public art and landscaping along streets and at transit stops; beautification activities along historic highways, trails, and interstates; enhancement of waterfronts and gateways.

6. Historic preservation—Eligible activities include preservation of buildings and façades in historic districts; restoration and reuse of historic buildings for transportation-related purposes; access improvements to historic sites and buildings.

7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)—Examples of eligible activities are restoration of railroad depots, bus stations, and lighthouses; as well as rehabilitation of railroad trestles, tunnels, and bridges.

8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)—Eligible activities include acquisition of railroad right-of-way; planning, designing, and constructing multi-use trails; and developing trail projects.

9. Control and removal of outdoor advertising—Billboard inventories or removal of illegal and nonconforming billboards are examples of eligible activities.

10. Archaeological planning and research—Research, preservation planning, and interpretation; developing interpretive signs, exhibits and guides; inventories and surveys.

11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity—Eligible activities include runoff pollution prevention studies; soil erosion controls; detention and sediment basins; wildlife underpasses.

12. Establishment of transportation museums—A new activity under TEA-21, may include the conversion of railroad stations or historic properties to museums with transportation themes.

STATE OF THE STATES

Although Congress set forth the general framework for the eligibility of vs activities, decisions about the structure and administration of each State program have been left up to the individual States. Federal and State transportation professionals maintain a close working relationship that dates back to the early years of the 20th century, when the Bureau of Public Roads was established to help States develop uniform standards for road design and maintenance. This relationship was further strengthened when ground broke for the Interstate System in the early 1950s. An unprecedented degree of Federal-State cooperation was necessary to complete this ambitious coast-to-coast public works project, the largest of its kind ever undertaken in the United States.

In keeping with this tradition, State transportation agencies developed and now implement their transportation enhancement programs with oversight from staff members of the Federal Highway Administration’s headquarters and field offices. The vs program of each State is governed by a unique mix of Federal and State regulations, policy, and guidance. Nearly all of the day-to-day decisions about vs funding and project implementation are made at the State level.

Over the years some States have demonstrated great enthusiasm for vs activities, incorporating them into their routine activities and even transforming their missions in response to vs’s emphasis on supporting communities. Community planner and Vermont vs coordinator Lani Ravin says the State vs program has generated goodwill in communities:

Everyone knows us as the people who pave the roads. Depending on when you talk to, the paving is unwanted or it isn’t happening fast enough. This program gives us a chance to do something else for communities. It enhances the transportation system’s environment and reflects local needs. Plus, these projects can get done quickly. All of that makes our jobs easier when we are working on other projects at the local level.

In States where transportation personnel and elected officials show leadership and openness to public input, and where innovative project sponsors have committed their time and resources to imaginative projects, vs programs have been a success. Some States, however, have been reluctant to fund historic preservation projects because of concerns about some of these projects’ relationship to the transportation system. In the past, only historic transportation structures or facilities—such as canals, bridges, and train depots—were funded in some States. Increasingly, vs coordinators and advisory committees have broadened the eligibility requirements of their programs to capture a more diverse range of projects with an evident relationship to the transportation system, even if past or present transportation use is not a prominent feature of the project.

The Federal Highway Administration’s December 1999 guidance states that a historic site’s...
relationship to transportation must be significant but need not be strictly functional. “Elements of Strong State Programs” (page 12) explains severaland other scenic beautification. State grants, for example, may recognize that restoration and preservation as a critical component of the historic highway program category. The National Transportation Enhancements Clearinghouse (NTEC) is a joint venture between the Federal Highway Administration and the Rails-to-Trails Conservancy, is the National Source for data on State Transportation Enhancement (TE) activities and expenditures. Data compiled by NTEC suggest great variance among States in terms of expenditure of TE funds and timely completion of projects.

**Elements of Strong State Programs**

**NATIONAL TRANSPORTATION ENHANCEMENTS CLEARINGHOUSE**

The National Transportation Enhancements Clearinghouse (NTEC) exists to help connect people with the information and resources they need to obtain and utilize Transportation Enhancement (TE) funds.

- **NTEC provides a number of important resources and services to customers:**
  - An informative quarterly newsletter on Enhancements.
  - New publications such as guides to the program and overviews of how States are spending their TE funds.
  - A toll-free help line (1-888-388-NTEC) and Web site (www.enhancements.org).
  - State TE program profiles: contacts, funding history, selection procedures, and financing policies.
  - Distribution of more than 50 different publications related to transportation enhancements.
  - Numerous downloadable documents on the NTEC Web site.
  - The latest State TE funding data and a data base of programmed projects.
  - Contact information and referrals to State DOTs, FHWA, and advocacy organizations.

**Questions that NTEC frequently answers:**

- **Who should I contact in my State for information about the TE program?**
- **What other organizations should I contact for help and information?**
- **Can NTEC provide my organization with copies of documents so we can promote our TE program (or the TE program as a means for funding)?**

**Integration of TE activities with other State goals for transportation, historic preservation, tourism, and economic development.**

Several States have coordinated the goals of their TE programs with those of other State agencies and statewide organizations, including Main Street organizations, State Historic Preservation Offices (SHPOs), land banks, statewide historic preservation groups, Governors and their special task forces, State Cultural Affairs and Tourism offices, and State environmental departments. In some cases, a State SHPO has coordinated substantial TE funding to another State agency with expertise in a particular area, such as acquisition of scenic or historic easements, or commissioning of public art. (Molly Brook Farm, page 16, and Cultural Corridors, page 17.) Balanced and diverse fund allocations among all 12 eligible activities. State SHPOs that promote fair and open competition among all of the 12 categories also tend to have strong outreach and education to encourage proposals. States with the most aggressive and early outreach also have the most proposals to choose from. This outreach can take the form of booklets, widespread mailings, and information on the Internet; but person-to-person contact is frequently noted among the most successful programs. Some States sponsor regional workshops to encourage proposals, while others make their TE coordinators available to attend and speak at conferences in the State. The most consistent feature among successful TE programs is that they encourage community participation and non-transportation groups to compete for TE funds to meet local, pressing needs that cut across all 12 eligible activity categories. Another important element is an application form or guidebook that clearly delineates the criteria on which project decisions are based. Establishment of mechanisms for strong citizen participation. Such mechanisms may include a citizens advisory committee, serious input and participation by other State agencies, and responsiveness to suggestions (for example, willingness to revise the TE application form or take steps to correct recurring implementation problems when they are brought to the State’s attention).
relationship to transportation must be significant but need not be strictly functional. “Elements of Strong State Programs” (page 17) explains several criteria by which to measure how well a State encourages transportation enhancement activities in general and historic preservation in particular.

Several States have explicitly recognized historic preservation as a critical transportation enhancement activity. These programs, for example, may recognize that the rehabilitation of the exteriors of historic buildings can be eligible for TE funds under the category of landscaping and other scenic beautification. State TE programs have funded the rehabilitation of significant historic buildings in transportation corridors under the scenic/historic highway program category.

The National Transportation Enhancements Clearinghouse (NTEC) seeks to help connect people with the information and resources they need to obtain and utilize Transportation Enhancements (TE) funds.

NTEC provides a number of important resources and services to customers:

- An informative quarterly newsletter on Enhancements.
- New publications such as guides to the program and overviews of how States are spending their TE funds.
- A toll-free help line (1-888-388-NTEC) and Web site (www.enhancements.org).
- State TE program profile: contacts, funding history, selection procedures, and financing policies.
- Distribution of more than 50 different publications related to transportation enhancements.

NATIONAL TRANSPORTATION ENHANCEMENTS CLEARINGHOUSE

The National Transportation Enhancements Clearinghouse (NTEC) exists to help connect people with the information and resources they need to obtain and utilize Transportation Enhancements (TE) funds.

NTEC provides a number of important resources and services to customers:

- Numerous downloadable documents on the NTEC Web site.
- The latest State TE funding data and a database of programmed projects.
- Contact information and referrals to State DOTs, FHWA, and advocacy organizations.

Questions that NTEC frequently answers:

- Who should I contact in my State for information about the TE program?
- What other organizations should I contact for help and information?
- Can NTEC provide my organization with copies of documents so we can promote our TE project (or the TE program as a means for funding)?

The following is an illustrative, not comprehensive, list of the requirements for transportation enhancement projects.

Integration of TE activities with other State goals for transportation, historic preservation, tourism, and economic development.

Several States have coordinated the goals of their TE programs with those of other State agencies and state-wide organizations, including Main Street organizations, State Historic Preservation Officers (SHPOs), land banks, state-wide historic preservation groups, Governors and their special task forces, State Cultural Affairs and Tourism offices, and State environmental departments. In some cases, a State SHPO has coordinated substantial TE funding to another State agency with expertise in a particular area, such as acquisition of scenic or historic easements, or commissioner of public art (Molly Brook Farm, page 40 and Cultural Corridors, page 47).

Balanced and diverse fund allocations among all eligible activities. States that promote fair and open competition among all of the eligible activities tend to have strong input from the many stakeholders in the TE process, including preservationists, conservationists, bicyclists, pedestrian advocates, transportation history buffs, and others. An important question to ask is how much of the State’s annual TE allocation is spent on State transportation agency activities and how much is committed to local, community-generated proposals.

Outreach and education to encourage proposals. States with the most aggressive and early outreach also have the most proposals to choose from. This outreach can take the form of booklets, widespread mailings, and information on the Internet, but person-to-person contact is frequently noted among the most successful programs. Some States sponsor regional workshops to encourage proposals, while others make their TE coordinators available to attend and speak at conferences in the State. The most consistent feature among successful TE programs is that they encourage communities and non-transportation groups to compete for TE funds to meet local, pressing needs that cut across all eligible activity categories. Another important element is an application form or guidebook that clearly delineates the criteria on which project decisions are based.

Establishment of mechanisms for strong citizen participation. Each State should include a citizens advisory committee, serious input and participation by other State agencies, and responsiveness to suggestions (for example, willingness to revise the TE application form or take steps to correct recurring implementation problems when they are brought to the State’s attention).

ELEMENTS OF STRONG STATE PROGRAMS

Over the years, States have adopted a wide variety of approaches to developing and implementing their TE programs. Those that have had the most success with their TE programs tend to have some approaches in common, and often these are correlated with one another. One preliminary indicator of success is the efficiency with which a State expends its TE funds. Data show that States with the highest rates of funding commitment for NTEC and TEA-21 also tend to have one or more of the actions described in this section.

The following is an illustrative, not comprehensive, list of the requirements for transportation enhancement projects.
Development of flexible requirements that help project sponsors get the job done. The requirements for Federally funded transportation projects can be tailored to suit a local sponsor unfamiliar with such procedures. In many States, adapted their requirements to better suit small projects and their sponsors. For example, in-kind donations now can be counted toward local match, and can now advance partial payment to a sponsor to help establish cash flow at the beginning of a project. Environmental review procedures have been streamlined, as well as those for approval of design, planning, and construction documents. Several State DOTs coordinate their environmental review procedures with those of other State agencies that have similar requirements, and at least one even funds staff positions at the State Historic Preservation Office to conduct environmental and historic impact review for all TV projects (see Liberty Heritage Trail, page 35).

Proposing a historic preservation project for TV funds brings a sponsor into the complex world of transportation planning. The TV program is just one among many Federal transportation programs administered by State transportation agencies and governed by Federal and State transportation planning and project development regulations and procedures. In most States, the first step for a TV project proposal is a formal application. To be eligible for TV funds, a project must be among the eligible activities and relate to surface transportation. Every State determines its own criteria for meeting this requirement, subject to FHWA guidance on the subject. The processes by which States arrive at decisions also vary, including how frequently TV funds are awarded, who reviews projects, who ultimately selects projects, and what ranking systems are used. Typically, proposals are pooled at the State or regional level, where funding decisions are made. The process for making these decisions is often distinct from the processes that govern other Federal transportation funding programs. However, all Federally funded transportation projects must appear in an approved State Transportation Improvement Program (STIP) developed by the State DOT and, in urbanized areas, in a metropolitan Transportation Improvement Program (MUTIP) as well. TV years are short-term investment objectives list projects and amounts to be spent. These documents, which are updated at least every three years, fulfill the State's long-range plan, which typically has a 20-year forecast period and is also updated periodically. Long-range plans are primarily policy documents, but may include maps of future facilities and lists of high-priority projects.

Since the passage of ISTEA, the goals of State and metropolitan transportation plans and programs have become increasingly complex and sophisticated. Planners, transportation officials, elected officials, and citizens are working together to address all modes and aspects of transportation and explain how transportation investments will help fulfill the economic, social, and environmental goals of the State. These plans may outline funding levels, priority activity areas, or other policies that set the stage for specific TV project proposals. Project sponsors should evaluate their specific TV proposals to determine how they can contribute to fulfilling long range plans. Highlighting this connection in a TV funding application is likely to enhance a project's chances for funding, and many State selection criteria state the relationship to or inclusion in the State long-range transportation plan or other plans as a condition of funding.

Project Oversight

For certain projects, a State is required to obtain FHWA approval as the project proceeds through the design and construction phases (traditional approach). However, in many cases a State can choose to exempt projects from detailed FHWA oversight of design and construction.

A State can choose to exempt FHWA from design and construction oversight for all projects off the National Highway System (NHS). Most transportation enhancements would be located off the NHS.

A State can also choose to exempt FHWA from design and construction oversight for low-cost (less than $1 million) or resurfacing, reconstruction, and rehabilitation projects on the NHS. This exemption category would cover transportation enhancements such as bike paths, landscaping, and scenic enhancements that are implemented along a road designated as being part of the NHS.

FHWA has strongly encouraged the States to take maximum advantage of the opportunities available to them to exempt FHWA from project oversight. Nearly all of the States have exempted FHWA from oversight of projects off the NHS and half of the States have exempted FHWA from oversight of low-cost NHS projects. Many States also use the certification acceptance process, in existence prior to passage of ISTEA, which also limits FHWA’s oversight role. FHWA’s goal is to have all States using some form of oversight exemption.

Some questions to ask: Why approves transportation enhancement projects in your State, and how open is the process by which those decisions are made? Do State agencies representing historic preservation and transportation interests have a formal application? To be eligible for TV funds, a project must be among the eligible activities and relate to surface transportation. Every State determines its own criteria for meeting this requirement, subject to FHWA guidance on the subject. The processes by which States arrive at decisions also vary, including how frequently TV funds are awarded, who reviews projects, who ultimately selects projects, and what ranking systems are used. Typically, proposals are pooled at the State or regional level, where funding decisions are made. The process for making these decisions is often distinct from the processes that govern other Federal transportation funding programs. However, all Federally funded transportation projects must appear in an approved State Transportation Improvement Program (STIP) developed by the State DOT and, in urbanized areas, in a metropolitan Transportation Improvement Program (MUTIP) as well. TV years are short-term investment objectives list projects and amounts to be spent. These documents, which are updated at least every three years, fulfill the State’s long-range plan, which typically has a 20-year forecast period and is also updated periodically. Long-range plans are primarily policy documents, but may include maps of future facilities and lists of high-priority projects.

Since the passage of ISTEA, the goals of State and metropolitan transportation plans and programs have become increasingly complex and sophisticated. Planners, transportation officials, elected officials, and citizens are working together to address all modes and aspects of transportation and explain how transportation investments will help fulfill the economic, social, and environmental goals of the State. These plans may outline funding levels, priority activity areas, or other policies that set the stage for specific TV project proposals. Project sponsors should evaluate their specific TV proposals to determine how they can contribute to fulfilling long range plans. Highlighting this connection in a TV funding application is likely to enhance a project’s chances for funding, and many State selection criteria state the relationship to or inclusion in the State long-range transportation plan or other plans as a condition of funding.

How the Money Flows

TV funds are established base funding levels and formulated to guide the annual apportionment of TV funds. As the beginning of each Federal fiscal year (Oct 1), FHWA apportions TV funds and other transportation funds to each State. TV funds are placed in a special TV appropriation account and placed in a special TV fund account. The TV funds are then distributed to the State DOTs for transportation purposes. The State DOTs then distribute the funds to sub-recipients, such as local governments, for transportation projects. The funds are then used to finance transportation projects, such as road construction, bridge repair, or public transportation services. The sub-recipients then report the expenditures to the State DOTs, and the State DOTs report the expenditures to FHWA. FHWA then audits the expenditures to ensure that they are eligible and compliant with Federal regulations. If the expenditures are found to be eligible and compliant, FHWA provides a reimbursement to the State DOTs for the expenditures. The process repeats annually, with TV funds being apportioned and distributed to States each year.
Some questions to ask: Who approves transportation enhancement projects in your State, and how open is the process by which those decisions are made? Do State agencies representing historic preservation and transportation have formal mechanisms to coordinate their decisions? How does the process work? Are citizens involved in project selection? Are citizens allowed to provide feedback before projects are selected? Are citizens allowed to provide feedback after projects are selected? Are citizens allowed to appeal project selection decisions? Are citizens allowed to provide feedback on the process? Are States required to coordinate their decisions with other States?

The processes by which States arrive at decisions vary, and do not necessarily mirror the processes by which FHWA arrives at its decisions. States of the first tier of projects are likely to be more open and transparent, and are more likely to provide citizens with opportunities to provide feedback on project selection decisions. States of the third tier of projects are likely to be more closed and opaque, and are less likely to provide citizens with opportunities to provide feedback on project selection decisions.

GOVERNMENT REQUIREMENTS

State agencies representing historic preservation and transportation have been required to provide FHWA with technical assistance in selecting transportation enhancement projects. FHWA has developed an oversight program to ensure that transportation enhancement projects meet certain standards. This program is known as the Transportation Enhancement Program (TE). The program provides funding for transportation enhancement projects, which are projects that are not required to be included in the Metropolitan Transportation Plan or the Statewide Transportation Plan. The program is funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The process for selecting transportation enhancement projects is complex and involves multiple steps. First, States are required to submit project proposals to FHWA. These proposals are reviewed by FHWA and may be approved or rejected. If approved, the proposals are then included in the State's transportation plan. FHWA then provides funding for the projects, and States are required to oversee the implementation of the projects. The process is complex and involves multiple steps, and States are required to ensure that the projects meet certain standards.
Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.

PUBLIC PARTICIPATION IN PLANNING

Public participation in the State and community transportation planning process is a critical responsibility of its sponsors. In fact, one of the criteria States apply to evaluating proposals is public involvement at the local or regional level. A nationwide programmatic memorandum of agreement for Section 106 of the National Historic Preservation Act was developed and made available to all States to use or further tailor to their own specific needs. The programmatic memorandum of agreement reduced paperwork throughout the historic preservation review process required by Federal and some State law.

Public participation is an option, whereby a local sponsor can receive a portion of the Federal funds for a project begun or completed. This option enables sponsors to set the invoicing and reimbursement process in motion to avoid bank loans and added costs due to capital financing.
Public participation in the State and community transportation planning process is a critical responsibility of all transportation professionals. In addition to being an integral part of Federal-aid planning, program implementation, and project implementation, each State and community transportation agency during the implementation phase.

Public participation is an important part of the transportation planning process. It allows citizens and organizations to have a voice in the planning and decision-making process. Public participation in transportation planning is critical for several reasons:

1. It helps to ensure that transportation projects meet the needs of the community.
2. It helps to build community support and trust in transportation projects.
3. It helps to reduce the likelihood of legal challenges to transportation projects.
4. It helps to identify potential environmental impacts and mitigation measures.

Public participation in the planning process is crucial for ensuring that transportation projects are sustainable and meet the needs of the community. Transportation agencies must work with citizens, organizations, and other stakeholders to ensure that transportation projects are effective and efficient. This can be achieved through a variety of methods, including public meetings, town hall meetings, open houses, and surveys. By engaging in public participation, transportation agencies can build trust and confidence in their projects, and ensure that they are meeting the needs of the community.
OVERVIEW

THE CRITICAL CONNECTION AND TRANSPORTATION: HISTORIC PRESERVATION

...good application. may pass over a worthy project hidden in a not-so-clearly reflects all of your project’s merits. A State application requires and make sure the application early in project implementation as possible. sponsoring partners to establish adequate cash flow as and work with your State, other funders, and spon-soring partners to establish adequate cash flow as early in project implementation as possible.

Be sure you provide everything that the applica-tion requires and make sure the application clearly reflects all of your project’s merits. A State may pass over a worthy project hidden in a not-so-good application.

