

Transportation Enhancements Program

Overview
2006

New York State Department of Transportation
Thomas Madison Jr. Commissioner

REFERENCES

- NYSDOT'S *TEP Guidebook* is available at www.dot.state.ny.us/progs/tep.html
- National TEP guidance can be found at www.fhwa.dot.gov/environment/te/index.htm

NYS DOT TEP Coordinators

- **Region 1** **Wilson Moore** **(518) 388-0433**
Albany, Essex, Greene, Rensselaer, Saratoga, Schenectady, Warren & Washington Co.
- **Region 2** **Yotin Padungtin** **(315) 793-2749**
Fulton, Hamilton, Herkimer, Madison, Montgomery and Oneida Counties
- **Region 3** **Pete Bartolotta** **(315) 428-4647**
Cayuga, Cortland, Onondaga, Oswego, Seneca and Tompkins Counties
- **Region 4** **Steve Beauvais** **(585) 272-3466**
Genesee, Livingston, Monroe, Ontario, Orleans, Wayne and Wyoming Counties
- **Region 5** **Greg Szewczyk** **(716) 847-3614**
Cattaraugus, Chautauqua, Erie and Niagara Counties
- **Region 6** **Brent Rauber** **(607) 324-8431**
Allegany, Chemung, Schuyler, Steuben, Tioga and Yates Counties

NYS DOT TEP Coordinators

- Region 7 Don Mattimore (315) 785-2375
Clinton, Franklin, Jefferson, Lewis and St. Lawrence Counties
- Region 8 Doug Cotton (845) 431-5788
Columbia, Dutchess, Orange, Putnam, Rockland, Ulster and Westchester Counties
- Region 9 John Pioch (607) 721-8270
Broome, Chenango, Delaware, Otsego, Schoharie and Sullivan Counties
- Region 10 Harry Tenenbaum (631) 952-6121
Nassau and Suffolk Counties
- Region 11 Tapas Sanyal (718) 482-6731
Bronx, Kings, New York, Queens and Richmond Counties

Note: E-mail addresses for all TEP Coordinators are first initial then last name (all one word) followed by @dot.state.ny.us

NYSDOT TEP – Main Office

The TEP Program is centrally administered by staff from the NYSDOT's **Community Assistance Delivery Bureau (CADB)**.

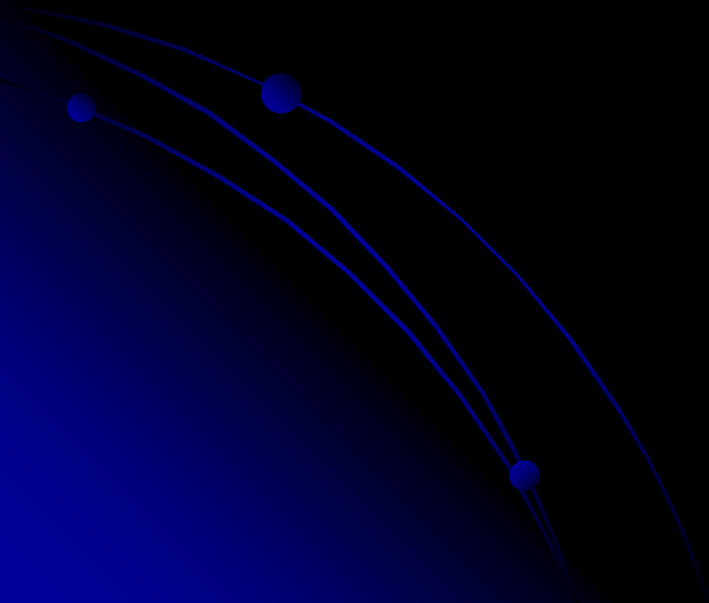
"Policy" considerations, and all TEP Advisory Committee activities, are managed by NYSDOT's **Policy and Strategy Division**.



