

<p style="text-align: center;"><b>Faculty Research Grant for the Academic Year (2009-2010)</b> <b>Final Report</b></p>
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**Transportation Enhancements & Historic Preservation Planning**

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**1. There were no non-stipend / course release budget expenditures.**

**2. Review of the results of the grant activities**

*a. Project Summary*

I was awarded a Faculty Research Grant to increase the understanding of the impact of the Transportation Enhancements (TE) program in the preservation of transportation facilities in America. As the largest source of Federal funding for historic preservation, TE is a crucial preservation planning tool, but very little research had been done on the topic, particularly regarding its historic preservation applications. In particular, the following three goals were sought:

- Assess the types of transportation facilities whose preservation is funded by the TE program.
- Explore the geographic distributions of TE funding.
- Explore the TE funding from other categories, not directly linked to historic preservation, which still benefit preservation efforts.

*b. Garnered Results*

This study achieved all the goals set out above, and also included in-depth qualitative analysis of TE spending beyond what was expected. In terms of quantitative analysis, maps were produced showing the distribution of projects nationwide, and statistical analysis concluded that there is a bias towards rural communities regarding TE funds. Analysis also concluded that there is no racial bias evident in TE spending (as measured with percentage of nonwhite population at the county level). Furthermore, the analysis included a classification of TE spending to better assess the comparative amount of funds spent on preservation-related projects. Numerous examples of TE spending were observed and case studies developed in order to show how seemingly unrelated projects can have impact on preservation projects. Finally, additional groundbreaking research was done in tandem with this grant, as detailed in section c. TE managers from eight states were interviewed, yielding unique qualitative information regarding the administration of the TE program.

*c. Adequacy of Procedures and Approaches*

The procedures and approaches used for this research were effective, as the TE database is large enough (more than 26 thousand entries) to require statistical analysis. The case studies developed to supplement the quantitative analysis were successful in providing vivid examples and illustrations to the conclusions made in the quantitative analysis. After the grant was awarded and as I undertook my research, I found that the quantitative analysis would be well supplemented by additional qualitative research regarding the program administration.

Fortunately, I was given that opportunity independently of the grant and endeavored to interview TE Managers from eight states with another TE expert (Tracy Hadden-Loh, who is a co-author in most of the papers listed below). The results of those interviews greatly enriched the findings from the quantitative analysis: they provided an insight in the project selection process.

#### *d. Dissemination Plan*

I have already presented the results of this research to various audiences, particularly focusing on historic preservation and transportation planning professionals and researchers. Conferences & titles are listed below:

Panel: *Funding Preservation Projects with Transportation Enhancements* (2010) Preservation Maryland Preservation & Revitalization Conference, Easton, MD.

I was on a panel of TE professionals to discuss the uses of TE for preservation, particularly in Maryland. I also presented an overview of the program and nationwide spending. The panel consisted of O. James Lighthizer, President of the Civil War Preservation Trust (and Former Maryland Secretary of Transportation), Mary Keller, Enhancements Program Liaison (Maryland SHA) and myself.

Livi Smith, AD & Hadden-Loh, T. (2010) *Transportation Enhancements and the Future of Infrastructure Planning*, Presented at the Urban Affairs Association Conference, Honolulu, HI.

The Urban Affairs Association (UAA) is the international professional organization for urban scholars, researchers, and public service providers. As a professional conference attended by planners and associated professionals from around the world, this venue was appropriate for a more policy-driven talk that focused on current issues in TE and the potential impact on communities around the country. The paper was accepted through a peer-reviewed process.

Hadden-Loh, T. & Livi Smith, AD (2009) *The Case for Transportation Enhancements in the New Transportation Bill*. Presented at the Annual Meeting of the Association of Collegiate Schools of Planning, Crystal City, VA

The Association of Collegiate Schools of Planning (ACSP) is a consortium of university-based programs. As such, the ACSP conference focuses on the academic foci of urban planning. The paper presented at this conference, accepted through a peer reviewed process, emphasized the research implications of the TE program.

Livi Smith, AD (2009) *Transportation Enhancements: Federal Funding for Walkability*. Presented at the 1<sup>st</sup> Transatlantic NECTAR Conference, Arlington, VA.

NECTAR is a European-based scientific association. Their primary objective is to foster research collaboration and exchange of information between experts in the field of transport, communication and mobility from all European countries and the rest of the world. The paper at this conference focused on the meaning of the TE program in the context of US transportation policy.

I also have a paper that has been accepted, by peer-reviewed process, for the *Preserving the Historic Road* conference, which will be held fall 2010. This paper focuses specifically on the use of Transportation Enhancements funding for preservation uses.

I am currently completing a paper with my co-author, Tracy Hadden-Loh. The paper will be submitted to an appropriate journal in the near future.