HISTORIC PRESERVATION AND TRANSPORTATION: THE CRITICAL CONNECTION

Preservationists, community leaders, and Federal officials have worked together for several years to clarify historic preservation’s place among trans-portation enhancement activities. FHWA guidance defines “related to surface transportation” as a rel-atively flexible standard. The guidance states that environmental protection, community preserva-tion, and livability are major goals of Federal trans-portation policy, in addition to mobility. A trans-portation enhancement project need not function as an active transportation facility, either past or current, to qualify as eligible. The guidance also says that State enhancement programs should clearly allow for fair consideration of all eligible ac-tivities as defined by Congress, and State programs should be consistent with the FHWA guidance. FHWA makes clear, however, that proximity alone does not confer eligibility on an enhance-ment proposal. Sponsors are urged to describe how the proposed activity is related to surface transportation. FHWA’s guidance uses an example of a historic barn that would not automatically be considered eligible for funds just because it was adjacent to a highway, but visibility to the traveler in a way that substantially enhances the traveling experience could make it eligible. Conversely, the barn could not be disqualified just because it was not adjacent to the road, as long as some other re-lationship to transportation could be established. The guidance offers encouragement to those who wish to restore or preserve historic structures for which the relationship to transportation is not mod-ular or functional. It is specific in recognizing historic preservation as an important consid-eration in community and transportation planning and development. The original statutory language of INVEST's successor emphasizes that the purpose of the enhancements provision is more than just the preservation of transportation facili-ties or historic facilities that today may serve a transportation purpose. Transportation enhance-ment activities are also intended to go beyond his-toric preservation activities performed under other Federal requirements to mitigate the effect of trans-portation projects on historic resources.

One way to understand how deeply historic preservation and transportation are connected is to examine the FHWA guide entitled Flexibility in Highway Design. The guide illustrates concepts of bet-ter integrating highways and communities, and as-serts that “Aesthetic, scenic, historic, and cultural resources and the physical characteristics of an area are always important factors (in good highway design) because they help to give a community its identity and sense of place and are a source of lo-cal pride.” Historic bridges are an especially visible and vivid example of this kind of connection. In the United States today, a variety of bridges stand as important reminders of the link between our his-tory and transportation. Just the phrase “historic bridge” evokes many images for many different re-gions of the Nation: the small wooden covered bridges of the rural Midwest, the sturdy timber spans of New England and the Northwest, great engineering marvels such as the Golden Gate bridges, and the collection of har-monious but one-of-a-kind stone arch bridges that gently lead the driver’s eye up and forward along the Merritt Parkway in Connecticut, to name a few.

Flexibility in highway design describes the features road designers should look for when assessing the character of an area and the importance of the land on which a facility stands or is proposed. The list includes archaeological sites, historic road traces, and historic sites and landscapes. 

“It will now be possible…to create scenic and historical corridors that preserve and enhance scenic, historical, and community values, using a mix of historic preservation, scenic easements, pedestrian trails, scenic parks, and other enhance-ments as an integral part of projects to create new or rehabilitated road or transportation systems.”

—1991 SENATE REPORT (102-71) OF THE COMMITTEE ON THE ENVIRONMENT AND PUBLIC WORKS, QUENTIN BURDICK, CHAIRMAN
Preservationists, community leaders, and Federal officials have worked together for several years to clarify historic preservation’s place among transportation enhancement activities. FHWA guidance defines “related to surface transportation” as a relatively flexible standard. The guidance states that environmental protection, community preservation, and livability are major goals of Federal transportation policy, in addition to mobility. A transportation enhancement project need not function as an active transportation facility, either past or current, to qualify as eligible. The guidance also says that State enhancement programs should clearly allow for fair consideration of all eligible activities as defined by Congress, and State programs should be consistent with the FHWA guidance. FHWA makes clear, however, that proximity alone does not confer eligibility on an enhancement proposal. Sponsors are urged to describe how the proposed activity is related to surface transportation. FHWA’s guidance uses an example of a historic barn that would not automatically be considered eligible for $ funds just because it was adjacent to a highway, but visibility to the traveler in a way that substantially enhances the traveler experience could make it eligible. Conversely, the barn could not be disqualified just because it was not adjacent to the road, as long as some other relationship to transportation could be established. The guidance offers encouragement to those who wish to restore or preserve historic structures for which the relationship to transportation is not modifiable. Section 323 is specific in recognizing historic preservation as an important consideration in community and transportation planning and development. The original statutory language of Section 323 emphasized that the purpose of the enhancements provision is more than just the preservation of transportation facilities or historic facilities for which the relationship to transportation is not modifiable. Transportation enhancement activities are also intended to go beyond historic preservation activities performed under other Federal requirements to mitigate the effect of transportation projects on historic resources.

One way to understand how deeply historic preservation and transportation are connected is to examine the FHWA guide entitled Flexibility in Highways Design, the guide illustrates concepts of better integrating highways and communities, and asserts that “Aesthetic, scenic, historic, and cultural resources and the physical characteristics of an area are always important factors (in good highway design) because they help to give a community its identity and sense of place and are a source of local pride.” Historic bridges are an especially visible and vivid example of this kind of connection. In the United States today, a variety of bridges stand as important reminders of the link between our history and transportation. Just the phrase “historic bridge” evokes many images for many different regions of the Nation: the small wooden covered bridges of the rural Midwest, the sturdy timber spans of New England and the Northwest, great engineering marvels such as the Brooklyn and Golden Gate bridges, and the collection of harmonious but one-of-a-kind stone arch bridges that gently lead the driver’s eye up and forward along the Merritt Parkway in Connecticut, to name a few. Flexibility in highway design describes features road designers should look for when assessing the character of an area and the importance of the land on which a facility stands or is proposed. The list includes archaeological sites, historic road traces, and historic sites and landscapes.

"IT WILL NOW BE POSSIBLE...TO CREATE SCENIC AND HISTORICAL CORRIDORS THAT PRESERVE AND ENHANCE SCENIC, HISTORICAL, AND COMMUNITY VALUES, USING A MIX OF HISTORIC PRESERVATION, SCENIC EASEMENTS, PEDESTRIAN TRAILS, SCENIC PARKS, AND OTHER ENHANCEMENTS AS AN INTEGRAL PART OF PROJECTS TO CREATE NEW OR REHABILITATED ROAD OR TRANSPORTATION SYSTEMS."

— U.S. SENATE REPORT (102-71) OF THE COMMITTEE ON THE ENVIRONMENT AND PUBLIC WORKS, QUENTIN BURDICK, CHAIRMAN
Transportation enhancement coordinators and experienced sponsors have identified a variety of potential links between historic preservation and transportation. These links vary in approach and degree and should be thought through carefully in establishing the relationship of a proposed project to the surface transportation system. Where the link is unclear, coordination with the State DOT and FHWA’s coordinators may be helpful. A list of possible links to surface transportation follows:

1. Historic transportation facilities, vehicles, and artifacts are all eligible for TE funding.
2. Archaeological and interpretive sites in the vicinity of transportation resources are likely to be eligible for funding.
3. Native American art and sacred sites are frequently linked with transportation, because many of the United States’ existing major roads were originally Native American trade and migration routes.
4. There is frequently an opportunity to identify and include such activity as part of a transportation project (e.g., preserving historic road markers on a modern highway, restoring historic facades and adding sidewalks and brick surfaces when improving streets). These vs. projects can enhance the community benefits of transportation investments and add intrinsic value to transportation systems.
5. Frequently historic structures and transportation networks are inextricably linked. Both are where they are because people needed access to vital governmental, economic, or community services. Potential project sponsors should explain how historic structures are or were dependent upon a road, or how the road depended on the historic structure.
6. Prominently visible signage, turn-outs, and connections to other sites are all valid ways in which a historic project can meet the transportation link.
7. VS. projects can be linked to broader community benefits such as tourism, downtown revitalization, neighborhood preservation, housing rehabilitation, economic development, or recreational development—these are all intimately related to a community’s transportation network.
8. Don’t overlook the fact that historic structures that contribute to the walkability of a community have an obvious transportation link.
9. Enhancement projects may be adjacent to or prominently visible from the transportation system; that is, they may be in the area served by the system and located in a way that significantly enhances the transportation experience.
10. Projects may meet the relationship to surface transportation by meeting a safety need, such as traffic calming, clearer signage, safer access to a historic or scenic site, or better traveler orientation through maps and other information available at visitor centers.
11. The fact that historic structures had been or are subject to Federal environmental or historic impact review may indicate a relationship to transportation, and bears further exploration.
12. Historic structures are often important features of scenic and historic corridors.

WHERE WE CAN GO FROM HERE

Transportation enhancement activities are a small part of the overall Federal transportation program in terms of funds. However, vs. activities stand among the important initiatives of the last decade that could move the Nation into a new golden age of transportation. It is funding offers project sponsors, local and State governments, and citizens a potential proving ground and incubator for new philosophies and approaches to integrating transportation facilities into communities. By encouraging partnerships among planners, engineers, architects, and designers, the transportation enhancement provision could forge lasting ties in communities that in turn can help them to preserve or recreate the sweeping vistas, dramatic gateways, and impressive architecture which were second nature in many of the great public works projects of the past.

www FHWA DOT.

The project profiles that follow provide examples of how communities have used vs. funding to celebrate their diversity and regional significance from coast to coast. Some projects are large-scale, others are quite modest, but all show imagination and a vigorous commitment to the past and the future.

Linking Historic Preservation and Transportation

HISTORIC PRESERVATION AND WALKABLE COMMUNITIES

Walking is increasingly recognized as important local surface transportation. The physical appearance of walkways and their ease of use contribute to their more frequent use. People will deliberately reroute to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberately to avoid unsafe blocks and those with too many derelict buildings. People will reroute deliberate...
Transportation enhancement coordinators and experienced sponsors have identified a variety of potential links between historic preservation and transportation. These links vary in approach and degree and should be thought through carefully in establishing the relationship of a proposed project to the surface transportation system. Where the link is clear, coordination with the State DOT and FHWA to prioritize projects may be helpful. A list of possible links to surface transportation follows:

1. Historic transportation facilities, vehicles, and artifacts are all eligible for funding.
2. Archaeological and interpretive sites in the vicinity of transportation resources are likely to be eligible for funding.
3. Native American art and sacred sites are frequently linked with transportation, because many of the United States’ existing major roads were originally Native American trade and migration routes.
4. There is frequently an opportunity to identify and include an activity as part of a transportation project (e.g., preserving historic road markers on a modern highway, restoring historic facades and adding sidewalks and brick surfaces when improving streets). These vs. projects can enhance the community benefits of transportation investments and add intrinsic value to transportation systems.
5. Frequently historic structures and transportation networks are inextricably linked. Both are where people are because people needed access to vital governmental, economic, or community services. Potential project sponsors should explain how historic structures are or were dependent upon a road, or how the road depended on the historic structure.
6. Prominently visible signage, turn-outs, and connections to other sites are all valid ways in which a historic project can meet the transportation link.
7. v. projects can be linked to broader community benefits such as tourism, downtown revitalization, neighborhood preservation, housing rehabilitation, economic development, or recreational development—those are all intimately related to a community’s transportation network.
8. Don’t overlook the fact that historic structures that contribute to the walkability of a community have an obvious transportation link.
9. Enhancement projects may be adjacent to or prominently visible from the transportation system; that is, they may be in the area served by the system and located in a way that significantly enhances the transportation experience.
10. Projects may meet the relationship to surface transportation by meeting a safety need, such as traffic calming, clearer signage, safer access to a historic or scenic site, or better traveler orientation through maps and other infrastructure available at visitor centers.
11. The fact that historic structures had been or are subject to Federal environmental or historic impact review may indicate a relationship to transportation, and bears further exploration.
12. Historic structures are often important features of scenic and historic corridors.

WHERE WE CAN GO FROM HERE

Transportation enhancement activities are a small part of the overall Federal transportation program in terms of funds. However, v. activities stand among the important initiatives of the last decade that could move the Nation into a new golden age of transportation. v. is funding offers project sponsors, local and State governments, and citizens a potential proving ground and incubator for new philosophies and approaches to integrating transportation facilities into communities. By encouraging partnerships among planners, engineers, architects, and designers, the transportation enhancement provision could forge lasting ties in communities that in turn can help them to preserve or recreate the sweeping vistas, dramatic gateways, and impressive architecture which were second nature in many of the great public works projects of the past.

FHWA’s publication, Flexibility in Highway Design provides many ideas for incorporating amenities and aesthetics into transportation projects in ways that enhance both community benefits and traveler experience. The discussion of flexibility in that publication invites planners and designers to assess the character of an area and then build its preservation and protection into the project.

Language from the 1995 guidance by FHWA clarifies the desirability and complexity of strong relationships among transportation, historic preservation, community quality, corridor-oriented aesthetic improvements, and local economic development: “Federal transportation policy...continues to stress mobility, protection of the human and natural environment, and community preservation, sustainability, and livability” (statement of policy, page 3). According to the memorandum that accompanied the interim guidance, the v. activities funding “has helped to redevelop struggling communities, beautify gateways to cities, preserve historic transportation facilities, and contribute to the rebirth of positive citizen views of many State and local transportation organizations.” The 37 project profiles that follow provide examples of how communities have used v. funding to celebrate their diversity and regional significance from coast to coast. Some projects are large-scale, others are quite modest, but all show imagination and a vigorous commitment to the past and the future.

“One of the greatest challenges the Highway Community faces is providing safe, efficient transportation service that conserves and even enhances the environmental, scenic, historic, and community resources that are so vital to our way of life.”

—Jane K. Garvey, former Deputy Federal Highway Administrator
During the 19th century, the St. James Hotel (built in 1837) played host to steamboat travelers along the Alabama River and was an important Civil War site, housing both Confederate officers and Federal troops at different times during the war. During this time, the only remaining antebellum hotel in the southeastern states had fallen on hard times. Abandoned, neglected, and unable to attract private developers, the hotel nonetheless inspired the city of Selma—A Main Street community since 1965—to take a chance on its future.

The city sought to acquire and rehabilitate the property to provide downtown hotel space for the increase in visitors attracted to Selma’s rich “Civil War to Civil Rights” history. The hotel historic district is a key element in plans for the new Selma to Montgomery Voting Rights Trail. From the hotel, the visitor gains a view of the Pettus Bridge, made famous by Dr. Martin Luther King on his historic March to Montgomery for civil rights. The hotel and its immediate environs are listed on the National Register of Historic Places.

The hotel is a critical element in the Selma’s efforts to revitalize its riverfront. Although the State didn’t fund the project through its completion, the city drew on many other sources to finish the project. The initial investment of $1,500,000 generated local revenues and renewed community pride in an important piece of Selma’s history.

**COMMUNITY IMPACT**

“If the community really feels like it owns this project,” according to Elizabeth Driggers, director of community development for Selma, “it helps us to reinvigorate the area.” The St. James Hotel today provides 100% occupancy and a $100,000 per year income boost to the city’s economy. A new post office is under construction, and the completed hotel permanently employs 50% community residents. The city put new sidewalks, lighting, and other improvements in place around the hotel, and is seeking additional land for expansion.

The hotel’s renovation has sparked the revitalization of Water Street, and nearby buildings are being renovated to house tourism-related services and businesses. A large antique mall is located a block away because of tourist traffic from the hotel. A Main Street redevelopment plan is underway for the area. A new post office is under construction in the historic district.
CASE EXAMPLES

ST. JAMES HOTEL
S E L M A , A L A B A M A

A VENERABLE RIVERFRONT INSTITUTION REINVIGORATES A COMMUNITY.

During the 19th century, the St. James Hotel (built in 1837) played host to steamboat travelers along the Alabama River and was an important Civil War site, housing both Confederate officers and Federal troops at different times during the war. During this century, however, the only remaining relic of the hotel in the southeastern States had fallen on hard times. Abandoned, neglected, and unable to attract private developers, the hotel nonetheless inspired the city of Selma—a Main Street community since 1867—to take a change on its future. The city sought to acquire and rehabilitate the property to provide downtown hotel space for the increase in visitors attracted to Selma’s rich “Civil War to Civil Rights” history. The hotel historic district is a key element in plans for the new Selma to Montgomery Voting Rights Trail. From the hotel, the visitor gains a view of the Pettus Bridge, made famous by Dr. Martin Luther King on his Historic March to Montgomery for civil rights. The hotel and its immediate environs are listed on the National Register of Historic Places.

The city of Selma—a Main Street community since 1867—embarked on its historic March to Montgomery for civil rights. The hotel and its immediate environs are listed on the National Register of Historic Places. From 1993 to 1996, State TV funds were pivotal in helping the city of Selma secure a future for the St. James Hotel, restoring it to its historical, transportation-related use as a stopover for travelers. The hotel is a critical element in the city’s efforts to reinvigorate its riverfront. Although the State didn’t fund the project through its completion, the city drew on many other sources to finish the project. The initial investment of TV funds generated local revenues and renewed community pride in an important piece of Selma’s history.

PARTNERSHIP

The project was sponsored by a one-of-a-kind public-private partnership that included government, local community members, and private investors. A Selma Downtown Redevelopment Authority was created by the City Council to oversee and supervise the project. Private investors formed a Limited Liability Company (LLC) to support the project. After the project was completed, the city entered into a long-term lease agreement with the LLC to maintain the hotel. A steering committee for the project met weekly, and more than 1,500 community members in this city of 24,000 were involved in the 10-year planning process that culminated in the hotel’s ribbon-cutting in 1997. The community pitched in to research and find period furnishings for the hotel, and volunteers spent hours measuring and placing furniture in the hotel’s 42 rooms. All in all, the city raised $800,000 from private citizens alone, the single largest fundraising effort in the history of Selma, larger even than the annual United Way appeal.

The city stayed in constant contact with the Alabama State Historic Preservation Office as well as State and Federal agencies, including the Department of Housing and Urban Development, and the Department of Agriculture. Projects undertaken included securing government, local community members, and private contributions. The City of Selma’s Historic Preservation Loan Fund supported the project. After the project was completed, the city undertook a multi-year lease agreement with the LLC to maintain the hotel. The hotel’s renovation has sparked the revitalization of Water Street, and nearby buildings are being renovated to house tourism-related services and businesses. A large antique mall is located a block away because of tourist traffic from the hotel. A Main Street redevelopment plan is underway for the area. A new post office is under construction in the historic district.

COMMUNITY IMPACT

“The community reallly feels like it owns this project,” according to Elizabeth Driggers, director of community development for Selma. The hotel is typically 100 percent occupied and has generated $450,000 each year in lodging tax revenues. The community holds many events at the hotel, from class reunions to other events. The hotel’s renovation has sparked the revitalization of Water Street, and nearby buildings are being renovated to house tourism-related services and businesses. The hotel is typically 100 percent occupied and has generated $450,000 each year in lodging tax revenues. The community holds many events at the hotel, from class reunions to other events.
CREAMERS FIELD MIGRATORY FOWL REFUGE

FAIRBANKS, ALASKA

A MUCH-NEEDED REPRIEVE FOR A TREASURED COMMUNITY LANDMARK.

With their cathedral-like interiors and links to Alaska’s goldrush history, the dairy barns at Creamers Field Migratory Fowl Refuge—a national wildlife area on a busy four-lane road to Fairbanks—have endured harsh northern winters as beloved community landmarks. As the architectural focal point of the site, the two barns were listed on the National Register in 1977. Now the buildings are the only remaining examples of a once-thriving industry that took hold during the 19th century, when an influx of prospectors fueled rapid settlement of the Alaska Territory. The region’s climate has taken a toll on the structures, however. Serious water damage and structural instability threatened to topple the barns within a matter of years. Funds were needed immediately to stabilize the structures as the first step toward improving visitor access to the refuge.

In 1991 the Alaska Department of Fish and Game obtained $800,000 in Phase I funding to conduct site inspection and report on the barns, and the Alaska Office of Planning and Budget funded a structural study of the buildings. The project reflects years of partnership between local, state, and federal agencies, as well as unions, local businesses, individual volunteers from the community, Tanana Yukon Historical Society, Ducks Unlimited, and The Arctic Audubon Society. The U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency have also supported work to create interpretive exhibits and educational materials for use on site and in local schools. The National Trust for Historic Preservation and Friends of Creamer’s Field funded a site inspection and report on the barns, and the Alaska Department of Fish and Game was the lead partner in creating an interpretive master plan in September 1992, a refuge management plan in 1993, and the Fairbanks Facilities Plan in 1994, which includes an element on the management of historic structures at the site. Significant players in developing and carrying out these plans include the Friends of Creamer’s Field, Alaska Craftsman Home Program, local trade unions, and individual volunteers from the community.