Statewide Administrative Coordinator – Doug Burgey, CADB – dburgey@dot.state.ny.us – (518) 485-2499

- **Director** – Community Assistance Delivery Bureau – Henry E. Hren, Jr. – hhren@dot.state.ny.us – (518) 457-8545
- **Policy & Strategy Division** – Janine Simonsen – jsimonsen@dot.state.ny.us – (518) 457-3438

Project Eligibility



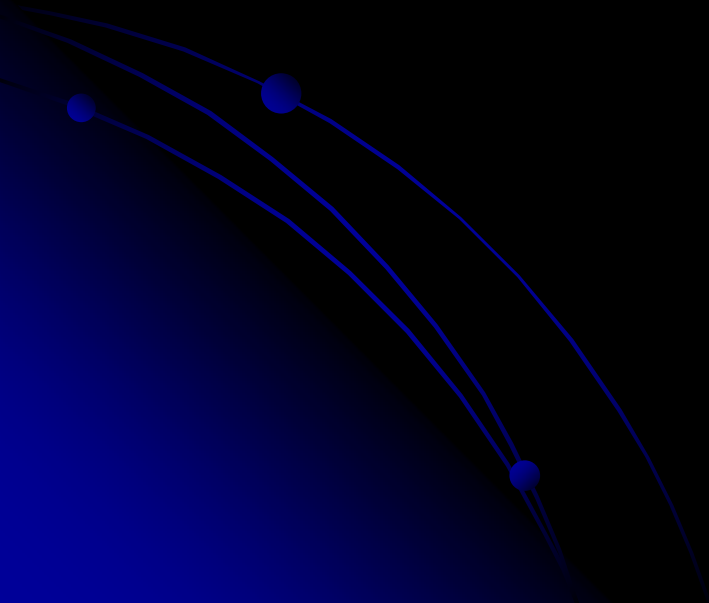
Must Satisfy 3 Criteria

- Fit into 1 of 12 Categories of Transportation Enhancements Eligible Activities



- Relate to surface transportation
- Provide public use

12 Categories



I. Pedestrian & Bicycle Facilities

- New or reconstructed sidewalks
- Curb ramps
- Bike lane striping
- Widen paved shoulders
- Bike parking
- Bus bicycle racks
- Off-road non-motorized trails
- Bike/pedestrian bridges & underpasses



Artwalk, Rochester, NY



Hutchinson Bikeway/Walkway, NYC


28 2:50PM



Tobie Trail, Town of Webb

JUL 29 2004

II. Pedestrian and Bike Safety & Educational Activities

- Educational programs to encourage safe walking and bicycling such as:
 - Classes
 - Pamphlets/maps
 - Safety campaigns
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III. Acquisition of Scenic or Historic Easements and Sites

- Acquisition of scenic land easements, vistas and landscapes
- Purchase of buildings in historic districts or historic properties
- Preservation of farmland

IV. Scenic or Historic Highway Programs including Tourist and Welcome Centers

- Overlooks ■
- Visitor centers
- Viewing areas
- Designation signs and markers

Scenic Overlook, Canandaigua Lake



NO
PARKING
ANY
TIME
←→

SOUTH BRISTOL
OVERLOOK
DEDICATED
JUNE 18, 2005



V. Landscaping & Scenic Beautification

Along streets, historic highways, trails and waterfronts the following items are eligible:

- Street furniture
- Street lighting
- Public art
- Gateways along highways
- Landscaping

Genesee St. Streetscape, Avon, NY





Downtown Flushing, NYC

VI. Historic Preservation

- Preservation of buildings & facades in historic districts
- Rehabilitation & operation of historic buildings for transportation-related purposes
- Access improvements to historic sites & buildings



CHAPPAQUA

Chappaqua RR Station
Restoration

12 8 2005



Seaway Trail Discovery Center,
Sackets Harbor, NY

VII. Rehabilitation & Operation of Historic Transportation Buildings, Structures & Facilities

- Restoration of railroad depots, bus stations, lighthouses, canal facilities
- Rehabilitation of rail trestles, tunnels and bridges


Miller Road Bridge/Landsman
Kill, Dutchess County



Holley Guard Gate, Erie Canal, Orleans Co.