PROJECT SPONSOR: ALASKA

FINANCING

PHASE I: 1993

PHASE II: 2001

PLETED

REINSTATED 1998

BUT RESCINDED.

INITIALLY APPROVED IN 1995

PHASE I: 1993

PHASE II: 2001

FINANCING

PROJECT SPONSOR: ALASKA

DISTRIBUTION OF FISH AND GAME

PHASE I: $800,000

PHASE II: $1 MILLION

TOTAL PROJECT COST:

$1.802 MILLION

TRANSPORTATION ENHANCEMENT FUNDS:

$428,513

LOCAL MATCH: $80,862 PLUS

TE ACTIVITY

HISTORIC PRESERVATION

PROJECT AWARDED

PHASE I: 1993 PHASE II: 1998

PROJECT FINANCED BY

BUT RESCinded

REINVESTED 1998

COMPLETED

DEPARTMENT OF FISH AND GAME

RECREATION DEPARTMENT

CITY OF ROGERS PARKS AND RECREATION

PROJECT SPONSOR: ALASKA

FINANCING

PROJECT SPONSOR: ALASKA

DEPARTMENT OF FISH AND GAME

PHASE I: $150,000

PHASE II: $133,000

TOTAL PROJECT COST:

$283,000

TRANSPORTATION ENHANCEMENT FUNDS:

$25,000

LOCAL MATCH: $26,000

LOCAL MATCH: $120,000

CITY OF ROGERS PARKS AND RECREATION

PROJECT SPONSOR: ALASKA

FINANCING

PROJECT SPONSOR: ALASKA

DEPARTMENT OF FISH AND GAME

PHASE I: $200,000

PHASE II: $400,000

TOTAL PROJECT COST:

$600,000

TRANSPORTATION ENHANCEMENT FUNDS:

$100,000

LOCAL MATCH: $100,000

LOCAL MATCH: $100,000

CITY OF ROGERS PARKS AND RECREATION

FINANCING

PROJECT SPONSOR: ALASKA

DEPARTMENT OF FISH AND GAME

PHASE I: $800,000

PHASE II: $750,000

TOTAL PROJECT COST:

$1.550 MILLION

TRANSPORTATION ENHANCEMENT FUNDS:

$50,000

LOCAL MATCH: $50,000

PROJECT SPONSOR: ALASKA

FINANCING

PROJECT SPONSOR: ALASKA

DEPARTMENT OF FISH AND GAME

PHASE I: $1 MILLION

PHASE II: $100,000

TOTAL PROJECT COST:

$1.1 MILLION

TRANSPORTATION ENHANCEMENT FUNDS:

$100,000

LOCAL MATCH: $100,000

PROJECT SPONSOR: ALASKA

FINANCING

PROJECT SPONSOR: ALASKA

DEPARTMENT OF FISH AND GAME

PHASE I: $650,000

PHASE II: $650,000

TOTAL PROJECT COST:

$1.3 MILLION

TRANSPORTATION ENHANCEMENT FUNDS:

$25,000

LOCAL MATCH: $25,000

FINANCING

PROJECT SPONSOR: ALASKA

DEPARTMENT OF FISH AND GAME

PHASE I: $1.3 MILLION

PHASE II: $1.3 MILLION

TOTAL PROJECT COST:

$2.6 MILLION

TRANSPORTATION ENHANCEMENT FUNDS:

$25,000

LOCAL MATCH: $25,000

Frisco Park and Trail

Rogers, Arkansas

TRAIL AND PARK ENLIVENS HISTORIC DOWNTOWN.

Once upon a time, Rogers (pop. 34,000) was the hub of northwestern Arkansas’ booming apple industry. The apple blight of the 1940s wiped out the region’s orchards and many livelihoods, as well as a way of life. But Arkansans are resilient: tourism and light industry have taken root in place of the region’s orchards and many livelihoods, as well as a way of life. But Arkansans are resilient: tourism and light industry have taken root in place of the apple blight of the 1940s, and the region has survived well through depressed times because of its diverse economy,” says Jim Welch, Rogers Parks Department. Rogers Parks Department.

FRISCO PARK AND TRAIL

Rogers, Arkansas

Trail and park enlivens historic downtown.

Frisco Park and Trail

Rogers, Arkansas

Trail and park enlivens historic downtown.

OPPORTUNITY:

THE HISTORIC DAIRY BARNs AT CREAMERS REFUGE IN FAIRBANKS, ALASKA ENHANCE THE VISUAL EXPERIENCE OF TRAVELERS, AND RESTOR-ATION IS PRESERVING THE AESTHETIC FEATURES OF THE LANDSCAPE.

PHOTO: TANANA-YUKON HISTORICAL SOCIETY
CREAMERS FIELD MIGRATORY FOWL REFUGE
FAIRBANKS, ALASKA

A MUCH-NEEDED REPRIEVE FOR A TREAURED COMMUNITY LANDMARK.

With their cathedral-like interiors and links to Alaska’s goldrush history, the dairy barns at Creamers Field Migratory Fowl Refuge—a national wildlife area on a busy four-lane road to Fairbanks—have endured harsh northern winters as beloved community landmarks. As the architectural focal point of the site, the two barns were listed on the National Register in 1977. Now the buildings are the only remaining examples of a once-thriving industry that took hold during the 19th century, when an influx of prospectors fueled rapid settlement of the Alaska Territory. The region’s climate has taken a toll on the structures, however. Serious water damage and structural instability threatened to topple the barns within a matter of years. Funds were needed immediately to stabilize the structures as the first step toward improving visitor access to the refuge.

In 1993 the Alaska Department of Fish and Game obtained $200,000 from the Alaska Craftsman Home Program, local trade unions, and individual volunteers from the community, Tanana/Yukon Historical Society, Ducks Unlimited, and The Arctic Audubon Society. The U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency have also supported work to create interpretive exhibits and educational materials for use on the refuge and in local schools. The National Trust for Historic Preservation and Friends of Creamer’s Field funded a site inspection and report on the barns, and the Alaska Department of Fish and Game was the lead partner in creating an interpretive master plan in September 1994. A refuge management plan in 1995, and the Fairbanks Facilities Plan in 1994, which included an element on the migratory historic structures at the site. Significant players in designing and carrying out these plans include the Friends of Creamer’s Field, Alaska Craftsman Home Program, local trade unions, and individual volunteers from the community, Tanana/Yukon Historical Society, Ducks Unlimited, and The Arctic Audubon Society. The U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency have also supported work to create interpretive exhibits and educational materials for use on the refuge and in local schools. The National Trust for Historic Preservation and Friends of Creamer’s Field funded a site inspection and report on the barns, and the Alaska Department of Fish and Game was the lead partner in creating an interpretive master plan in September 1994, a refuge management plan in 1995, and the Fairbanks Facilities Plan in 1994, which includes an element on the migratory historic structures at the site.

On a much-needed reprieve for a treasured community landmark.

The project reflects years of partnership, which includes an element on the migratory historic structures at the site. Significant players in designing and carrying out these plans include the Friends of Creamer’s Field, Alaska Craftsman Home Program, local trade unions, and individual volunteers from the community, Tanana/Yukon Historical Society, Ducks Unlimited, and The Arctic Audubon Society. The U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency have also supported work to create interpretive exhibits and educational materials for use on the refuge and in local schools. The National Trust for Historic Preservation and Friends of Creamer’s Field funded a site inspection and report on the barns, and the Alaska Department of Fish and Game was the lead partner in creating an interpretive master plan in September 1994, a refuge management plan in 1995, and the Fairbanks Facilities Plan in 1994, which includes an element on the migratory historic structures at the site.

COMMUNITY IMPACT Creamers Refuge is a peers national wildlife area, attracting 25,000 visitors each year. It is also a valuable recreational area for local residents and an educational resource for 5,000 area school children annually. As the largest individually operated dairy in Alaska and the northernmost dairy in the world, Creamer’s Dairy is a large part of what makes Fairbanks a special place to visit and to live. Even before work has been completed, the project has already contributed to the local and to the State economy. The improved access made possible with Phase I funding has increased visitation by at least 25 percent. A new hotel was constructed near the refuge since the project began, and tourists staying there and elsewhere in Fairbanks have increased dramatically.

FRISCO PARK AND TRAIL
ROGERS, ARKANSAS

TRAIL AND PARK ENLIVEN HISTORIC DOWNTOWN.

Once upon a time, Rogers (pop. 34,000) was the hub of northwest Arkansas’s booming apple industry. The apple blight of the 1940s wiped out the region’s orchards and many livelihoods, as well as a way of life. But Arkansans are resilient: tourism and light industry have taken root in place of the orchards as the economic engines of one of the nation’s fastest-growing regions. The quality of life, low taxes, beautiful scenery, and superior labor market in this part of Arkansas are attracting businesses such as Beckard Steel and Sam’s.

“Rogers has survived well through depressed times because of its diverse economy,” says Jim Rogers, who owns a much-needed reprieve for a treasured community landmark.

The project reflects years of partnership, which includes an element on the migratory historic structures at the site. Significant players in designing and carrying out these plans include the Friends of Creamer’s Field, Alaska Craftsman Home Program, local trade unions, and individual volunteers from the community, Tanana/Yukon Historical Society, Ducks Unlimited, and The Arctic Audubon Society. The U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency have also supported work to create interpretive exhibits and educational materials for use on the refuge and in local schools. The National Trust for Historic Preservation and Friends of Creamer’s Field funded a site inspection and report on the barns, and the Alaska Department of Fish and Game was the lead partner in creating an interpretive master plan in September 1994, a refuge management plan in 1995, and the Fairbanks Facilities Plan in 1994, which includes an element on the migratory historic structures at the site.
Welch of the Rogers Parks and Recreation Department. In the late 1980s, residential development began creeping outward and the local population swelled (today the population is double that of 1980). Residents of Rogers realized that their downtown was somehow missing out on the action, and organized the Rogers Main Street Program to bring excitement and investment back to the town center.

Rogers was also an important transportation link, first as a water stop on the old Butterfield Stage Route, later as a stop on the Frisco Railroad, which served apple growers taking their product to market. Now owned by the Arkansas-Missouri Railroad, the route is still used for freight. Over the years, the railyards began to be used as ad hoc and rather unsightly parking lots for downtown employees and customers. In 1994, Main Street Rogers and the Rogers Parks Department started to work on a public park on the site of the yards, that would be linked to the historic downtown by a walking path. The finished project includes public restrooms, a covered picnic pavilion, a playground, landscaping and street furniture. The 3/4-mile trail connects downtown Rogers to Lake Atalanta Park and features Frisco Springs, the water source for early steam engines.

PARTNERSHIP The city and downtown merchants association had already collaborated to purchase the property from the local railroad in 1996. Rogers Main Street Rogers found out about the vans funding and approached Parks and Recreation to co-sponsor the project. The vans funding was the first funding for the park, and it shaped the project. Significant partners included Downtown is Up, Business Association, Rogers Noon Rotary Club, the City of Rogers Street Department, Rogers Water and Sewer Commission, Rogers Recycling Center, Rogers Youth Center Board, Walmart Supercenter, and individuals. The project was accomplished in less than two years from award to ribbon cutting. When the construction of two footbridges threatened to delay the project because of State requirements, the city and State worked together to remove these items from the scope of work being supported by vans funds. Then Rogers found volunteer support and alternative funding for the bridges, both to save project costs and to expedite the project’s completion.

The town also added electrical connections to period-style lightpoles so that vendors could be accommodated downtown. All of the downtown’s sidewalks have been redone, and many of the streets are refaced in brick. “We have a historic atmosphere we have worked very hard to keep,” says Welch. “Without the enhancement funds, it would have taken four, five, six years to raise the funds and get the project off the ground,” according to Welch. The project funds paid for design, construction, and development of trail as well as interpretive signage.

COMMUNITY IMPACTS Downtown Rogers now boasts seven restaurants where there were only two before. The new park and trail are a significant draw for users of the downtown. New businesses are locating in existing historic buildings along Main Street. The trail provides opportunities for school field trips on Rogers’s railroad history and the importance of water sources for steam engines.

The park itself has come to be a kind of town square and features recreational programming such as concerts, nature walks. Fourth of July celebrations, and dances. Downtown workers use the park every day for lunching and relaxing. Attendance at the annual parade through Frisco Park has doubled since the trail opened.

- The ANNUAL FRISCO FESTIVAL CELEBRATES MAIN STREET IN ROGERS, ARKANSAS. PHOTO: CITY OF ROGERS PARKS AND RECREATION DEPARTMENT

THE ANNUAL FRISCO FESTIVAL CELEBRATES MAIN STREET IN ROGERS, ARKANSAS. PHOTO: CITY OF ROGERS PARKS AND RECREATION DEPARTMENT

NEW SEA LEGS FOR A BELOVED MARITIME LANDMARK.

Ask a San Franciscan to name a favorite landmark, and the Ferry Depot Building is likely to be the answer. Uplifting one of the city’s most breathtaking views of the San Francisco Bay with graceful Beaux Arts design, the 1898 building has enjoyed renewed attention since the earthquake of 1989, when the elevated Embarcadero Freeway nearly fell and was subsequently demolished. The now-unobstructed view of the bay, crowned by the building’s 380-foot clock tower, seems to symbolize the city’s new commitment to increasing passenger access to Berkeley, Oakland, Vallejo, and Alameda via the bay.

Listed on the National Register of Historic Places, the depot is also a National Historic Civil Engineering Landmark. It has survived two major quakes. In December 1989, the city chose a developer to rehabilitate the depot in accordance with the Secretary of the Interior’s Standards. The new facility will include a market highlighting the Bay Area’s finest foods and produce. The project goal is to restore the grand passenger concourse and construct a new depot area, compatible with the old depot’s historic character, that will help modernize the depot and increase access to ferry transport for the city’s residents and visitors.

PARTNERSHIP The project is a large-scale partnership between the Port of San Francisco and Wills Cornerstone, the developer. The port needed to bring in a developer to make the project work economically, yet it needed the enhancement funds to carry out the planning necessary to attract high-quality private development proposals.
Welch of the Rogers Parks and Recreation Department. In the late 1990s, residential development began creeping outward and the local population swelled (today the population is double that of 1988). Residents of Rogers realized that their downtown was somewhat missing out on the action, and organized the Rogers Main Street Program to bring excitement and investment back to the town center.

Rogers was also an important transportation link, first as a water stop on the old Butterfield Stage Route, later as a stop on the Frisco R astrail, which served apple growers taking their product to market. Now owned by the Arkansas-Missouri Railroa, the route is still used for freight. Over the years, the railyards began to be used as ad hoc and rather unsightly parking lots for downtown employees and customers. In 1999, M ain Street Rogers and the Rogers Parks Department started working on a public park on the site of the yards, that would be linked to the historic downtown by a walking path. The finished project includes public restrooms, a covered picnic pavilion, a playground, landscaping and street furniture. The public restrooms, a covered picnic pavilion, a playground, landscaping and street furniture. The finished project includes public restrooms, a covered picnic pavilion, a playground, landscaping and street furniture.

The project was accomplished in less than two years from award to ribbon cutting. When the construction of two footbridges threatened to delay the project because of State requirements, the city and State worked together to remove these items from the scope of work being supported by VS funds. Then Rogers found volunteer support and alternative funding for the bridges, both to save project costs and to expedite the project’s completion.

The town also added electrical connections to period- style lightpoles so that vendors could be accommodated downtown. All of the downtown’s sidewalks have been redone, and many of the streets are refaced in brick. “We have a historic atmosphere we have worked very hard to keep,” says Welch.

“Without the enhancement funds, it would have taken four, five, six years to raise the funds and get the project off the ground,” according to Welch. The project funds paid for design, construction, and development of trail as well as interpretive signage.

COMMUNITY IMPACTS Downtown Rogers now boasts seven restaurants where there were only two before. The new park and trail are a significant draw for users of the downtown. New businesses are locating in existing historic buildings along M ain Street. The trail provides opportunities for school field trips on Rogers’ railroad history and the importance of water sources for steam engines.

The park itself has come to be a kind of town square and features recreational programming such as concerts, nature walks, Fourth of July celebrations, and dances. Downtown workers use the park every day for lunching and relaxing. Attendance at the annual parade through Frisco Park has doubled every day for lunching and relaxing. Attendance at the annual parade through Frisco Park has doubled.

The project funds paid for design, construction, and development of trail as well as interpretive signage.

PARTNERSHIP The city and downtown merchants association had already collaborated to purchase the property from the local railroad. Rogers M ain Street Rogers found out about the vs funding and approached Parks and Recreation to co- sponsor the project. The vs funding was the first funding for the park, and it shaped the project. Significant partners included Downtown is Ro- town Business Association, Rogers Noon Rotary C lub, the City of Rogers Street Department, Rogers Water and Sewer Commission, Rogers Re- cycling Center, Rogers Youth Center Board, Wal- Mart Supercenter, and individuals.

The project was accomplished in less than two years from award to ribbon cutting. When the construction of two footbridges threatened to delay the project because of State requirements, the city and State worked together to remove these items from the scope of work being supported by VS funds. Then Rogers found volunteer support and alternative funding for the bridges, both to save project costs and to expedite the project’s completion.

The downtown also added electrical connections to period-style lightpoles so that vendors could be accommodated downtown. All of the downtown’s sidewalks have been redone, and many of the streets are refaced in brick. “We have a historic atmosphere we have worked very hard to keep,” says Welch. “Without the enhancement funds, it would have taken four, five, six years to raise the funds and get the project off the ground,” according to Welch. The project funds paid for design, construction, and development of trail as well as interpretive signage.
The port will move from the Ferry Building to a newly renovated Pier building next door, also listed on the National Register, the renovation of which was a $40 million Federal rehabilitation tax credit project.

COMMUNITY IMPACT The decision not to rebuild the Embarcadero freeway sparked tremendous growth in the area, which has been helped along by the highly visible ferry renovation project. Numerous historic preservation projects are recently completed or underway, and new businesses are locating in former ferry sheds and boat slips along the waterfront, including restaurants and cafes. A building offices, as well as construction of the new headquarters for the Gap. A farmer’s market and small local businesses have become a significant presence on the Embarcadero. The $2 million investment of $150,000 helped the Port of San Francisco attract a developer who will invest $750 million in restoring the depot inside and out, making it a showcase property along the redeveloped waterfront. “The Pier 1 project went through no public opposition, because it had such a historic preservation aspect,” says Paul Osmundson, director of planning and development for the Port of San Francisco.

VENETIAN CAUSEWAY MIAMI, FLORIDA

A BEACH COMMUNITY WORKS WITH THE STATE TO BREATHE NEW LIFE INTO THREE HISTORIC BRIDGES.

In 1994 a handful of developers conceived of the Venetian Way to connect mainland Miami with Miami Beach and six then-uninhabited islands along the way. Today this elegant series of bridges is listed on the National Register of Historic Places. The span serves a lively residential population, so lively that the Florida Department of Transportation (FDOT) proposed closing the bridges to traffic and building a new four-lane causeway to serve commuters and tourists. The Miami Beach and Venetian Islands communities fought to preserve the Art Deco Venetian Way, and after numerous community meetings, FDOT agreed to sponsor a 10-year project to preserve and stabilize the bridges. Funds were used to replace failed concrete segments and period lighting fixtures. In August, citizens sponsored a celebration to mark the bridges’ reopening after six years of hard work on the State’s part and patience on the part of the community.

PARTNERSHIP FDOT met several times with residents along the causeway to discuss their needs and issues, and designated a citizen liaison at the agency during the reconstruction of the bridges. FDOT hired an aggressive-oriented engineering firm rec-ommended by the Venetian Causeway Neighborhood Alliance, a citizens group that led the fight against razing the causeway. A citizens advisory committee and active public information campaign kept residents informed about the project’s progress. This open-handed approach met with great goodwill in the community, and unavoidable delays and detours were taken in stride by citizens over the 6-year rehabilitation process.

COMMUNITY IMPACT FDOT also maintained a dialogue with the Coast Guard, for which the height of the existing bridges and safety concerns were an issue. The re-habilitated bridges eventually received Coast Guard approval because the agencies were able to reach consensus on acceptable design parameters.

COMMUNITY IMPACT The project has saved one of the Nation’s longest fixed concrete spans, a resource named among the 20 most important scenic byways by Scenic America in 1995. FDOT’s commitment to the project, supported by thorough engineering studies, demonstrated the viability of rehabilitating a historic span to current safety standards.
The port will move from the Ferry Building to a newly renovated Pier 1 building next door, also listed on the National Register, of which was a $25 million Federal rehabilitation tax credit project.

**COMMUNITY IMPACT** The decision not to rebuild the Embarcadero freeway sparked tremendous growth in the area, which has been helped along by the highly visible ferry renovation project. Numerous historic preservation projects are currently completed or underway, and new businesses are locating in former ferry sheds and boat slips along the waterfront, including restaurants and cafes. A building office, as well as construction of the new headquarters for the Gap. A farmer’s market and small local businesses have become a significant presence on the Embarcadero. The $6 million investment of $1.3 billion helped the Port of San Francisco attract a developer who will invest $300 million in restoring the depot inside and out, making it a showcase property along the redeveloped waterfront. “The Pier 1 project went through no public opposition, because it had such a historic preservation aspect,” says Paul Osmundson, director of planning and development for the Port of San Francisco.

**THE ACTIVITIES**

- **FINANCING**
  - PROJECT SPONSOR: CITY OF SAN FRANCISCO, TOTAL PROJECT COST: $17.5 MILLION, FEDERAL REHABILITATION TAX CREDIT PROJECT
  - STATE FUNDING: $1 MILLION FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, $3 MILLION FROM THE CALIFORNIA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND A LIGHT RAIL PARTNERSHIP
  - LOCAL MATCH: $8.5 MILLION

- **TE ACTIVITIES**
  - PROJECT SPONSOR: FLORIDA DEPARTMENT OF TRANSPORTATION
  - TOTAL COST: $15.6 MILLION, STATE MATCH: $3.9 MILLION IN SUPPLEMENTAL FUNDS FROM THE FDOT
  - COMPLETED: 2005
  - CONTACT:
    - ALEX S. BASH, AICP, PORT OF SAN FRANCISCO ADMINISTRATION, 655 MISSION STREET, SAN FRANCISCO, TELEPHONE: 415-274-0539

- **VENETIAN CAUSEWAY MIAMI, FLORIDA**

In 1990 a handful of developers conceived of the Venetian Way to connect mainland Miami with Miami Beach and six then-uninhabited islands along the way. Today this elegant series of bridges is listed on the National Register of Historic Places. The span serves a lively residential population, so lively that the Florida Department of Transportation (FDOT) proposed closing the bridges to traffic and building a new four-lane causeway to serve commuters and tourists. The Miami Beach and Venetian Islands communities fought to preserve the Art Deco Venetian Way, and after numerous community meetings were agreed to sponsor a $1.5 million project to preserve and stabilize the bridges. Funds were used to replace failed concrete segments and period lighting fixtures. In August, citizens sponsored a celebration to mark the bridges reopening after six years of hard work on the State’s part and patience on the part of the community.

**PARTNERSHIP** Three met several times with residents along the causeway to discuss their needs and issues, and designated a citizen liaison at the FDOT during the reconstruction of the bridges. FDOT hired an engineering firm recommended by the Venetian Causeway Neighborhood Alliance, a citizens group that led the protest against razing the causeway. A citizens advisory committee and active public information campaign kept residents informed about the project’s progress. This open-handed approach met with great goodwill in the community, and unavoidable delays and detours were taken in stride by citizens over the 6-year rehabilitation process.

**COMMUNITY IMPACT** The project has saved one of the Nation’s longest fixed concrete spans, a resource named among the 20 most important scenic byways by Scenic America in 1995. FDOT’s commitment to the project, supported by thorough engineering studies, demonstrated the viability of rehabilitating a historic span to current safety standards.

**TE ACTIVITIES**

- **FINANCING**
  - PROJECT SPONSOR: INDUSTRY, PROJECT COST: $2.5 MILLION, STATE MATCH: $1.5 MILLION
  - LOCAL MATCH: $0.5 MILLION

- **COMPLETED**
  - 1999

- **CONTACT**
  - BRAD NEW, PUBLIC INFORMATION OFFICER, FDOT DEPARTMENT OF TRANSPORTATION EFFECTIVE DATE: 1993-01-01, TELEPHONE: 305-470-5349
Located on the banks of the Darien River, the city of Darien is at the juncture of Scenic Coastal Highway, Interstate 95, and Highway 92. In 1991, the city broke ground for the Darien Pedestrian Trail, an element in a plan for a completely interconnected local transportation system. A modest two-story Georgian home in downtown Darien, just off Route 1 and part of the West Darien Riverfront Historic District (a National Register nominee), is being renovated as a trailhead center for bicyclists, hikers, and waterway travelers along the trail and river. The new center will be the only such facility along the Georgia Coast between South Carolina and the Florida State Line. During the late 18th century, the building housed travelers and transient workers, and at the turn of the 19th century it was a breakfast spot for local sportsmen. The project has aided local governments and citizen committees in McIntosh County in their efforts to designate a Georgia Historic Landmark for the center, which serves as a community hub, providing a direct link between the trail and downtown shopping and other transportation opportunities, as well as local churches, historic sites, and parks. It is currently maintained by and staffed by the Chamber of Commerce and trained volunteers.

DARIEN TRAIL HEAD CENTER
DARIEN, GEORGIA

Old Rooming House is New Trailhead and Visitors Center

The Darien Trail Head Center crowns a new 4-mile trail that connects the historic transportation museum in the center.

The project has garnered ever-increasing public support and visibility. A proposed third phase consists of construction of a trailhead facility that would serve as a point of departure for the trail and would strengthen economic development in the area. The trail and trailhead center projects help fulfill the McIntosh County Master Plan, “Gateway to Coastal Georgia: Connecting the Coast.” Plans for the trail have been used as a model for other trail plans.

COMMUNITY IMPACT
The trail and trailhead center projects help fulfill the McIntosh County Master Plan, “Gateway to Coastal Georgia: Connecting the Coast.” Plans for the trail have been used as a model for other trail plans.

PROJECT AWARDED
PHASE I: 1995, PHASE II: 2000

FINANCING
PROJECT SPONSOR: CITY OF DARIEN
MUNTON COUNTY DEVELOPMENT AUTHORITY

TOTAL PROJECT COST: $122,215

Bike Trail and Visitor Services Enhancements

LIBERTY HERITAGE TRAIL
LIBERTY COUNTY, GEORGIA

In 1990, the Liberty County Development Authority completed the first phase of a modest but elegant tourism project, a self-guided driving tour linking historic districts along some of the nation’s oldest roads. The Liberty Heritage Trail consists of two roads that originate from the Georgia coast and eventually returning the traveler to the main highway.

The goal of Phase I was identification of the route, its historical and cultural significance, and an appropriate setting for visitor information, parking, and nonviolent social change. These activists in turn trained 15,000 individuals in voter registration and nonviolent social change.

PARTNERSHIP
The Liberty County Development Authority worked closely with the town of Hinesville and several local governments, along with the staff of historic sites on the routes, to develop the driving tour concept. Local residents were involved in the planning of the project through public meetings and personal interviews. The project has garnered ever-increasing public support and visibility. A proposed third phase consists of construction of a trailhead facility that would serve as a point of departure for the trail and would strengthen economic development in the area.

Georgia’s coastal region contains many environmentally sensitive areas. To avoid triggering additional review requirements, the trail’s planners worked closely with the Georgia Department of

FINANCING
PROJECT SPONSOR: LIBERTY COUNTY DEVELOPMENT AUTHORITY

TOTAL PROJECT COST: $128,830 FOR PHASE I, $180,000 FOR PHASE II

CASE EXAMPLES
DARIEN TRAIL HEAD CENTER
DARIEN, GEORGIA

Located on the banks of the Darien River, the city of Darien is at the juncture of Scenic Coastal Highway 17, Interstate 95, and Highway 99. In 1991, the city broke ground for the Darien Pedestrian Trail, an element in a plan for a completely interconnected local transportation system. A modest two-story Georgian home in downtown Darien, just off Route 17 and part of the West Darien Riverfront Historic District (a National Register nominee), is being renovated as a trailhead center for bicyclists, hikers, and waterway travelers along the trail and river. The new center will be the only such facility along the Georgia Coast between South Carolina and the Florida State line. During the late 1800s, the building housed travelers and transient workers, and at the turn of the 20th century it was a breakfast spot for local sportmen.

PROJECT AWARDED


FINANCING

PROJECT SPONSOR: CITY OF DARIEN
COUNTY DEVELOPMENT AUTHORITY
LOCAL MATCH: $122,275 FROM THE CITY OF DARIEN,
DOROTHY W. GOODE, CITY CLERK, CITY OF DARIEN

TRANSPORTATION ENHANCEMENT FUNDS: $12,000

COMMUNITY IMPACT

The trail and trailhead center projects help fulfill the McIntosh County Master Plan, “Gateway to Coastal Georgia: Connecting the Coast.” Plans for the trail have been used as a model for other trail plans.

The project has aided local governments and citizen committees in McIntosh County in their efforts to be designated a Georgia Better Hometown Community. The center serves as a community hub, providing a direct link between the trail and downtown shopping and other transportation opportunities, as well as local churches, historic sites, and parks. It is jointly maintained and staffed by the Chamber of Commerce and trained volunteers.

LOCAL MATCH: $322,275
FROM THE CITY OF DARIEN,
HUNTON COUNTY CHAMBER OF COMMERCE AND
MCINTOSH COUNTY DEVELOPMENT AUTHORITY

CONTACT

DOROTHY W. GOODE, CITY CLERK, CITY OF DARIEN
TELEPHONE: 912-437-6686

SELF-GUIDED DRIVING TOUR LETS VISITORS EXPLORE GEORGIA’S HERITAGE.

LIBERTY HERITAGE TRAIL
LIBERTY COUNTY, GEORGIA

In 1994, the Liberty County Development Authority completed the first phase of a modest but elegant tourism project, a self-guided driving tour linking historic districts along some of the nation’s oldest roads. The Liberty Heritage Trail consists of two roads that originate from I-95 in coastal Georgia, eventually returning the traveler to the main highway.

The goal of Phase I was identification of the route with interpretive and directional signs, as well as pull-offs and parking at key four points along the route. Phase II involves identification of additional historic sites on the route; creation of more pull-offs and parking; interpretive display and information kiosks; construction of an on-road bicycle facility; and landscaping and pedestrian improvements in Hinesville, the Liberty County seat.

Points of interest along the trail include Sum- bury, a colonial town site; Fort Marris, a post used during the Revolutionary War; Midway Historic District, which includes a museum of local history and a historic church and cemetery; and sites illustrating African American heritage, most notably the Dorchester Academy Historic District. Dorchester Academy was founded in 1824 as one of the Nation’s first educational institutions for African American children. Although the academic program ended in 1840, when a public school was constructed nearby, the Dorchester Academy became a focal point for the Civil Rights Movement. Between 1962 and 1964, the Southern Christian Leadership Conference trained over 2,000 leaders and educators at the Academy. These activities in turn trained 10,000 individuals in voter registration and nonviolent social change.

PARTNERSHIP

The Liberty County Development Authority worked closely with the town of Hinesville and other local governments, along with the staff of historic districts on the route, to develop the driving trail concept. Local residents were involved in the planning of the project through public meetings and personal interviews. The project has garnered even greater public support and visibility. A proposed third phase consists of construction of a trailhead facility that would serve as a point of departure for the trail and would strengthen economic development along the route.

Georgia’s coastal region contains many environmentally sensitive areas. To avoid triggering additional review requirements, the trail’s planners worked closely with the Georgia Department of Natural Resources and other environmental agencies.

TE ACTIVITIES

ACQUISITION OF SCENIC SITES, HISTORIC SITES, HISTORIC PRESERVATION, PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES, SCENIC OR HISTORIC HIGHWAY PROGRAMS INCLUDING THE REST STOP SPACE AND SIGNAGE KIOSKS; CONSTRUCTION OF AN ON-ROAD BICYCLE FACILITY; AND LANDSCAPING AND PEDESTRIAN IMPROVEMENTS IN HINESVILLE, THE LIBERTY COUNTY SEAT.

FINANCING

PROJECT SPONSOR: LIBERTY COUNTY DEVELOPMENT AUTHORITY
LOCAL MATCH: $120,000 IN PHASE I, $120,000 IN PHASE II

CONTACT

RONALD TOLLEY
LIBERTY COUNTY DEVELOPMENT AUTHORITY
TELEPHONE: 912-368-3356
E-MAIL: RTOLLEY@CLDS.NET

CASE EXAMPLES
Transportation (GDOT) and with the State Historic Preservation Office, the Georgia Historic Preservation Division (GHPD). Both agencies have policies in place to coordinate and expedite environmental review. GHPD requires that contractors and consultants be pre-qualified, so most have experience with a broad range of environmental compliance issues. GDOT and GHPD have a cooperative agreement whereby GHPD provides funding for GDOT staff positions dedicated to reviewing TE projects for compliance with Section 106 of the National Historic Preservation Act. TIP staff conduct site visits as requested to expedite compliance.

COMMUNITY IMPACT After the trail was established, tourist visits in Liberty County increased by 30 to 40 percent at selected sites along the route. Businesses near the Midway Historic District on the route’s western loop have seen increased patronage.

CASE EXAMPLES

TYBEE ISLAND LIGHTHOUSE

TYBEE ISLAND, GEORGIA

GEORGIA’S OLDEST LIGHTHOUSE RESTORED FOR ACTIVE USE.

The 1773/1867 Tybee Island Lighthouse has guided travelers on the Savannah River and Georgia’s Atlantic Coast for two centuries. One of the original eight colonial lighthouses in the United States, this peerless treasure is also a part of local pride and is one of only two lighthouses left in the United States that is wholly intact. Since 1987 the lighthouse has been Tybee Island’s only historic attraction and has brought thousands of visitors to the small community.

The funds were used in Phase I to restore the lighthouse. Phase II is an adaptive reuse of the lighthouse keeper’s cottage as a museum. The museum features period furnishings and highlights of the family’s historic involvement with the lighthouse. Two of the three surviving members of the family have recorded oral histories for the museum on videotape.

The GDOT, Marine Division (GDOT), the Georgia Historic Preservation Office, the Delta Regional Authority, the Harbor Lights Collectors Society, the Tybee Historical Society and the Tybee Island Community Foundation, in conjunction with a national corporate sponsor of three major fundraising events for the lighthouse, have brought thousands of visitors to the small community.

Community Impact The lighthouse will continue guiding commercial and pleasure craft between the Savannah River and the open sea for years to come. It also guides revenue into the community.

“We are a tourist-based economy,” says Chambers. Chambers, director of the Historical Society and the current lighthouse keeper. “The Tybee Island lighthouse is one of only two facilities on the island that cater to family recreation. We estimate that 35,000 visitors toured the lighthouse and museum in 1999, an increase of at least 30 percent since 1994.”

The project’s high visibility has increased local awareness and appreciation of an important part of Georgia’s transportation history. Since the renovation, there has been a veritable explosion of use of the lighthouse image in logos, business materials, advertisements, and even the city flag. The Chamber of Commerce is using the lighthouse as a symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1916 to 1964. “The lighthouse is the most noticeable symbol of our community now,” says Chambers.

GEOGRAPHICAL LOCATION

Tybee Island, Georgia

ORIGIN

Tybee Island was named for Capt. John Tybee, who sailed with the Englishman James Oglethorpe in 1733. Tybee Island gained its historic distinction from the Tybee Island Lighthouse, which was the first lighthouse constructed in Georgia.

CASE EXAMPLES

PARKS AND RECREATION

TYBEE ISLAND LIGHTHOUSE

The Tybee Island Light Station is a historic location along the Georgia coastline. It is one of only two lighthouses left in the United States that is wholly intact. Since 1987 the lighthouse has been Tybee Island’s only historic attraction and has brought thousands of visitors to the small community.

The funds were used in Phase I to restore the lighthouse. Phase II is an adaptive reuse of the lighthouse keeper’s cottage as a museum. The museum features period furnishings and highlights of the family history of the Jacksons, lighthouse keepers. The museum in 1999, an increase of at least 30 percent since 1994.

The project’s high visibility has increased local awareness and appreciation of an important part of Georgia’s transportation history. Since the renovation, there has been a veritable explosion of use of the lighthouse image in logos, business materials, advertisements, and even the city flag. The Chamber of Commerce is using the lighthouse as a symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1916 to 1964. “The lighthouse is the most noticeable symbol of our community now,” says Chambers.
Transportation and with the State Historic Preservation Office, the Georgia Historic Preservation Division (hpd). Both agencies have policies in place to coordinate and expedite environmental review. hpd required contractors and consultants to pre-qualify, so most have experience with a broad range of environmental compliance issues. hpd and hpd have a cooperative agreement whereby hpd provides funding for hpd staff positions dedicated to reviewing TE projects for compliance with Section 6 of the National Historic Preservation Act. hpd staff conduct site visits as requested to expedite compliance.

COMMUNITY IMPACT After the trail was established, tourist visits in Liberty County increased by 30 to 40 percent at selected sites along the route. Businesses near the Midway Historic District on the route’s western loop have seen increased patronage. The lighthouse has guided revenue into the small community. The lighthouse is one of only two facilities on the island that cater to family recreation. We estimate that 50,000 to 60,000 persons visit the lighthouse each year. The lighthouse is a symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

CASE EXAMPLES

TYBEE ISLAND LIGHTHOUSE

TYBEE ISLAND, GEORGIA

Georgia’s oldest lighthouse restored for active use.

The 1773/1857 Tybee Island lighthouse has guided travelers on the Savannah River and Georgia’s Atlantic Coast for two centuries. One of the original eight colonial lighthouses in the United States, this peerless treasure is also a prize of local pride and is one of only 20 lighthouses left in America that is wholly intact. Since 1857 the lighthouse has been Tybee Island’s only historic attraction and has brought thousands of visitors to the small community.

In Phase I a total of $470,000 was spent on videotaping, historic preservation, and rehabilitation. This effort included the Coast Guard automated the operation of the lighthouse, and the state legislature appropriated $250,000 for Phase I. Phase II was completed in 1999 with $250,000 state legislative appropriation and $50,000 local match. Total costs were $750,000. The current lighthouse keeper, "The Tybee Island lighthouse is a symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.

The lighthouse is the most noticeable symbol of the community. One of the most important factors in increasing the resource’s visibility was changing its color back to the distinctive black-and-white combination used from 1857 to 1916. "The lighthouse is the most noticeable symbol of our community now," says Chambers.
ROSE HOTEL
E L I Z A B E T H T O W N, I L L I N O I S

STATE'S OLDEST HOTEL IS AGAIN OPEN TO TRAVELERS.

Located on State Route 146, a National Scenic Byway, the historic Rose Hotel, a place of rest and refreshment for weary river and road travelers since 1812, has been restored for use as a bed and breakfast through a collaborative effort of the Illinois State Historic Preservation Agency. The historic hotel was built by James McFarlane, founder of Elizabethtown and operator of the Elizabethtown River Ferry. Until it closed its doors in 1976, the hotel was a landmark on the historic Ohio River Steamboat route, serving travelers that reportedly included Abraham Lincoln, Mark Twain, and many leading Illinois politicians. COMMUNITY IMPACT: Now owned by the State of Illinois, the reopened hotel has the potential to attract 20,000 annual visitors to the banks of the Ohio River. The renovation of this National Register-listed site has created construction jobs and permanent jobs for local residents in this southern Illinois community.

PADUCAH MAIN STREET
P A D U C A H, K E N T U C K Y

THEATRE'S ADAPTIVE REUSE MARRIES PAST AND FUTURE IN DOWNTOWN.