VIII. Conversion of Abandoned Railway Corridors to Trails

- Acquiring railroad rights-of-way
 - Planning, designing and constructing multi-use trails
 - Developing rail-to-trail projects
- 



NO
MOTOR
VEHICLES

NO
MOTOR
VEHICLES

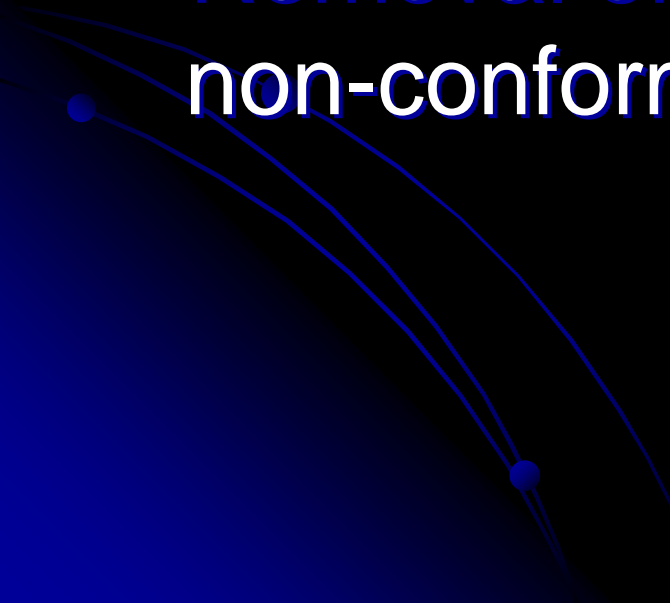
RAIL
TRAIL

FJ&G Trail, Gloversville,
Fulton County



Lehigh Valley Trail/Genesee River
(RR to Ped Bridge conversion)

IX. Inventory, Control and Removal of Outdoor Advertising

- Billboard inventories
 - Removal of illegal and non-conforming billboards
- 

X. Archaeological Planning & Research

- Research, preservation planning and interpretation
- Developing interpretive signs, exhibits and guides
- Inventories and surveys

Archaeology at Stockport Flats & Tivoli Bays



Fig. 4. Tivoli, the site of the first archaeological excavation at Stockport Flats & Tivoli Bays.

XI. Environmental Mitigation of Highway Runoff Pollution & Provision of Wildlife Connectivity

- Runoff pollution studies
- Soil erosion controls
- Detention and sediment basins
- River clean-ups
- Wildlife crossings

XII. Establishment of Transportation Museums

- Construction of transportation museums
- Additions to existing transportation museums

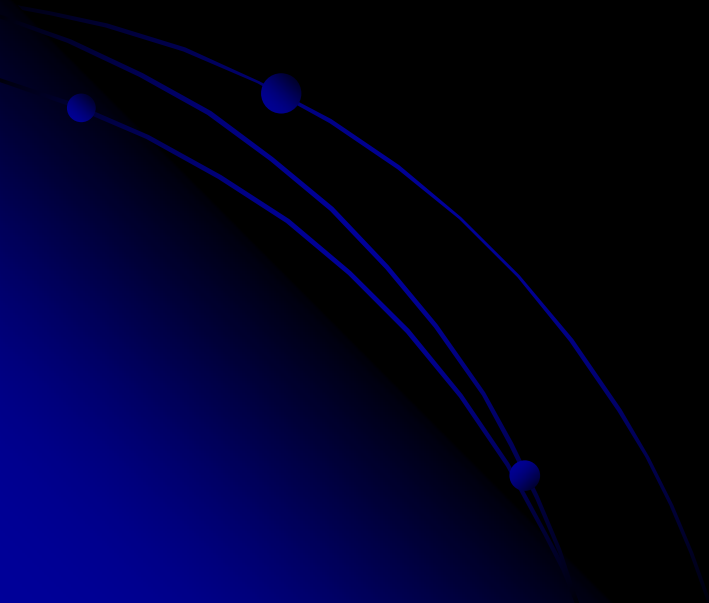
**Project Must Relate to
Surface Transportation
(TEP Annual Allocations = 10
Percent of Statewide STP
Funding)**



KEY TRANSP. RELATIONSHIP CRITERIA

- Serves a current or past transportation purpose
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- Proximity to highway or pedestrian/bicycle corridor
- Enhancement of aesthetic, cultural or historic aspects of the travel experience

**Project Must Have
Public Use**



Answer these questions:

- What access would the public have to the project site, building, facility or structure? If limited, why?
- What are the hours, days, or seasons of operation? Is the facility open enough to justify the public investment?
- Will portions of the project site, building or facility be restricted to private or commercial use?