At the intersection of Interstate 44 with two major U.S. highways, the Market House Theatre National Register Historic District in downtown Paducah (population 27,000) also stands at the confluence of the Ohio and Tennessee rivers. The district was once a bustling area that catered specifically to commercial river traffic in the Age of Steam. In recent years, many of the district’s most important historic buildings had fallen into disrepair, including some within the block-long Petter Supply Warehouse complex on Maiden Alley. When it became clear that the warehouse expansion was not workable, the family deeded the buildings to the theatre and relocated to an industrial park, leaving the modern warehouse and an additional 12 historic buildings vacant downtown. The funds were used to renovate and adaptively reuse the three buildings to serve as apartments for theatre staff, a new theatre, classroom and rehearsal space, administrative and box office space, and costume storage. The renovation is the second-largest single historic preservation project in Paducah and sparked numerous other projects, most notably the adaptive reuse of the contemporary warehouse and a nine-building private renovation of other Petter’s Warehouse storefronts for mixed residential and commercial use. The project has contributed to the pedestrian scale and friendliness of the area. PARTNERSHIP: The Market House Theatre took the lead in saving the three Petter’s Warehouse buildings, even before the funds became available. In 1976, the theatre spent $45,000 to stabilize the buildings, and provided all the matching funds for the project. The city of Paducah and Main Street Paducah have both been active in efforts to save, restore, and adaptively reuse properties in the historic district. However, without the funds and the involvement of the Market House Theatre, the city had been unable to jumpstart major revitalization efforts downtown. Before the Market House restoration, the city had twice been unsuccessful in applying for Community Development Block Grants to restore the buildings. Following the Market House Theatre project, the former property owner sold the remaining buildings on the block to the city, which in turn made the buildings available for private development through a Request for Proposals process. COMMUNITY IMPACT: The renovations are part of a major comeback for the heart of this riverfront town, where the development of a suburban mall on the outskirts in 1989 created many vacancies in downtown. Commercial
ROSE HOTEL
ELIZABETHTOWN, ILLINOIS

STATE'S OLDEST HOTEL IS AGAIN OPEN TO TRAVELERS.

Located on State Route 146, a National Scenic Byway, the historic Rose Hotel, a place of rest and refreshment for weary river and road travelers since 1812, has been restored for use as a bed and breakfast through a collaborative effort of the Illinois State Historic Preservation Agency. The historic hotel was built by James M. Carlin, founder of Elizabethtown and operator of the Elizabethtown River Ferry. Until it closed its doors in 1976, the hotel was a landmark on the historic Ohio River Steamboat route, serving travelers that reportedly included Abraham Lincoln, Mark Twain, and many leading Illinois politicians.

COMMUNITY IMPACT
Now owned by the State of Illinois, the reopened hotel has the potential to attract 100,000 annual visitors to the banks of the Ohio River. The renovation of this National Register-listed site has created construction jobs and permanent jobs for local residents in this southern Illinois community.

COMMUNITY IMPACT
The renovations are part of a major comeback for the heart of this riverfront town, where the development of a suburban mall on the outskirts of town created many vacancies in downtown. Commercial applications for Community Development Block Grants to restore the buildings. Following the Market House Theatre project, the former property owner sold the remaining buildings on the block to the city, which in turn made the buildings available for private development through a Request for Proposals process.

COMMUNITY IMPACT

PADUCAH MAIN STREET
PADUCAH, KENTUCKY

THEATRE'S ADAPTIVE REUSE MARRIES PAST AND FUTURE IN DOWNTOWN.

At the intersection of Interstate 44 with two major U.S. highways, the Market House Theatre is part of a major comeback for the heart of this riverfront town. The city had twice been unsuccessful in attracting development to the property, which had been unable to jumpstart major revitalization efforts. Before the Market House Restoration, the city had twice been unsuccessful in applying for Community Development Block Grants to restore the buildings. Following the Market House Theatre project, the former property owner sold the remaining buildings on the block to the city, which in turn made the buildings available for private development through a Request for Proposals process.

COMMUNITY IMPACT

COMMUNITY IMPACT

COMMUNITY IMPACT

COMMUNITY IMPACT

COMMUNITY IMPACT

COMMUNITY IMPACT
The sound of horses’ hooves ringing against brick streets was once the definitive sound of the big city. Durable, attractive, and inexpensive in its time, brick lent to city streets their special character and charm. Today, the city of Grand Rapids is restoring its remaining brick streets to help save historic buildings, calm traffic, and attract investment downtown, particularly in the National Register-listed Heartside Historic District.

Transportation enhancement funding enabled Grand Rapids to support a brick-pavement preservation strategy through its Street Classification Policy Plan. With more than 425 miles of city streets to maintain, Grand Rapids could not afford to make this investment without a 1% support. Over the past four years, the city has painstakingly restored four streets in the district, including Ionia Avenue, the district’s main street. One block is restored each year: the old bricks are removed and as many as 240 units of housing stock that have been demolished in recent years.

Vacancy rates are now only about 5 percent. The combined projects have attracted more than $1 million in total investment in downtown, and created 30 new living units throughout the historic district. New businesses in the restored district include the Kirchoff Bakery project, a historic rehabilitation of three buildings for use by a family bakery, deli, and gourmet grocery store, as well as an upscale restaurant. The Kirchoff Bakery project includes residential space upstairs, as do many of the other historic rehabilitations downtown.

The city also found a partner to redevelop the contemporary portion of the Petter complex: Salmon’s Church Institute, based in New York, has created a Center for Multicultural Education in the facility, with two simulators to train riverboat pilots and captains, educational programming, and office space for a maritime law firm. The downtown revitalization has spun off a 1999 $1.5 million project, the restoration of the city’s oldest historic site, the Louisville Bank building, for use as the new home of the River Heritage Museum. Had the three Petter’s Warehouse buildings been demolished, according to Bill Black, Jr.—a partner in R & A Black and Son, Inc., which oversaw the Market House Theatre renovation—it would have left a gap in downtown that would not have healed. Instead, the rehabilitation of these historic, transportation-related structures inspired two private developers to purchase nine buildings across historic Maiden Alley for renovation into retail space with living quarters upstairs. Downtown living space will not only contribute to creating a 24-hour downtown but also will help replace 3,500 units of housing stock that have been demolished in recent years.

IONIA AVENUE BRICK STREET RESTORATION

GRAND RAPIDS, MICHIGAN

The revitalization has spun off a 1999 $1.5 million project, the restoration of the city’s oldest historic site, the Louisville Bank building, for use as the new home of the River Heritage Museum. Had the three Petter’s Warehouse buildings been demolished, according to Bill Black, Jr.—a partner in R & A Black and Son, Inc., which oversaw the Market House Theatre renovation—it would have left a gap in downtown that would not have healed. Instead, the rehabilitation of these historic, transportation-related structures inspired two private developers to purchase nine buildings across historic Maiden Alley for renovation into retail space with living quarters upstairs. Downtown living space will not only contribute to creating a 24-hour downtown but also will help replace 3,500 units of housing stock that have been demolished in recent years.

The sound of horses’ hooves ringing against brick streets was once the definitive sound of the big city. Durable, attractive, and inexpensive in its time, brick lent to city streets their special character and charm. Today, the city of Grand Rapids is restoring its remaining brick streets to help save historic buildings, calm traffic, and attract investment downtown, particularly in the National Register-listed Heartside Historic District.

Transportation enhancement funding enabled Grand Rapids to support a brick-pavement preservation strategy through its Street Classification Policy Plan. With more than 425 miles of city streets to maintain, Grand Rapids could not afford to make this investment without a 1% support. Over the past four years, the city has painstakingly restored four streets in the district, including Ionia Avenue, the district’s main street. One block is restored each year: the old bricks are removed and as many as 240 units of housing stock that have been demolished in recent years.

Vacancy rates are now only about 5 percent. The combined projects have attracted more than $1 million in total investment in downtown, and created 30 new living units throughout the historic district. New businesses in the restored district include the Kirchoff Bakery project, a historic rehabilitation of three buildings for use by a family bakery, deli, and gourmet grocery store, as well as an upscale restaurant. The Kirchoff Bakery project includes residential space upstairs, as do many of the other historic rehabilitations downtown.

The city also found a partner to redevelop the contemporary portion of the Petter complex: Salmon’s Church Institute, based in New York, has created a Center for Multicultural Education in the facility, with two simulators to train riverboat pilots and captains, educational programming, and office space for a maritime law firm. The downtown revitalization has spun off a 1999 $1.5 million project, the restoration of the city’s oldest historic site, the Louisville Bank building, for use as the new home of the River Heritage Museum. Had the three Petter’s Warehouse buildings been demolished, according to Bill Black, Jr.—a partner in R & A Black and Son, Inc., which oversaw the Market House Theatre renovation—it would have left a gap in downtown that would not have healed. Instead, the rehabilitation of these historic, transportation-related structures inspired two private developers to purchase nine buildings across historic Maiden Alley for renovation into retail space with living quarters upstairs. Downtown living space will not only contribute to creating a 24-hour downtown but also will help replace 3,500 units of housing stock that have been demolished in recent years.

IONIA AVENUE BRICK STREET RESTORATION

GRAND RAPIDS, MICHIGAN

The sound of horses’ hooves ringing against brick streets was once the definitive sound of the big city. Durable, attractive, and inexpensive in its time, brick lent to city streets their special character and charm. Today, the city of Grand Rapids is restoring its remaining brick streets to help save historic buildings, calm traffic, and attract investment downtown, particularly in the National Register-listed Heartside Historic District.

Transportation enhancement funding enabled Grand Rapids to support a brick-pavement preservation strategy through its Street Classification Policy Plan. With more than 425 miles of city streets to maintain, Grand Rapids could not afford to make this investment without a 1% support. Over the past four years, the city has painstakingly restored four streets in the district, including Ionia Avenue, the district’s main street. One block is restored each year: the old bricks are removed and as many as 240 units of housing stock that have been demolished in recent years.

Vacancy rates are now only about 5 percent. The combined projects have attracted more than $1 million in total investment in downtown, and created 30 new living units throughout the historic district. New businesses in the restored district include the Kirchoff Bakery project, a historic rehabilitation of three buildings for use by a family bakery, deli, and gourmet grocery store, as well as an upscale restaurant. The Kirchoff Bakery project includes residential space upstairs, as do many of the other historic rehabilitations downtown.

The city also found a partner to redevelop the contemporary portion of the Petter complex: Salmon’s Church Institute, based in New York, has created a Center for Multicultural Education in the facility, with two simulators to train riverboat pilots and captains, educational programming, and office space for a maritime law firm. The downtown revitalization has spun off a 1999 $1.5 million project, the restoration of the city’s oldest historic site, the Louisville Bank building, for use as the new home of the River Heritage Museum. Had the three Petter’s Warehouse buildings been demolished, according to Bill Black, Jr.—a partner in R & A Black and Son, Inc., which oversaw the Market House Theatre renovation—it would have left a gap in downtown that would not have healed. Instead, the rehabilitation of these historic, transportation-related structures inspired two private developers to purchase nine buildings across historic Maiden Alley for renovation into retail space with living quarters upstairs. Downtown living space will not only contribute to creating a 24-hour downtown but also will help replace 3,500 units of housing stock that have been demolished in recent years.
vacancy rates are now only about 5 percent. The combined projects have attracted 120 million in total investment in downtown, and created 30 new living units throughout the historic district. New businesses in the restored district include the Kirchoff Bakery project, a historic rehabilitation of three buildings for use by a family bakery, deli, and gourmet grocery store, as well as an upscale restaurant. The Kirchoff Bakery project includes residential space upstairs, as do many of the other historic rehabilitations downtown.

The city also found a partner to redevelop the contemporary portion of the Petter complex: Sea- men’s Church Institute, based in New York, has created a Center for Maritime Education in the facility, with two simulators to train riverboat pilots and captains, educational programming, and office space for a maritime law firm. The downtown re-

vitalization has spun off a 1999 $10 million project, the restoration of the city’s oldest historic site, the Louisville Bank building, for use as the new home of the River Heritage Museum. Had the three Petter’s Warehouse buildings been demolished, according to Bill Black, Jr.—a partner in Ray Black and Son, Inc., which oversaw the work—the Main House Engine house renovation—“it would have left a gap in downtown that would not have healed.” Instead, the rehabilitation of these historic, transportation-related structures inspired two private developers to purchase nine buildings across historic Maiden Alley for renovation into retail space with living quarters upstairs. Downtown living space will not only contribute to creating a 24-hour downtown but also will help re-

place 500 units of housing stock that have been demolished in recent years.

Restoration has also continued across Maiden Alley for renovation into retail space with living quarters upstairs. Downtown living space will not only contribute to creating a 24-hour downtown but also will help replace 500 units of housing stock that have been demolished in recent years.

The sound of horses’ hooves ringing against brick streets was once the definitive sound of the big city. Durable, attractive, and inexpensive in its time, brick lent to city streets their special charac-

ter and charm. Today, the city of Grand Rapids is restoring its remaining brick streets to help save historic buildings, calm traffic, and attract invest-

ment downtown, particularly in the National Register-listed Heartside Historic District. Transportation enhancement funding enabled Grand Rapids to support a brick-pavement preser-

vation strategy through its Street Classification Policy Plan. With more than 423 miles of city streets to maintain, Grand Rapids could not afford to make this investment without 1V support. Over the past four years, the city has painstakingly restored four streets in the district, including Ionia Avenue, the district’s main street. One block is restored each year: the old bricks are removed and as many as possible are cleaned and salvaged. Underground utilities are checked and repaired if necessary, and the bricks are placed back into service, along with new bricks that match as closely as possible.

Partnership. During the early phases, the city worked quite closely with local utility companies, who took responsibility for repairing utility lines and, where necessary, buried overhead lines underground. A long-time Resident of Ionia Avenue, however, has an issue arose regarding the electric company’s respon-

sibility for sinking power lines beyond the boundaries set in 1920 for such activity. The issue continues to be discussed. Although the electric company is willing to perform the work, it had not yet agreed to pay for it from its own budget.

Both the Grand Valley Metropolitan Council (the GVMC for the region) and the Michigan De-

partment of Transportation are very supportive of efforts to revitalize downtown and create a pedes-

trian environment in the Heartside District. The State DOT not only provided the 1V funding but also planning funds for related pedestrian projects in the historic district and the city. As of August 2000, the city and the State DOT had begun working together to sponsor a design charrette and plan pedestrian improvements along Division Street, the main commercial thoroughfare in Heartside.

Community Impact. The Heartside District contains more than 80 historic commercial buildings, mostly multi-story industrial lofts. For decades, these buildings have been underused or boarded up, and many had been neglected. Several attempts had been made to spark revitalization in the district, but before the brick-street preservation program that began in 1995, these efforts were to little avail. Since the restoration of the streets, however, pri-

vate renovations of historic commercial buildings have kept pace block for block, including a $15 million development at the third intersection. The State University established a downtown campus in Heartside, and a new public and sports arena was constructed in the area.

IONIA AVENUE BRICK STREET RESTORATION

GRAND RAPIDS, MICHIGAN

WARMTH AND CHARACTER RESTORED TO CITY STREETS.

The sound of horses’ hooves ringing against brick streets was once the definitive sound of the big city. Durable, attractive, and inexpensive in its time, brick lent to city streets their special charac-

ter and charm. Today, the city of Grand Rapids is restoring its remaining brick streets to help save historic buildings, calm traffic, and attract invest-

ment downtown, particularly in the National Register-listed Heartside Historic District. Transportation enhancement funding enabled Grand Rapids to support a brick-pavement preser-

vation strategy through its Street Classification Policy Plan. With more than 423 miles of city streets to maintain, Grand Rapids could not afford to make this investment without 1V support. Over the past four years, the city has painstakingly restored four streets in the district, including Ionia Avenue, the district’s main street. One block is restored each year: the old bricks are removed and as many as possible are cleaned and salvaged. Underground utilities are checked and repaired if necessary, and the bricks are placed back into service, along with new bricks that match as closely as possible.

Partnership. During the early phases, the city worked quite closely with local utility companies, who took responsibility for repairing utility lines and, where necessary, buried overhead lines underground. A long-time Resident of Ionia Avenue, however, has an issue arose regarding the electric company’s respon-

sibility for sinking power lines beyond the boundaries set in 1920 for such activity. The issue continues to be discussed. Although the electric company is willing to perform the work, it had not yet agreed to pay for it from its own budget.

Both the Grand Valley Metropolitan Council (the GVMC for the region) and the Michigan De-

partment of Transportation are very supportive of efforts to revitalize downtown and create a pedes-

trian environment in the Heartside District. The State DOT not only provided the 1V funding but also planning funds for related pedestrian projects in the historic district and the city. As of August 2000, the city and the State DOT had begun working together to sponsor a design charrette and plan pedestrian improvements along Division Street, the main commercial thoroughfare in Heartside.

Community Impact. The Heartside District contains more than 80 historic commercial buildings, mostly multi-story industrial lofts. For decades, these buildings have been underused or boarded up, and many had been neglected. Several attempts had been made to spark revitalization in the district, but before the brick-street preservation program that began in 1995, these efforts were to little avail. Since the restoration of the streets, however, pri-

vate renovations of historic commercial buildings have kept pace block for block, including a $15 million development at the third intersection. The State University established a downtown campus in Heartside, and a new public and sports arena was constructed in the area.
MISSISSIPPI CIVIL WAR TRAIL PROJECT
STATE OF MISSISSIPPI

The Civil War Trail Project will create a statewide network of routes and tourist and welcome centers to improve access to Mississippi’s most significant Civil War sites.

The multi-façeted project includes restoration of the Corinth train depot as a new site for the National Mississippi Museum; creation of a bike/pedestrian path along the line used by Union troops during the Siege and Battle of Corinth; 5 miles of pedestrian trails and interpretive signs along the 136-acre Brice’s Crossroads Battlefield (listed on the National Register); restoration of the Coker House, one of only two extant structures on the Champion Hill Battlefield, a National Historic Landmark; and interpretive signage along several Civil War driving tour routes in the State. Coker and Shaifer Houses are both important historic sites and contribute greatly to the traveler’s experience on the heritage trail.

PARTNERSHIP
The Mississippi Department of Archives and History; the Missippi Civil War Battlefield Commission; the National Park Service; the Federal Railroad Administration; and the State of Mississippi are collaborating partners on the project. The Commission is a Governor-appointed advisory group of historians and experts in Civil War history. The Department of Archives and History is administering the project in collaboration with the numerous local groups that will carry out construction and restoration work on the sites included in the trail.

COMMUNITY IMPACT
Civil War battlefields are among the most popular tourist attractions in the State,” according to Kenneth O. Williams, chairman of the State’s Civil War Battlefield Commission. “Using the Transportation Enhancement funds, we can make historically significant sites such as the Corinth Battlefield and the Coker and Shaifer Houses more accessible to the public and protect them for future generations.” According to Elbert R. Hilliard, director of the Department of Archives and History, “In awarding these funds to the Civil War Trail Project, the Federal government, the Missippi Transportation Commission, and the Missippi Legislature have made a major contribution to historic preservation and heritage tourism in Mississippi.”

UNION STATION MULTI-MODAL TRANSPORTATION CENTER
MERIDIAN, MISSISSIPPI

The project has leveraged an additional investment of $0.7 million in the historic Depot District, including office space, retail, a data processing/computer training center, apartments, and a restaurant. The district is on its way to becoming a world-class transportation hub. The transportation center is the first major transportation hub to be located in a historic district. It includes a transportation center, a transportation hub, and a transportation network. The transportation center is the backbone of the transportation network, providing a transportation hub that is accessible to all modes of transportation. The transportation network is composed of a transportation hub, a transportation center, and a transportation network. The transportation hub is the backbone of the transportation network, providing a transportation hub that is accessible to all modes of transportation. The transportation center is the backbone of the transportation network, providing a transportation hub that is accessible to all modes of transportation.

The Civil War Trail Project will create a statewide network of routes and tourist and welcome centers to improve access to Mississippi’s most significant Civil War sites.

The multi-faceted project includes restoration of the Corinth train depot as a new site for the Northwest Mississippi Museum; creation of a bike/pedestrian path along the route used by Union troops during the Siege and Battle of Corinth; five miles of pedestrian trails and interpretive signs along the 500-acre Brice’s Crossroads Battlefield listed on the National Register; restoration of the Coker House, one of only two extant structures on the Champion Hill Battlefield, a National Historic Landmark; and interpretive signage along several Civil War driving tours in the State. Coker and Shaifer Houses are both important historic sites and contribute greatly to the traveler’s experience and Shaifer Houses are both important historic sites.

An existing plan for a multimodal transportation center and an established relationship with the State Department of Transportation put the city of Meridian in a strong position to receive funds for renovation and reconstruction of the 1907 Mission-style Union Station on Front Street. Now serving Amtrak, city bus, and regional bus lines, as well as the Meridian Multimodal Center is an anchor for downtown revitalization. The station houses the city offices of Main Street, Norfolk Southern, Amtrak, Greyhound Bus Lines, the Federal Highway Administration, and the Federal Railroad Administration. The city’s community development department took the lead in establishing clear lines of communications and timetables so that the many public and private partners could stay abreast of the project requirements.

The local match was funded through Certificates of Participation, a State-authorized mechanism that allows a city to lease a property from a nonprofit corporation. The nonprofit, in turn, sells the shares of its lease to financial institutions.

Community Impact: The project has leveraged an additional investment of $2 million in the historic Depot District, including office space, retail, a data processing/computer training center, apartments, and a restaurant. The district is on its way to become a vibrant community center, as local organizations plan to use the new space for events, meetings, and exhibits.
In the 1990s, Journal Square in downtown Jersey City was promoted as a mecca for business, mere minutes from Manhattan. The square eventually became the focal point for major transportation routes and transit systems in Hudson County. These systems include the Port Authority Trans-Hudson (PATH) commuter rail system, which brings nearly 30,000 commuters through the area each day, plus local bus lines and the new Hudson-Bergen Light Rail System.

In 1994, the city government and private partners set out to turn the downtown around with an ambitious plan to create an attractive, walkable plaza and pedestrian amenities in Journal Square. Through the city’s persistent efforts, 431,000 in

way to becoming a 24-hour neighborhood, with additional apartment construction on Front Street and condominium projects in construction two blocks away. The station itself has space available for community events such as business meetings, weddings, class reunions, parties, and receptions. Local citizens have purchased brick pavers for a special landscaped area at the station, and many of these pavers are dedicated to loved ones. In addition to being a center for community life, the station welcomes visitors into an attractive and comfortable setting adjacent to a bustling downtown. The depot tower, which had been demolished but was re-constructed as part of the project, is a distinctive feature of Meridian’s skyline and re-establishes the city’s roots as a railroad town. The station tower is also the official logo of the Great American Station Foundation, a national nonprofit organization devoted to preserving the Nation’s historic railroad stations for continued use.

**TE ACTIVITIES**
- Historic Preservation; Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities
- Project Awarded: Phase I 1993, Phase II 1995

**FINANCING**
- Project Sponsor: City of Meridian
- Total Project Cost: $6.6 Million
- Transportation Enhancement Funds: $1.4 Million
- Local Match: $1.4 Million from the City of Meridian, $2.6 Million in Supplemental Funds from the Mississippi Department of Transportation, $431,000 from Amtrak

**CONTACT**
- Sharon Smith, Union Station Manager/Main Street Manager
- City of Meridian
- Telephone: (601) 484-1841
- E-mail: cityhall@meridian.ms.gov
- Web site: www.meridian.ms.gov

**NEW PEDESTRIAN PLAZA AND CENTRAL FOUNTAIN AT JOURNAL SQUARE IN JERSEY CITY, NEW JERSEY. RENDERING ABOVE AND PHOTO ON PAGE 46: JERSEY CITY ECONOMIC DEVELOPMENT CORPORATION.**
way to becoming a 24-hour neighborhood, with addition- 
al apartment construction on Front Street and condomi- nium projects in construction two blocks away.

The station itself has space available for com- munity events such as business meetings, wed- dings, class reunions, parties, and receptions. Local citi- zens have purchased brick pavers for a special landscaped area at the station, and many of these pavers are dedicated to loved ones. In addition to being a center for community life, the station wel- comes visitors into an attractive and comfortable setting adjacent to a bustling downtown. The de- pot tower, which had been demolished but was re- constructed as part of the project, is a distinctive feature of Meridian’s skyline and reestablishes the city’s roots as a railroad town. The station tower is also the official logo of the Great American Station Foundation, a national nonprofit organization de- voted to preserving the nation’s historic railroad stations for continued use.

The station itself has space available for com- munity events such as business meetings, wed- dings, class reunions, parties, and receptions. Local citi- zens have purchased brick pavers for a special landscaped area at the station, and many of these pavers are dedicated to loved ones. In addition to being a center for community life, the station wel- comes visitors into an attractive and comfortable setting adjacent to a bustling downtown. The de- pot tower, which had been demolished but was re- constructed as part of the project, is a distinctive feature of Meridian’s skyline and reestablishes the city’s roots as a railroad town. The station tower is also the official logo of the Great American Station Foundation, a national nonprofit organization de- voted to preserving the nation’s historic railroad stations for continued use.

THE RENOVATED MERIDIAN UNION STATION MULTI-MODAL TRANSPORTATION CENTER IN MERIDIAN, MISSISSIPPI.
PHOTO: SHARON SMITH

In the mid-1970s, Journal Square in downtown Jersey City was promoted as a mecca for business, mere minutes from Manhattan. The square eventually became the focal point for major transportation routes and transit systems in Hudson County. These systems include the Port Authority Trans- Hudson (PATH) commuter rail system, which brings nearly 30,000 commuters through the area each day, plus local bus lines and the new Hudson-Bergen Light Rail System.

Until recently, the square never quite succeeded as a destination in its own right. The very advan- tages of convenient travel and connections that it offered through travelers were not well integrated with the buildings and streetscape in the area. Be- ginning in the mid-1990s, even the transportation benefits of this busy hub were eroded by traffic tie-ups, and disinvestment reduced the once- booming retail core to an unsafe and unsightly melange of shabby sidewalks, empty storefronts, and pitted, crowded local streets.

In 1994 the city government and private part- ners set out to turn the downtown around with an ambitious plan to create an attractive, walkable plaza and pedestrian amenities in Journal Square. Through the city’s persistent efforts, approximately in...
**TE ACTIVITIES**

**FINANCING**

- **PROJECT SPONSOR:** JERSEY CITY DIVISION OF ENGINEERING
- **TOTAL PROJECT COST:** $170,000
- **ENHANCEMENT FUNDS:** $60,000
- **LOCAL AND OTHER MATCH:** $51,000
- **PERCENT OF PLANNING AND DESIGN COSTS:** 15%
- **PERCENT OF CONSTRUCTION COSTS:** 15%
- **PERCENT OF MUSICAL RENTAL APARTMENT PROJECT:** 15%

**CONTACT**

- **BRIAN COLUMBA, EXECUTIVE DIRECTOR**
- **JOURNAL SQUARE RESTORATION CORPORATION**
- **PHONE:** 201-287-1848
- **EMAIL:** bcolumba@journalsquare.com

**STATE OF NEW MEXICO DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT:**

**CULTURAL AFFAIRS SIGNIFICANT MILESTONES:**

- **NEW MEXICO STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (HOST):**
- **12 COMMUNITIES:
- **ALONG HISTORIC ROUTE 66 AND EL CAMINO REAL DE TIERRA ADENTRO (I-25):**
- **TOTAL PROJECT COST:** $170,000

**CONTACT**

- **CAROL SANDERS, COORDINATOR**
- **NEW MEXICO ARTS**
- **PHONE:** 505-827-6490 OR 1-800-879-4278
- **E-MAIL:** csanders@newmexicoarts.org

**WEB SITE:** WWW.THENEWSQUARE.COM

**PHOTO:** NEW MEXICO ARTS, A DIVISION OF NEW MEXICO STATE ARTS, A DIVISION OF THE OFFICE OF THE GOVERNOR. "ROADSIDE ATTRACTION," A WHIMSICAL TRAVEL EXPERIENCE IN TUCUMCARI, NEW MEXICO. THE SCULPTURE WAS COMMISSIONED IN 1997 BY CULTURAL CORRIDORS, NEW MEXICO ARTS, AND THE CITY OF TUCUMCARI. SCULPTURE, TOM COPPIN. PHOTO: NEW MEXICO ARTS.

**CULTURAL CORRIDORS PROJECT**

**STATE OF NEW MEXICO**

**PUBLIC ART ON HISTORIC HIGHWAYS PUTS SMALL TOWNS ON THE MAP.**

Uniting the vision of local artists with the rich local traditions of New Mexico’s small towns, Cultural Corridors is using TE funding to celebrate the communities along historic Route 66, “The Mother Road,” (I-25) and El Camino Real de Tierra Adentro (I-25), one of the oldest known roads in North America.

The project unifies geography and history at several unique cultural “rest stops” along the routes. Current sites include artwork in Gallup, New Mexico that uses recycled building materials from a demolished Harvey Hotel to pay homage...
UNTITLED THE VISUALS OF LOCAL ARTISTS WITH THE RICH LOCAL TRADITION OF NEW JERSEY'S SMALL TOWNS. CUL TURAL CORRIDORS IS UTTING TO FUNDING TO CELEBRATE THE COMMUNITIES ALONG HISTORIC ROUTE 66, “THE MOTHER ROAD,” (I-25) AND EL CAMINO REAL DE TIERRA ADENTRO (I-25), ONE OF THE OLDEST KNOWN ROADS IN NORTH AMERICA.

THE PROJECT UNIFIES GEOGRAPHY AND HISTORY AT SEVERAL UNIQUE CULTURAL “REST STOP” ALONG THE ROUTE. CURRENTLY, JERSEY CITY USES RECYCLED BUILDING MATERIALS FROM A DEMOLISHED HARVEY HOTEL TO PAY HOMAGE TO THE IMPROVED CONDITION OF THE SQUARE IN 1995.


CULTURAL CORRIDORS PROJECT
STATE OF NEW MEXICO

PUBLIC ART ON HISTORIC HIGHWAYS PUTS SMALL TOWNS ON THE MAP.
to traditional and contemporary building styles since the time of the Anasazi Indians: a plaza with mineral springs and shade trees in Truth or Consequences, New Mexico; “Paso Por Aqui,” a steel arch that recalls the journey of many cultures into New Mexico; “The Royal Road” which commemorates travel along El Camino Real; and “Roadside Attraction,” a whimsical take on the American travel experience in Tucumcari, a traditional stop on Route 66.

**PARTNERSHIP**
The money was raised, until recently, reimbursted to New Arts through the Local Government Assistance Bureau of the New Mexico State Highway and Transportation Department (NM SHTD). Each project is the result of work by a local selection committee, comprised of residents and representatives of the nearby village, town, or pueblo, and chaired by a local arts organization representative. The committee is charged with selecting a site, establishing project intent, and selecting a project artist or team.

In some cases local match has been much higher than is required. In Albuquerque, New Mexico’s largest city, 42 percent of the funds come from municipal public art monies. Once the artwork is completed, it becomes the property of the municipality in which it is located. Sites are usually on public right-of-way. In cases where they aren’t, others have deeded the land to the city or town. “Land acquisition hasn’t come up as an issue,” says Sanders, “but I don’t think the NM SHTD would provide funds for acquisition. The enhancement money goes for planning, administration, and construction.”

Because the public art installations are treated like construction projects, they must go through environmental review. Until 2000, New Mexico provided sponsors with special technical assistance in processing the documentation of such reviews, including the categorical exclusions. However, in recent years the 18 project sponsors in New Mexico have been given more responsibility for such activity. According to Sanders, “Even though the review process can be very slow, in theory I think it’s good for public arts projects because it forces communities to really consider the environmental and cultural resources impact of a public art project on the sites they select.”

**COMMUNITY IMPACT**
The projects that Cultural Corridors made possible have influenced the aesthetic choices and economic strategies of the towns with which they are associated. Roadside Attraction, a stylized monument to the automobile by artist Tom Coffin, has been attracting visitors to Tucumcari as they travel along old Route 66. The City recently replaced its familiar “Tucumcari Tonight” billboards with ads that feature Tom Coffin’s sculpture. When Ramah artists Charlie Mallery and Bob Hymar decided to use neon detailing on their Gulf’s project, Paso Por Aqui, the Gulf Beautification Department followed suit by adding neon sculptures to the adjacent sculpture park, completely transforming Gulf’s nighttime presence. Efforts such as these directly affect how residents and visitors perceive a community.

Other efforts related to Cultural Corridors affect how residents perceive their own town. Children in Las Cruces studied lifeways along the lower Rio Grande in connection with artists Tom and Armanda’s Royal Road, a series of life-size bronze vignettes depicting inhabitants along the Camino Real. Local residents of the small town of Cordell (population 2,500) have long watched in dismay as three local banks and a savings and loan failed, taking $22 million in community deposits with them. The community’s response was to organize Main Street Cordell, which by 1995 had marshaled the energies of hundreds of volunteers and a partnership with the city government to attract almost $3 million in capital improvements to its historic downtown.

A pivotal part of the investment strategy was an application for $850,000 in CDFI funding, approved in 1993 by the Oklahoma Department of Transportation (CDI-000-3). Funds have been focused on the town square, a local historic district since 1991 and a National Register Historic district since 1990.

**PARTNERSHIP** Major partners include Main Street, the City Council, the Cordell Chamber of Commerce, the Oklahoma Department of Transportation, and the Oklahoma Department of Corrections, which detailed inmates to help with the landscaping.

The streetscape project relied on volunteer efforts from the community, especially young people. The Fellowship of Christian Athletes contributed the time of more than 100 students to help with planting. Local elementary school children work routinely with Main Street Cordell to help conduct tours, maintain flower beds, and create coloring books that highlight the area.

The project took place in conjunction with several other large-scale downtown revitalization projects, notably an adaptive reuse for the new police headquarters, a movie palace renovation, a new headquaters, and several other large-scale downtown revitalization projects, notably an adaptive reuse for the new police headquarters, a movie palace renovation, and a new...
PARTNERSHIP

Major partners include Main Street Cordell, the Cordell Chamber of Commerce, the Oklahoma Department of Transportation, and the Oklahoma Department of Transportation, and the Oklahoma Tourism and Recreation Department.

Cordell, Oklahoma

One of Oklahoma's first Main Street Communities, a Historic Commercial District is Ready for the New Millennium.

On any fine spring morning in downtown Cordell, you’re likely to see dozens of school children planting flowers on Main Street. The clean and lively streetscape is all part of a three-year transportation enhancement project that left this once-struggling downtown with new sidewalks, plantings, and renewed civic pride.

It wasn’t always this way. During the mid-1980s, residents of the small town of Cordell (population 2,900) watched in dismay as three local banks and a savings and loan failed, taking $2 million in community deposits with them. The community’s response was to organize. Main Street Cordell, which by 1991 had marshaled the energies of hundreds of volunteers and a partnership with the city government to attract almost $41 million in capital improvements to its historic downtown.

A pivotal part of the investment strategy was an application for $500,000 in 1985 funding, approved in 1993 by the Oklahoma Department of Transportation (FY91-FY93). Funds have been focused on the town square, a local historic district since 1991 and a National Register Historic district since 1999.

Partnership Mec Analog partners include Main Street, the City Council, the Cordell Chamber of Commerce, the Oklahoma Department of Transportation, and the Oklahoma Tourism and Recreation Department, which detailed inmates to help with landscaping.

The streetscape project relied on volunteer efforts from the community, especially young people. The Fellowship of Christian Athletes contributed the time of more than 15 students to help with plantings. Local elementary school children worked routinely with Main Street Cordell to help conduct tours, maintain flower beds, and create coloring books that highlight the area.

The project took place in conjunction with several other large-scale downtown revitalization projects, notably an adaptive reuse for the new police headquarters, a movie palace renovation, a new public art project that left its mark on the community. The public art installations are treated like construction projects, they must go through environmental review. Until 1998, the City of Cordell had no local public art monies. Once the artwork is completed, it becomes the property of the municipality.

In Albuquerque, New Mexico's largest city, 10 percent of the funds come from municipal public art monies. One the artwork is completed, it becomes the property of the municipality in which it is located. Sites are usually on public right-of-way. In cases where they aren’t, owners have deeded the land to the city or town. “Land acquisition hasn’t come up as an issue,” says Sanders, “but I don’t think the NMHTD would provide funds for acquisition. The enhancement money goes for planning, administration, and construction.”

Because the public art installations are treated like construction projects, they must go through environmental review.

READY FOR THE NEW MILLENNIUM.

IN ONE OF OKLAHOMA’S FIRST MAIN STREET COMMUNITIES, A HISTORIC COMMERCIAL DISTRICT

IS READY FOR THE NEW MILLENIUM.

Cordell Tonight” billboards with photos of Roadside Attractions, a stylized monument to the automobile and traditional and contemporary building styles.本土化，New Mexico; “Paso Por Aqui,” a steel sculpture with photos of Roadside Attractions, a stylized monument to the automobile and traditional and contemporary building styles.

In some cases local match has been much higher than is required. In Albuquerque, New Mexico's largest city, 10 percent of the funds come from municipal public art monies. Once the artwork is completed, it becomes the property of the municipality in which it is located.

Sites are usually on public right-of-way. In cases where they aren’t, owners have deeded the land to the city or town. “Land acquisition hasn’t come up as an issue,” says Sanders, “but I don’t think the NMHTD would provide funds for acquisition. The enhancement money goes for planning, administration, and construction.”

Because the public art installations are treated like construction projects, they must go through environmental review.
In 1758 the British army under General John Forbes cut and paced a military road along what is now known as Forbes Road. The road helped open the door to westward expansion, aided in the establishment and commercial growth of Pittsburgh and for 35 years served as a principal artery to Pittsburgh and the Ohio River Valley. Today Fort Ligonier is a public museum with the world’s most extensive archaeological collection from the French and Indian War. Traces of the original Forbes roadbed traverse the grounds of the fort.

The Forbes Road Project was established to create one of the National Park Service’s most notable sites for the interpretation of overland transportation history of the 18th century. When completed, the archaeological excavation of the historic roadbed and restoration of a 150-foot section of the road will offer visitors to the fort a tangible exhibit on the history of the adjacent Lincoln Highway U.S. 30 and the nearby Pennsylvania Tunkhannock. The project will highlight the history of the many diverse people and cultures who used the road to travel from eastern Pennsylvania to points west in search of a better way of life and more opportunities.

The project includes research, design, and construction of multiple informational panels, reconstructions of period vehicles, and the development of educational programming that will include a curriculum package for elementary and secondary school students featuring the history of overland transportation, with a special emphasis on the French and Indian War and Pontiac’s uprising (1758-60).

**PARTNERSHIP**
Fort Ligonier’s use of the funds will give prominence to its existing role as a nexus of historical partnerships, tourist promotion, heritage and economic development. The Fort is a signature site of the Lincoln Highway Heritage Park (Pennsylvania Heritage Parks Program) which extends from Fort Ligonier 330 miles east to Chambersburg. Designated as an information center on the nine county historical “Path of Progress” Allegheny Heritage Development Corporation, Fort Ligonier is also a popular stop on the “Trail of History” administered by the Pennsylvania Historical and Museum Commission (PHMC). The trail links Fort Ligonier to Bubby Run Bat

**FORBES ROAD**

LIGONIER, PENNSYLVANIA

**THE WESTWARD JOURNEYS OF THE 18TH CENTURY BROUGHT TO LIFE.**
In 1758 the British army under General John Forbes cut and paved a military road along what is now the Pennsylvania Turnpike. The road helped open the door to westward expansion, aided in the establishment of economic collapse in the 1980s, and set the stage for the development of the Westward Journey of the 18th Century.  

**Partnership** Fort Ligonier’s use of the funds will give prominence to its existing role as a nexus of historical partnerships, tourist promotion, heritage and economic development. The Fort is a signature site of the Lincoln Highway Heritage Park (Pennsylvania Heritage Parks Program) which extends from Fort Ligonier 130 miles east to Chambersburg. Designated as an information center on the nine-county historical “Path of Progress” (Allegheny Heritage Development Corporation), Fort Ligonier is also a popular stop on the “Trail of History” administered by the Pennsylvania Historical and Museum Commission (PHMC). The trail links Fort Ligonier to Burying Ground National Cemetery and to the Fort on the Forts Road Project was established to create one of the Nation’s most notable sites for the interpretation of overland transportation history of the 18th century. When completed, the archaeological excavation of the historic roadbed and restoration of a 150-foot section of the road will offer visitors to the fort a tangible exhibit on the history of the adjacent Lincoln Highway (U.S. 30) and the nearby Pennsylvania Turnpike. The project will highlight the history of the many diverse people and cultures who used the road to travel from eastern Pennsylvania to points west in search of a better way of life and more opportunities.