Examples of Public Benefits

- Support context-sensitive solutions
- Foster safety, accessibility and environmental preservation
- Boost local economies ■
- Improve the transportation experience by strengthening multi-modal systems
- Increase partnerships between state & local agencies
- Strengthen public role in local and state transportation planning

Who Can Be an Applicant?

Who Can Be a Sponsor?

What is the Difference?



SPONSOR

- Must be a governmental agency
 - County
 - City, Village or Town ■
 - State agency
- Must be willing and able to take responsibility for all project development activities

APPLICANT

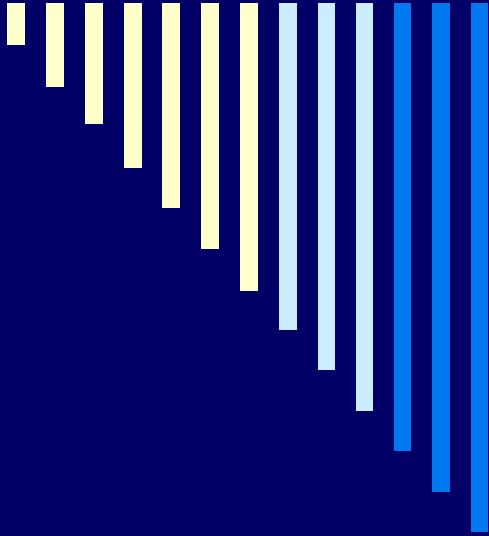
- Can be the same entity as the sponsor (e.g. county, city, village, town, state agency) or a different entity (e.g. a not-for-profit organization) ■
- Has a stake in the project's funding and/or implementation

MULTIPLE AGENCIES

- When applicant is *different* from sponsor, sponsor is tasked with defining each entity's role via an agreement, which should be completed before any federal aid eligible work is started
- When more than one sponsor is involved in a project, one sponsor must be designated as the lead sponsor

SPONSOR'S RESPONSIBILITIES

- TE sponsor will enter into a legal project agreement with NYSDOT which defines our respective roles
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- Sponsor is responsible for paying all project expenses first before applying to NYSDOT for reimbursement of the eligible federal aid share



Financing TEP Projects





GENERAL INFORMATION

- TE Program is a reimbursement program, **not a grant program**
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 - TE funds can be used for Design, Environmental Studies, Property Acquisition, Construction & Construction Inspection
-



Project Funding Shares

- TE project funding consists of two parts –
 - Federal share $\leq 80\%$
 - Non-federal share $\geq 20\%$

 - Contact your NYSDOT TEP Coordinator for more information about non-federal \$ sources (other local matching options and other sources of local assistance).
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MAXIMUM & MINIMUM PARTICIPATION

- All proposed projects must have a minimum total cost of \$100,000
 - The maximum federal share for any TE project is fixed at \$2,000,000
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KEY RULES

- NYSDOT expects TE projects to be delivered at same scope as approved
 - Approved TE projects have the federal funding share fixed at application stage
 - TE funding for a project is capped at approval
 - Good, detailed cost estimates at the project planning/funding application stage are essential!
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PROJECT PROGRESS EXPECTATIONS

- Every TE project is expected to progress through development in a reasonable time frame (e.g. within 5 yrs. of approval)
 - Failure to deliver project within a reasonable time frame may result in withdrawal of federal funds by NYSDOT.
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2006 "Round 1" Milestones

Solicitation Letter April 7th thru 14th, 2006

Applications to NYSDOT June 30, 2006

Selection Decisions Made September 26, 2006

Governor's Announcements October 2006

2006 – Round 1 Information

- Total 2006 Program Funds Equal \$67.4 Million (SAFETEA-LU Plus TEA-21 Balance);
- Funds are typically distributed geographically via a “TEP Formula” that has heretofore been based on population and STP lane miles (50/50);
- Projects programmed from “Regional/MPO Priority Lists”; and,
- Final approval for priority projects comes from the Transportation Enhancements Advisory Committee (TEAC).

Thank You for Your
Interest in the
Transportation
Enhancements
Program!

Enhancements Program

Presentation Provided By:

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This presentation is a collaboration of efforts between numerous NYSDOT Regional TEP coordinators and NYSDOT Main Office staff © 2006.