The project includes research, design, and construction of multiple informational panels, reconstructions of period vehicles, and the development of educational programming that will include a curriculum package for elementary and secondary school students featuring the history of overland transportation, with a special emphasis on the French and Indian War and Pontiac’s uprising (1756-63).
For over 150 years, the Lehigh Canal helped shape industry and human settlement in northeastern Pennsylvania. From 1829 until it ceased operation in 1931, the waterway carried millions of tons of coal east to Philadelphia and New York. Today, sweat equity and widespread partnerships have taken the canal’s legacy as an economic engine may be far from over. In the past five years, the all-volunteer Walnutport Canal Association has turned an initial commitment of $11,500 into an investment of more than $250,000 toward preserving the National Register-listed Lehigh Canal Corridor. Says Tom Gettings of the Lehigh River Foundation. "The commitment of the volunteers there has been unbelievable." The canal is part of a proposed 150-mile D&L Trail that will one day extend from Wilkes-Barre to Bristol and is expected to be a cornerstone of local economic revitalization efforts and regional cultural tourism initiatives. The association is also involved in long-term maintenance. The borough of Walnutport owns the parkland and has taken on liability for the canal lock restoration, and was the fulcrum of statewide fundraising efforts over the four-year life of the project.

Lehigh Canal Park

Walnutport, Pennsylvania

Reviving Old Canal Lock Is Key to Community Pride.

Lehighfield in Westmoreland County and Fort Pitt Museum in Pittsburgh. Fort Ligonier is the northern terminus of the Laurel Highlands Scenic Byway (National Scenic Byways and Keystone Byways Program), connecting it with Frank Lloyd Wright’s Fallingwater 34 miles to the south, and with Fort Necessity National Battlefield, the National Road Scenic Byway, and the National Road State Heritage Park.

The Fort Ligonier Association belongs to the War for Empire Consortium, established in 1989 as a Federal-State-nonprofit collaboration to undertake joint ticketing/discount programs at member sites, cooperative publications and publicity, and conjoined curriculum development. The other members are Bushy Run Battlefield (Pennsylvania History and MUSEUM Commission), Fort Necessity (National Park Service site), Fort Pitt (NATIONAL HISTORY CENTER), and Braddock’s Field (run by a private nonprofit).

Community Impact Current attendance at the site averages 40,000 a year. The project is expected to increase visits, especially by school children, to increase repeat visits, and to stimulate tourism in general in the eastern section of Westmoreland County. The project is expected to stimulate additional visitor services and amenities in the region, as well as increased staff at Fort Ligonier.

Transportation enhancement funds were used to restore Canal Lock 23. An additional $100,000 was used to purchase 15 acres of land, create a visitor parking lot, and develop interpretive signage.

"Walnutport Canal is the crown jewel of the Delaware and Lehigh National Heritage Corridor," says Tom Gettings of the Lehigh River Foundation. "The commitment of the volunteers there has been unbelievable." The canal is part of a proposed 150-mile D&L Trail that will one day extend from Wilkes-Barre to Bristol and is expected to be a cornerstone of local economic revitalization efforts and regional cultural tourism initiatives.

Partnership The Walnutport Canal Association, a volunteer group of 400 members, was instrumental in seeing the project through to fruition. The association is also involved in long-term maintenance. The borough of Walnutport owns the parkland and has taken on liability for the canal lock restoration, and was the fulcrum of statewide fundraising efforts over the four-year life of the project.

We sort of built a house of cards as we went along," recalls Karen Williamson of Spotts, Stevens and McCoy. "We would apply for funds for one
For over 100 years, the Lehigh Canal helped shape industry and human settlement in northeastern Pennsylvania. From 1829 to 1863, the waterway carried millions of tons of coal east to Philadelphia and New York. Today, sweat equity and widespread partnerships have demonstrated that the canal’s heyday as an economic engine may be far from over. In the past five years, the all-volunteer Walnutport Canal Association has turned an initial commitment of $21,650 into an investment of more than $255,000 toward preserving the National Register-listed Lehigh Canal Corridor and State Heritage Park.

Transportation enhancement funds were used to restore Canal Lock 23. An additional $125,000 was used to purchase 3.65 acres of land, create a visitor parking lot, and develop interpretive signage. “Walnutport Canal is the crown jewel of the Delaware and Lehigh National Heritage Corridor,” says Tom Gettings of the Lehigh River Foundation. “The commitment of the volunteers there has been unbelievable.” The canal is part of a proposed 50-mile D&L Trail that will one day extend from Wiliamston to Bristol and is expected to be a cornerstone of local economic revitalization efforts and regional cultural tourism initiatives.

For additional information, images, and links to related sites see the LEHIGH CANAL PARK: WALNUTPORT, PENNSYLVANIA site at www.ftligonier.org.

LEHIGH CANAL PARK

Walnutport, Pennsylvania

REVIVING OLD CANAL LOCK IS KEY TO COMMUNITY PRIDE.

For over 100 years, the Lehigh Canal helped shape industry and human settlement in northeastern Pennsylvania. From 1829 until it ceased operation in 1931, the waterway carried millions of tons of coal east to Philadelphia and New York. Today, sweat equity and widespread partnerships have demonstrated that the canal’s heyday as an economic engine may be far from over. In the past five years, the all-volunteer Walnutport Canal Association has turned an initial commitment of $21,650 into an investment of more than $255,000 toward preserving the National Register-listed Lehigh Canal Park. The park is a public recreation area that features a 3-mile segment of the Lehigh Canal and towpath along with over 40 acres of land on the Lehigh River. An especially significant element of this segment of the canal is the 1829 locktender’s house museum, which the Walnutport Canal Association restored in 1999 and which attracts hundreds of visitors to Walnutport (pop. 2,200) each year. The project falls within the D&L Trail and Lehigh-Navigational Canal National Heritage Corridor, and was the fulcrum of local economic revitalization efforts and which at-

P A R T N E R S H I P

The Walnutport Canal Association, a volunteer group of 100 members, was instrumental in seeing the project through to fruition. The association is also involved in long-term maintenance. The borough of Walnutport owns the parkland and has taken on liability for the site. The Walnutport Authority, the borough’s water authority, stepped forward as applicant when a municipal agency needed to apply; the authority also contributed funds. The landscaping firm of Spotts, Stevens and McCoy donated time and materials to developing plans and proposals for the canal lock restoration, and was the fulcrum of statewide fundraising efforts over the four-year life of the project.

“We sort of built a house of cards as we went along,” recalls Karen Williamson of Spotts, Stevens and McCoy. “We would apply for funds for one...
The Pennsylvania Department of Transportation (PennDOT) shouldered much of the administrative burden for environmental review of the project, and helped cut through bureaucratic red tape. However, the project was completed before PennDOT had changed its reimbursement process so that it can pay 100% of project costs up front to a sponsor, reserving 10% to pay at the end of the project.

The Walnutport Canal Association has attracted an additional $18,000 in community development funds and will benefit from a portion of a $242,000 grant given to the Delaware and Lehigh Canal Heritage Corridor by the Pennsylvania Heritage Program. Bigger plans are afoot for the public park, including a pavilion, a market pavilion and visitors’ center, restoration of Lock 24, landscaping and interior restoration to the historic locktender’s house near Lock 32.

In addition to its historic and economic value, the canal provides a habitat for trout and a seasonal home for Canada geese and other wildlife. The restored lock has added the canal in continuing its important function as a sediment basin, providing a safe place for stormwater flow and a food break for the Lehigh River.

The Walnutport Canal Association sponsors two festivals a year at Lock 23, and the Walnutport Canal is one of four communities offering overnight accommodations for the thousands of travelers who seek recreation along the Lehigh River each year. Visitors to the park can tour the house, view the restored lock, canoe or fish along the river, or walk or bike along the towpath. The project is expected to stabilize the borough’s historic core at a time when suburban growth in Walnutport is picking up rapidly.

The National Register-listed Great Road in Rhoode Island (designated Scenic Route 23) is the oldest road in the Blackstone River Valley, a designated National Heritage Corridor. The road is a touchstone of U.S. colonial history and a boon to state-wide tourism efforts. The Town of Lincoln received TE funds to protect open space around the Elephant Arnold House (1867), improve pedestrian access to the property, and restore the exterior of the 1833 Water Mill, a significant and highly visible historic landmark on the Great Road. Also included in the project is acquisition of Heartside House (c. 1805–1815) for future preservation. Heartside is a Federal-style country house located on the Great Road. The final component of the enhancement project will be a pedestrian walkway between the mill and parking area at Chase Farm, about 300 yards away.

The TE funds complement the Town’s earlier efforts to preserve the road’s historic and scenic character, which had included purchase of farm land and restoration and operation of the Haway Blacksmith Shop as a historic site. Enhancement funds were used to purchase about five acres of land to be restored to meadow around the Elephant Arnold House, which previously had been targeted for a strip mall development. A walking trail will connect the restored meadowland to the town-owned Chase Farm.

Significant partners in the TE project include the Blackstone River Valley National Heritage Corridor Commission, which represents the interests of Blackstone River Valley National Park Service American Heritage Area; the State Historic Preservation Office, and the town of Lincoln.
part of the project, then wait for another agency's funding cycle to try to leverage the funds we'd just secured. If you are going to make the most of your resources you've got to be willing to have the time frame for that to happen. We got to know the funders and built a relationship with them, and we were honest from the beginning and kept them up to date."

 case example
Edward F. Sanderson, Jr., Rhode Island Historic Preservation & Development Corporation, Executive Director & Deputy State Historic Preservation Officer, State of Rhode Island, and Providence Plantations Historical Preservation & Heritage Commission, Tel: 401-222-3080, E-mail: rrihpc@doa.state.ri.us.

The Pennsylvania Department of Transportation (PennDOT) shouldered much of the administrative burden for environmental review of the project, and helped cut through bureaucratic red tape. However, the project was completed more quickly once buyers began looking for re-imbursed funds. As of 1999, because the Walnutport Authority was still waiting for reimbursement from PennDOT, the authority was paying interest on $32,400 a month and had to put up $45,000 on a note to pay the contractor. The delay had increased the total reimbursement process so that it can pay $100,000 of project costs up front to a sponsor, reserving 10 percent to pay at the end of the project.

Community Impact
Since the restored canal lock was dedicated in October 1994, the Walnutport Canal Association has attracted an additional $16,000 in community development funds and will benefit from a portion of a $324,000 grant given to the Delaware and Lehigh Canal Heritage Corridor by the Pennsylvania Heritage Program. Bigger plans are afoot for the public park, including a public pavilion, a mule barn and visitors' center, restoration of Lock 24, landscaping, and interior restoration of the historic locktender's house near Lock 25.

In addition to its historic and economic value, the canal provides a habitat for trout and a seasonal home for Canada geese and other wildlife. The restored lock has added to the canal, continuing its important function as a sediment basin, providing a safe place for dormouse and a flood break for the Lehigh River. The Walnutport Canal Association sponsored two festivals a year at Lock 23, and today the Walnutport Lock is one of four communities offering overnight accommodations for the thousands of travelers who seek recreation along the Lehigh River each year. Visitors to the park can tour the house, view the restored lock, canoe or fish along the river, or walk or bike along the towpath. The project is expected to stabilize the borough's historic core at a time when suburban growth in Walnutport is picking up rapidly.
A grant for the project was also obtained. The city recently won an important skirmish in the battle to preserve downtown’s historic character. In the fight to prevent the demolition of a historic building, the city took a unique approach to scenic beautification by targeting the restoration of historic buildings.

The project has made an important inroad in downtown beautification, enhanced the pedestrian character of Main Street, and demonstrated the power of public-private partnerships. In 1997, the State of South Dakota awarded the city $50,000 from Waitsfield Historic Preservation, a $20,000 grant from Waitsfield Historical Society, and $50,000 from Waitsfield Town Hall for the provision of community facilities, as well as $20,000 from Waitsfield Historic Society for the General Wait House.

**GENERAL WAIT HOUSE**

**WAITSFIELD, VERMONT**

The Mad River Valley in Vermont plays host to more than 10,000 visitors a day during peak tourist seasons, and Route 100 carries 10,000 trips through the valley each day. The town of Waitsfield, established in 1794 just north of the Green Mountain range, responded to the State’s need for a visitor’s center with more than just the Act of Congress. The project, which was finished in just over a year, now sits as the State’s only staffed visitor’s center on Route 100. The center highlights the history of the Mad River Valley and acts as a northern gateway to this popular tourist area.
A grant in aid of the Rapid City Historic Preservation Commission has enabled the city to pursue several projects aimed at preserving and enhancing the historic character of its downtown area. The project, which was awarded TE funds in 1997, has made a significant impact on the city's downtown by improving property rights and use of public funds to preserve historic properties.

The Rapid City Historic District, located along the city's Main Street, has been designated a National Historic Landmark. The project has focused on protecting the historic façades of buildings along this commercial route that is heavily traveled by cars. In the late 1990s, the city worked with property owners to agree to façade easements to protect the historic character of Main Street, and demonstrated the power of determination and public-private partnership in even the most difficult of circumstances.

A key to the project’s completion was the willingness of property owners to participate in the beautification project, as well as the support of state officials. The project was completed in 1999, following the election of a new governor with different priorities for TE funding, and demonstrated the power of even the most difficult of circumstances.

The project is a testament to the importance of protecting historic buildings along commercial routes, and serves as an example of how TE funds can be used to preserve historic and scenic resources.

**GENERAL WAIT HOUSE**

**WAITSFIELD, VERMONT**

The Mad River Valley in Vermont plays host to more than 9,000 visitors a day during peak tourist seasons, and Route 100 carries 40,000 trips through the valley each day. The town of Waitsfield, established in 1794 just north of the Green Mountains range, responded to the State’s need for a visitor’s center on Route 100 by applying for TE funds to renovate the General Wait house, a community landmark that is listed on the National Register.

The project, which was finished in just over a year, now stands as the State’s only accessible public bathhouses for visitors. The center highlights the history of the Mad River Valley and acts as a northern gateway to this popular tourist area.
In 1995, the town of Manchester (pop. 4,000) realized a long-held dream: to restore a village green at the heart of downtown. The project was born of a local landowner who had a vision for "undevelopment" into a park overlooking the nearby Batten Kill. "We have had a strong focus in the last few years on making downtown more pedestrian friendly," says Krohn.

The project enjoyed an extremely high level of public involvement and support. Creating the green was the top recommendation of the 1988 Downtown Planning Task Force, and was supported by the vast majority of respondents to the Manchester Conservation Commission’s 1991 community survey, and was supported by townpeople in two separate town meeting votes. Students from the Conway School of Landscape Design facilitated public forums and created an overall plan; a more detailed master plan was drawn by landscape architect Elizabeth Courtney. Numerous volunteers helped implement the master plan for the green. The estate of the late landowner took care of clean-up of the site before the town acquired it. When delays occurred in the environmental review process, the town hired its Regional Planning Commission (RPC) to help carry out the review process. The staff planner at the RPC is the transportation planner for the region, and was familiar with community goals. State transportation procedures, and State and Federal requirements.

Midway through the project, the State changed transportation procedures, and State and Federal match, but also had to supplement the project with additional municipal funds.

The project was part of the 1988 Downtown Planning Task Force and was supported by the vast majority of respondents to the Manchester Conservation Commission’s community survey. The project was supported by townpeople in two separate town meeting votes. Students from the Conway School of Landscape Design facilitated public forums and created an overall plan; a more detailed master plan was drawn by landscape architect Elizabeth Courtney. Numerous volunteers helped implement the master plan for the green.

The town of Manchester (pop. 4,000) realized a long-held dream: to restore a village green at the heart of downtown. The project was part of the 1988 Downtown Planning Task Force and was supported by the vast majority of respondents to the Manchester Conservation Commission’s community survey. The project was supported by townpeople in two separate town meeting votes. Students from the Conway School of Landscape Design facilitated public forums and created an overall plan; a more detailed master plan was drawn by landscape architect Elizabeth Courtney. Numerous volunteers helped implement the master plan for the green.
In 1993, the town of Manchester (pop. 4,000) realized a long-held dream: to restore a village green at the heart of downtown. The town engaged a local landowner to develop a car dealership into a park overlooking the mill pond on the Batten Kill waterway. The landowner took care of clean-up of the site before the town acquired it. When delays occurred in the environmental review process, the town hired its Regional Planning Commission to help carry out the review process. The staff planner at the RPC was the transportation planner for the region, and was familiar with community goals, State transportation procedures, and State and Federal environmental review process.

Creating the green was the top recommendation of the 1988 Downtown Planning Task Force, which was supported by the vast majority of respondents to the Manchester Conservation Commission's 1991 community survey, and was supported by town leaders in two separate town meeting votes. Students from the Conway School of Landscape Design facilitated public forums and created an overall plan; a more detailed master plan was drawn by landscape architect Elizabeth Courtney.

Numerous volunteers helped implement the master plan for the green. The estate of the landowner took care of clean-up of the site before the town acquired it. When delays occurred in the environmental review process, the town hired its Regional Planning Commission to help carry out the review process. The staff planner at the RPC was the transportation planner for the region, and was familiar with community goals, State transportation procedures, and State and Federal requirements. Midway through the project, the State changed the project's design from a traditional downtown park to the Manchester Town Lift Plan. This was a community focal point and source of pride.

The project was supported by the Vermont Agency of Transportation, which awarded the project $100,000 to fund the first phase of "undevelopment" into a park overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn.

The project also included an annual holiday tree lighting. The town has done street improvements since the establishment of the green, and provided downtown amenities such as landscaping and benches overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn. The project was carried out by a combination of labor and materials, and was completed in 1998.

MANCHESTER TOWN GREEN
MANCHESTER, VERMONT

FORMER CAR DEALERSHIP BECOMES THE GREEN HEART OF A MOUNTAIN COMMUNITY.

Manchester, Vermont
Town Green After Restoration. Photo: Lee Brown, AICP

The house benefits local residents by providing the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits. The General Wait House also serves the community with space for offices, meetings, and exhibits.

REFERENCES

Students from the Conway School of Landscape Design facilitated public forums and created an overall plan; a more detailed master plan was drawn by landscape architect Elizabeth Courtney.

The project was supported by the Vermont Agency of Transportation, which awarded the project $100,000 to fund the first phase of "undevelopment" into a park overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn. The project was carried out by a combination of labor and materials, and was completed in 1998.

The project also included an annual holiday tree lighting. The town has done street improvements since the establishment of the green, and provided downtown amenities such as landscaping and benches overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn. The project was carried out by a combination of labor and materials, and was completed in 1998.

The project also included an annual holiday tree lighting. The town has done street improvements since the establishment of the green, and provided downtown amenities such as landscaping and benches overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn. The project was carried out by a combination of labor and materials, and was completed in 1998.

The project also included an annual holiday tree lighting. The town has done street improvements since the establishment of the green, and provided downtown amenities such as landscaping and benches overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn. The project was carried out by a combination of labor and materials, and was completed in 1998.

The project also included an annual holiday tree lighting. The town has done street improvements since the establishment of the green, and provided downtown amenities such as landscaping and benches overlooking the nearby Batten Kill. "We have had a strong focus in the last few years making downtown more pedestrian friendly," says Krohn. The project was carried out by a combination of labor and materials, and was completed in 1998.
VERMONT HISTORIC SITES ACQUISITION AND SCENIC EASEMENTS AND SCENIC OR
COMMUNITY IMPACT

The TE funding allowed VHT to leverage its limited funds and help more family farmers and others obtain scenic easements. During a recent competitive round, only 8 out of 60 applications were awarded VHT funds, but from the 22 rejected applications, the agricultural advisory committee selected several potential TE projects that could be approved subject to funding availability. “The enhancement funds have allowed us to set aside a couple of projects per round that otherwise would have been turned back or fallen by the wayside,” says Hannan.

Lessons were also learned in how to comply with NEPA environmental review and Section 106 historic preservation requirements. “We recommend beginning discussions as soon as possible with the relevant agencies to see what interpretation of the statutes they anticipate adopting,” according to Hannan. “Don’t assume they will automatically waive review for scenic easements, and be prepared to make arguments for a waiver.”

CONTACT
Paul W. Hannan, Director of Conservation Programs
Vermont Housing and Conservation Board
Telephone: 802-828-6573
Email: phannan@vhcb.state.vt.us
Web Site: www.vhcb.org

CASE EXAMPLES
Vermont’s renowned family dairy farms are not only historic national treasures, they are a vital part of the State’s economy. Agriculture is the largest sector of the economy — tourism is the largest and the working landscape is the engine of economic vitality, as well as a major tourist attraction. Vermont has a longstanding tradition of preserving and protecting elements in the natural landscape that enhance the travel experience for motorists, bicyclists, and pedestrians.

Nested among the rolling hills of one of Vermont’s most picturesque scenic corridors, Molly Brook Farm comprises some 400 acres of prime grazing land, and is home to one of the nation’s top 10 Jersey milking herds and stands of sugar maples that offer breathtaking views of turning foliage in the fall. Views of the farm have graced calendars and magazines over the years. The core building in the farm’s historic dairy barn complex dates back to 1840. Numerous other historic farm structures are still standing and in use on the property.

In 1987, the Vermont Agency of Transportation (VHCB) awarded $262,770 in transportation enhancement funds to the Vermont Housing and Conservation Board (VHCB) for open space preservation. VHCB is a State organization established in 1973 to provide perpetually affordable housing and to conserve important agricultural and natural resource lands. VHCB has used the funds to place conservation easements on five historic farms, including Molly Brook Farm.

**Partnership**

The Vermont Land Trust (VLT) was instrumental in carrying out the Molly Brook Farm easement, and the VHCB and VLT put up equal shares of the match. These resources were critical to the successful completion of the easement because the appraisal approved by the VHCB was equal to only one-third of the original appraisal value obtained by VLT.

The discrepancy between appraisals was an issue in three of the VHCB’s first five TE projects, according to Paul W. Hannan, director of conservation programs at VHCB. The organization found creative solutions. In the case of Molly Brook Farm, VHCB decided not to contest the lower appraisal but instead supplemented the $262,000 from VHCB with other State and private funding. “Had VHCB been dependent on actually receiving 50 percent of the project costs from enhancement funding, the project could not have gone forward,” says Hannan.

Lessons were also learned in how to comply with NEPA environmental review and Section 106 historic preservation requirements. “We recommend beginning discussions as soon as possible with the relevant agencies to see what interpretation of the statutes they anticipate adopting,” according to Hannan. “Don’t assume they will automatically waive review for scenic easements, and be prepared to make arguments for a waiver.”

**Community Impact**

The TE funding allowed VHCB to leverage its limited funds and help more family farmers and others obtain scenic easements. During a recent competitive round, only 8 out of 22 applications were awarded VHCB funds, but from the 22 rejected applications, the agricultural advisory committee selected several potential TE projects that could be approved subject to funding availability. “The enhancement funds have allowed us to set aside a couple of projects per round that otherwise would have been turned back or fallen by the wayside,” says Hannan.

VHCB’s association with the VLT also led to a potentially fruitful dialogue about access management on highways. “We are now sensitive to the access management issues to which VHCB is devoting attention,” says Paul Hanan. “I think they’d like to collaborate with us to purchase farms and other land around interchanges to control development and access, and to work on designs that keep curb cuts to a minimum.”

**Case Example**

**MOLLY BROOK FARM**

**CABOT, VERMONT**

Along a major highway, a family farm and historic landscape are preserved.
Flowering trees, a bus stop, sidewalks, and bike racks invite travelers through Cavendish, Vermont (population 1,400) to leave their cars behind and explore the heart of this historic mountain town.

The Proctorsville Village Green sits on reclaimed land in downtown Cavendish, the site of a 1982 fire that destroyed a 19th-century mill. Since the fire, little economic activity was left in the village of Proctorsville, with the exception of a bakery, hairdresser, U.S. Post Office, and bottle redemption center.

The village green project was the first-funded element in the town’s Proctorsville Revitalization Project (1994). The other major element was movement of a historic house to the village center and renovation of the building into affordable apartment housing for elderly residents.

The project enhances multi-modal connections through the community, where population swells on weekends in the fall and during skiing season. A bus shelter located across the street from the elderly housing enables residents and visitors to wait under cover for a bus to take them to Chester, Ludlow, Okemo Mountain Resort, and Springfield. The town recently got Local Transportation Facilities funds from the Vermont Agency of Transportation (VTDOT) to improve sidewalks in the village of Proctorsville (located within the town of Cavendish), and has future plans to build a bike path that will connect the village of Proctorsville with the new Fletcher Fields Recreation Area and the trailhead for the soon-to-be constructed Calvin Coolidge Bike and Recreation Greenway.

The project enhances multi-modal connections through the community, where population swells on weekends in the fall and during skiing season. A bus shelter located across the street from the elderly housing enables residents and visitors to wait under cover for a bus to take them to Chester, Ludlow, Okemo Mountain Resort, and Springfield. The town recently got Local Transportation Facilities funds from the Vermont Agency of Transportation (VTDOT) to improve sidewalks in the village of Proctorsville (located within the town of Cavendish), and has future plans to build a bike path that will connect the village of Proctorsville with the new Fletcher Fields Recreation Area and the trailhead for the soon-to-be constructed Calvin Coolidge Bike and Recreation Greenway.

The Southern Windsor County Regional Planning Commission assisted the town with writing and administering proposals for the Village Green project and in applying for environmental permits. The Rockingham Area Community Land Trust worked in partnership with the town to renovate and eventually take over ownership and management of the elderly affordable housing.

Discussion: The multiple funding sources allowed the project to be completed in spite of high initial bids. Breaking the project into several smaller parts gave the town the flexibility to reduce the project scope and obtain more accurate bids without the need for large change orders. State and Federal streamlining of review and permitting also contributed to the speed and efficiency in which the Proctorsville Village Green project was completed.

Community Impact: From its beginning, the Proctorsville Village Green project received widespread community support. Several public meetings were held during the application processes for the VCDP and Transportation Enhancement funds. The support of community members, volunteers, local officials, businesses, and regional nonprofits was critical to the success of the Proctorsville Village Green project.

Shortly after construction began on the village green, two abandoned buildings owned by the town were renovated and leased to small manufacturing businesses. The senior housing project was fully occupied almost immediately. The area has become an important stop on many bicycle tours through the region and on Vermont Historic Route 7A.
Flowering trees, a bus stop, sidewalks, and bike racks invite travelers through Cavendish, Vermont (population 1,400) to leave their cars behind and explore the heart of this historic mountain town. The Proctorsville Village Green sits on reclaimed land in downtown Cavendish, the site of a 1982 fire that destroyed a 19th-century mill. Since the fire, little economic activity was left in the village of Proctorsville, with the exception of a bakery, hairdresser, U.S. Post Office, and bottle redemption center.

The project enhances multi-modal connections through the community, where population swells on weekends in the fall and during skiing season. A bus shelter located across the street from the elderly housing enables residents and visitors to wait under cover for a bus to take them to Chester, Ludlow, Okemo Mountain Resort, and Springfield. The town recently got Local Transportation Facilities funds from the Vermont Agency of Transportation (VTDOT) to improve sidewalks in the village of Proctorsville (located within the town of Cavendish), and has future plans to build a bike path that will connect the village of Proctorsville with the new Fletcher Fields Recreation Area and the trailhead for the soon-to-be constructed Calvin Coolidge Bike and Recreation Greenway.

The project enhances multi-modal connections through the community, where population swells on weekends in the fall and during skiing season. A bus shelter located across the street from the elderly housing enables residents and visitors to wait under cover for a bus to take them to Chester, Ludlow, Okemo Mountain Resort, and Springfield. The town recently got Local Transportation Facilities funds from the Vermont Agency of Transportation (VTDOT) to improve sidewalks in the village of Proctorsville (located within the town of Cavendish), and has future plans to build a bike path that will connect the village of Proctorsville with the new Fletcher Fields Recreation Area and the trailhead for the soon-to-be constructed Calvin Coolidge Bike and Recreation Greenway.

The Proctorsville Village Green project was the 1982-funded element in the town’s Proctorsville Revitalization Project (PRP). The other major element was movement of a historic house to the village center and renovation of the building into affordable apartment housing for elderly residents. By combining the design and construction of the landscaping and sidewalks for the Green and the Freeman House, and by combining labor and funding to construct the project, the town was able to save time and money and create a cohesive look for the village center.

The multiple funding sources allowed the project to be completed in spite of high initial bids. Breaking the project into several smaller parts gave the town the flexibility to reduce the project scope and obtain more accurate bids without the need for large change orders. State and Federal streamlining of review and permitting also contributed to the speed and efficiency in which the Proctorsville Village Green project was completed.
The pulse point of Franklin, Virginia’s National Register Historic District is Barrett’s Landing, named for the first child born in this inland port. Site of a former boardinghouse that catered to river travelers, Barrett’s Landing was also once a vital stop on the Blackwater River during the 18th-century War of Independence. By 1829, travelers from Norfolk could ferry to Portsmouth, board the train to Franklin Depot, and return in a single day—advanced intermodal transportation for its time.

A century later, trade in peanuts, lumber, and other regional commodities was brisk. A leader of Virginia Department of Transportation — the largest single enhancement project in the state at the time — City and private partners have turned the riverfront around with Barrett’s Landing, providing pedestrian access to the riverfront around with Barrett’s Landing, and a new family fishing tournament is sponsored by Franklin Fall Festival. The event pavilion was solidly booked throughout the summer of 1999.

When a discount superstore recently opened at the edge of town, residents were concerned about its effect on downtown commerce. However, says Nanci Drake, “the downtown has held its own and there has been little detrimental effect.”

Although Hurricane Floyd flooded Franklin’s downtown, Barrett’s Landing was untouched by floodwater. Concerts at the pavilion have attracted up to 7,000 people to this town of 9,000, and an annual family fishing tournament is sponsored by Franklin Fall Festival. The event pavilion was solidly booked throughout the summer of 1999.

Barrett’s Landing, beginning in 1999, a community service was held at the pavilion but not for street furniture and lighting, community members pitched in, buying benches and trash cans. Other community efforts went toward creating fund-raising projects, such as note cards, to help pay for improvements. The project took about four years from planning through final construction. The city has made a 320,000 commitment in its 7-year Capital Improvement Plan for future improvements.

COMMUNITY IMPACT “Lots of people who lived here didn’t know the history of this place before the project opened,” says Nanci Drake, director of the Downtown Development Commission. “The ribbon cutting in March 1999 sparked interest among private property owners and businesses in rehabilitating historic properties near downtown. A though flooding caused by Hurricane Floyd in September 1999 hit the land.

Barrett’s Landing, beginning in 1999, a community service was held at the pavilion but not for street furniture and lighting, community members pitched in, buying benches and trash cans. Other community efforts went toward creating fund-raising projects, such as note cards, to help pay for improvements. The project took about four years from planning through final construction. The city has made a 320,000 commitment in its 7-year Capital Improvement Plan for future improvements.

COMMUNITY IMPACT “Lots of people who lived here didn’t know the history of this place before the project opened,” says Nanci Drake, director of the Downtown Development Commission. “The ribbon cutting in March 1999 sparked interest among private property owners and businesses in rehabilitating historic properties near downtown. A though flooding caused by Hurricane Floyd in September 1999 hit the land.

Barrett’s Landing, beginning in 1999, a community service was held at the pavilion but not for street furniture and lighting, community members pitched in, buying benches and trash cans. Other community efforts went toward creating fund-raising projects, such as note cards, to help pay for improvements. The project took about four years from planning through final construction. The city has made a 320,000 commitment in its 7-year Capital Improvement Plan for future improvements.
The pulse point of Franklin, Virginia’s National Register Historic District is Barrett’s Landing, named for the first child born in this inland port. Site of a former boardinghouse that catered to river travelers, Barrett’s Landing was also once a vital stop on the Blackwater River during the river’s evolutionary War. In the age of steam, Barrett’s Landing linked the river to the rails for both freight and passengers. By travelers from Norfolk could ferry to Portsmouth, board the train to Franklin Depot, and return in a single day—advanced intermodal transportation for its time. A century later, trade in peanuts, lumber, and other regional commodities was brisk. A leader of the riverfront around with Barrett’s Landing, providing pedestrian access to the river, has turned a significant urban pattern for the latter 20th century, becoming more industrial and “turning its back” to ordinary citizens.

With over $10,000,000 from the Commonwealth of Virginia Department of Transportation—the largest single enhancement project in the State at the time—City and private partners have turned the riverfront around with Barrett’s Landing, providing pedestrian access to 2,400 feet of waterfront in this historic Main Street Community. Funds supported the construction of a public plaza where residents can learn about their local history, as well as a pavilion for community events such as concerts, weddings, and family reunions. The project also uses access to docking and fishing facilities.

**TE ACTIVITIES**
- **FINANCING**
  - Project Sponsor: City of Franklin Downtown Development Commission
  - Total Project Cost: $14 Million
  - Transportation Enhancement Funds: $95,000
  - Local Match Donated: Land Valued at $2,000,000

**COMMUNITY IMPACT**
- “Lots of people who lived here didn’t know the history of this place before the project opened,” says Nanci Drake, director of the Downtown Development Commission.
- The ribbon cutting in March 1999 sparked interest among private property owners and businesses in rehabilitating historic properties near downtown. Although flooding caused by Hurricane Floyd in September 1999 temporarily slowed progress on this front, new businesses continued to open their doors downtown.
- The community has embraced the project as an important gateway to downtown Franklin.
- Waders, joggers, and anglers use the area, local couples have their weddings at the pavilion, and every Easter a sunrise service takes place overlooking the water.
- Concerts at the pavilion have attracted up to 12,000 people to this town of 10,000, and an annual family fishing tournament is sponsored by Franklin Fall Festival. The event pavilion was solidly booked throughout the summer of 1999.
- The downtown has held its own and there has been little detrimental effect. Although Hurricane Floyd flooded Franklin’s Main Street and destroyed more than 100 homes and 1,200 businesses in downtown, Barrett’s Landing survived intact and has become the focus of community spirit and determination. On Thanksgiving 1999, a community service was held at the Landing to commemorate city residents’ work to get back on their feet and help one another.
- Franklin received $1.1 million in TE funding in 2001 that will follow the riverfront from Barrett’s Landing to Second Avenue, the city’s main thoroughfare and part of the historic district.
The Bland County Board of Supervisors, the County Industrial Authority, and private businesses have contributed financial and material support to the Society, and the nearby town of Wytheville combined efforts with the museum to promote bus tours of the site. Volunteers continue to lend support: local Boy Scout troops and individuals helped clear land, construct the museum palisade, and create traditional structures from bent saplings using Native American building techniques.

**COMMUNITY IMPACT**

The project is included in the Bland County Planning Commission development plan. During 1996, the center’s first year of operation, 10,000 visitors stopped to see the site. This translated into 13 new jobs at the museum and thousands of dollars in local revenue for nearby shops and restaurants. Annual visitation grew to 17,000 per year by the year 2000. The center also attracts numerous school tours from throughout Virginia, West Virginia, North Carolina, South Carolina, Kentucky, and Tennessee. From 1996 to 2000, 18,000 school children toured the site.
REMANTS OF A 13TH CENTURY SETTLEMENT NOW ACCESSIBLE TO MODERN-DAY TRAVELERS.

The Bland County Board of Supervisors, the County Industrial Authority, and private businesses have contributed financial and material support to the Society, and the nearby town of Wytheville combined efforts with the museum to promote bus tours of the site. Volunteers continue to lend support: local Boy Scout troops and individuals helped clear land, construct the museum palisade, and create traditional structures from bent saplings using Native American building techniques.

COMMUNITY IMPACT

The project is included in the Bland County Planning Commission development plan. During 1996, the center’s first year of operation, 10,000 visitors stopped to see the site. This translated into 13 new jobs at the museum and thousands of dollars in local revenue for nearby shops and restaurants. Annual visitation grew to 17,000 per year by the year 2000. The center also attracts numerous school tours from throughout Virginia, West Virginia, North Carolina, South Carolina, Kentucky, and Tennessee. From 1996 to 2000, 18,000 school children toured the site.

Visitors tour Wolf Creek Indian Village, located off Interstate 77 in Bastian, Virginia. The reconstructed village offers a perspective on how one Native American community may have lived 800 years ago. Photo: Wolf Creek Indian Village
For 20 years a small but popular farmer’s market was located underneath an Interstate bridge in downtown Charleston, West Virginia. Meanwhile, Charleston Renaissance, a nonprofit, public-private partnership, worked to develop a permanent, indoor/outdoor market with more space and broader retail opportunities. A task force created in 1991 quickly identified a suitable new site: a historic railroad freight depot and warehouse in the north end of downtown, built circa 1900 and convenient to Interstate 77. With $165,000 in funds and the assistance of Conrail, Charleston Renaissance acquired the property and set to work renovating it. The renovated building now called the Capitol Market, which opened its doors in 1998, is the result of the task force’s work. The outdoor market features the same mix of local produce and seasonal goods as the old market, while the new year-round indoor market offers regionally cultivated meat and fish, a wine shop, florist, bakery, and restaurant. The West Virginia Department of Transportation features this historic transportation facility as an example of eligible activities in its guidelines to potential sponsors.

**Partnership**

The Charleston Urban Renewal Authority and the West Virginia Department of Agriculture (wvda) were the major fiscal partners. The wvda works closely with Capitol Market, a nonprofit group in operation since 1997, to supervise the ongoing management of the market. The market’s board of directors is made up of representatives from contributing organizations, tenants, and members of the community. A key participant was the Governor of West Virginia at the time, a native of Charleston.

**Community Impact**

The expanded market is expected to be financially self-sufficient by 2003, and has already revitalized a dilapidated section of Charleston’s downtown. To date, 10 new growers have become part of the outdoor operation, while 17 new businesses have started in the area, citing the market’s presence as a major factor in their decisions, with 5 new businesses opening a second location in the market. Real estate values downtown have increased as a direct result of the market’s expansion, as has the local tax base.

Capitol Market is one of four anchor developments that form the core of the city’s downtown development plan. The market has sparked revitalization of the formerly dilapidated area nearby, including preservation and restoration projects. One project will connect the market with the science and arts center in downtown. The market creates a gateway and tourist attraction for Interstate motorists. It has also generated an estimated $5.7 million in sales annually, not only benefiting city residents with sales tax revenue but also farmers from the 13 counties represented at Capitol Market.
Market offers regionally cultivated meat and fish, a wine shop, florist, bakery, and restaurant. The West Virginia Department of Transportation features this historic transportation facility as an example of eligible activities in its guidelines to potential sponsors.

PARTNERSHIP
The Charleston Urban Renewal Authority and the West Virginia Department of Agriculture (wvda) were the major fiscal partners. The wvda works closely with Capitol Market, a nonprofit group in operation since 1997, to supervise the ongoing management of the market. The market’s board of directors is made up of representatives from contributing organizations, tenants, and members of the community. A key participant was the Governor of West Virginia at the time, a native of Charleston.

COMMUNITY IMPACT
The expanded market is expected to be financially self-sufficient by 2003, and has already revitalized a dilapidated section of Charleston’s downtown. To date, 10 new growers have become part of the outdoor operation, while 17 new businesses have started in the area, citing the market’s presence as a major factor in their decisions, with 5 new businesses opening a second location in the market. Real estate values downtown have increased as a direct result of the market’s expansion, as has the local tax base.

Capitol Market is one of four anchor developments that form the core of the city’s downtown development plan. The market has sparked revitalization of the formerly dilapidated area nearby, including preservation and restoration projects. One project will connect the market with the science and arts center in downtown. The market creates a gateway and tourist attraction for Interstate motorists. It also generates an estimated $5.7 million in sales annually, not only benefiting city residents with sales tax revenue but also farmers from the 13 counties represented at Capitol Market.

CAPITOL MARKET
CHARLESTON, WEST VIRGINIA

CASE EXAMPLES
This publication was jointly produced by:
National Trust for Historic Preservation
1756 N Massachusetts Avenue, N.W.
Washington, D.C. 20036

Federal Highway Administration
Office of Environment and Planning
200 Independence Avenue, S.W.
Washington, D.C. 20590

Editors: Dan Costello and Lisa Sanches
Project Assistant: Catherine Zilip

Art directed by Marc Alan Meadows, designed by Nancy Brinton

Printed on recycled paper by Strine Printing Company, Inc., York, PA.

Cover: The historic dairy barns at Creamer’s Refuge in Fairbanks, Alaska enhance the visual experience of travelers and restoration is preserving the aesthetic features of the landscape. Photo: Tanana-Yukon Historical Society
