

# CHAPTER 2

## FUNDING STRATEGIES

### TRANSPORTATION EQUITY ACT OF THE 21ST CENTURY (TEA21)

As mentioned in Chapter 1, new legislation entitled ATransportation Equity Act of the 21st Century≡ (TEA21) was enacted in 1998 and supersedes ISTEA. It builds on the initiatives established in ISTEA, which was the previous authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as it provides transportation, and advancing America=s economic growth and competitiveness domestically and internationally through efficient and flexible transportation. TEA21 recognizes the transportation value of bicycling and walking and offers mechanisms to increase consideration of bicyclists' and pedestrians' needs within the National Intermodal Transportation System. The following are major funding programs of TEA21 under which bicycle and pedestrian projects are included as eligible activities.

#### NATIONAL HIGHWAY SYSTEM (NHS)

These funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System (other than highways with access control). In addition, NHS funds can now be spent on non-motorized projects within Interstate corridors. The Federal share of the projects funded is generally 80% with a 20% state or local match.

#### SURFACE TRANSPORTATION PROGRAM (STP)

Funds may be used on an 80% federal 20% state/local basis for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, and route maps) related to safe bicycle use. TEA21 specifically made sidewalk improvements required to comply with the Americans with Disabilities Act eligible for funding.

In addition, ten percent of each State's annual STP funds are available only for "**Transportation Enhancement Activities**" (TEAs). As this activity has, and will continue to have, a significant impact upon the development of bicycle/pedestrian programs in the State, a more detailed description of this program is included later in this chapter.

#### CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

Program funds may be used on an 80% federal 20% state/local basis for the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, and route maps) related to safe bicycle use.

### **FEDERAL LANDS FUNDS**

May be used on a 100% federal basis to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways, and parkways at the discretion of the Federal Bureau charged with the administration of such funds.

### **SCENIC BYWAY PROGRAM**

Funds may be used on an 80% federal 20% state/local basis to plan, design and construct facilities along highways for the use of bicyclists and pedestrians. Scenic Byway may also be funded through the Enhancement Program.

### **NATIONAL RECREATIONAL TRAILS ACT**

At least 30% of these funds go to motorized trails, 30% to non-motorized trails, and 40% to multipurpose trails. This money can be used for maintenance as well as construction of recreation trails. NOTE: Connecticut has been identified as a small State (under three million five hundred thousand acres) and therefore, is not required to address provisions for motorized recreation vehicles. TEA21 raised the Federal share from 50% to 80%. The Connecticut Department of Environmental Protection has been administering these funds.

### **HIGHWAY SAFETY PROGRAMS**

This funding is 100% federal and includes components to "improve pedestrian performance and bicycle safety." A recreation department or elementary school, for example, could apply for these funds to conduct a rodeo on bicycle safety.

### **FEDERAL TRANSIT**

Transit funds may be used on an 80% federal 20% state/local basis for bicycle and pedestrian access to transit facilities, to provide shelters and parking facilities for bicycles in or around transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles.

### **HAZARD ELIMINATION PROGRAM**

TEA21 added bicycling and walking hazards into the list of eligible activities. It also included publicly owned bicycle and pedestrian pathways and trail and traffic calming measures into the definition of Aa public road<sup>≡</sup>.

### **SECTION 402 FUNDING**

Pedestrian and bicyclist safety remain priority areas for highway safety program funding. State and community highway safety grant programs are eligible for 100% federal funding.

### **DEMONSTRATION PROJECTS**

One-of-a-kind projects may be funded under this provision on an 80% federal, 20% state/local basis. This may include funding the construction of a bicycle and pedestrian path or just a special feature, such as vegetation demonstration planting. It may also include the funding by a group to develop a program that encourages more children to wear bicycle helmets.

## HIGH PRIORITY PROJECTS

TEA21 contains funding for more than 1850 high priority projects. There are 33 high priority projects in Connecticut for which funding has been earmarked, of which the following nine projects are specifically related to bicycle and pedestrian activities. Under this program, 80% of the project's cost is provided through federal funding. The remaining 20% is the responsibility of the project sponsor.

* Improve pedestrian bicycle connections between Union Station and downtown New London	\$3,390,000
* Construct bicycle and pedestrian walkway, Town of East Hartford.	\$900,000
* Construct Hartford Riverwalk South, Hartford.	\$2,640,000
* Construct overlook and access to Niantic Bay, East Lyme.	\$2,310,000
* Pedestrian/disabled access improvements at Mark Twain House Historic Site, Hartford	\$500,000
* Reconstruct and expand access road and related riverwalk improvements at/adjacent to Riverside Park, Hartford.	\$2,000,000
* Develop Winsted and Winchester rail trail, linkage to existing trails in neighboring towns, Winchester.	\$1,500,000
* Develop Quinipiac River linear trail in Wallingford and Meriden.	\$1,500,000
* Extend Farmington Canal Rail Trail in Hamden and New Haven.	\$1,500,000

## TRANSIT ENHANCEMENT ACTIVITIES

This new TEA21 funding program created with a one percent set-aside of Urban Area Formula transit grants can be used for --among other things --bicycle and pedestrian access to mass transit, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles. The funding is 95% federal and only 5% matching local funds.

## TRANSPORTATION ENHANCEMENT PROGRAM

The Intermodal Surface Transportation Efficiency Act (ISTEA) required that 10 percent of the funding made available to each State under the Surface Transportation Program (STP) be utilized on ten specific activities which ISTEA defined as Transportation Enhancement Activities (TEAs). Of the ten defined TEAs, two were specifically bicycle and pedestrian related: A provision of facilities for bicyclists and pedestrians and A preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).

The TEAs defined in ISTEA as eligible for funding are:

1. Provision of facilities for pedestrians and bicycles.
2. Acquisition of scenic easements and scenic or historic sites.
3. Scenic or historic highway programs.
4. Landscaping or other scenic beautification.
5. Historic preservation.
6. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).

7. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
8. Control and removal of outdoor advertising.
9. Archaeological planning and research.
10. Mitigation of water pollution due to highway runoff.

The Transportation Equity Act for the 21st Century (TEA21) which was recently enacted to replace ISTEA has continued the Transportation Enhancement Program. This Program under TEA21 still requires that 10 percent of the STP funding be made available for eligible enhancement activities. This funding can be utilized to provide up to 80 percent of the cost of eligible activities provided that a direct relationship to the intermodal transportation system can be demonstrated. The remaining 20% is the responsibility of the project sponsor. The ten TEAs noted above remain eligible for funding under TEA21. In addition, the range of eligible activities has been expanded under TEA21 to include the following:

- \* provision of safety and educational activities for pedestrians and bicyclists
- \* the provision of tourist and welcome centers
- \* environmental mitigation to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- \* the establishment of transportation museums

During the six years of ISTEA ConnDOT selected 147 projects to utilize the approximately \$61 million of federal funding made available to the State for the Enhancement Program. While projects from each of the eligible categories were selected, the majority of the funding was programmed towards bicycle/pedestrian related projects. A listing of the bicycle/pedestrian-related projects funded during ISTEA's Enhancement Program is included in Chapter 6. The amount of enhancement funding which Connecticut will receive over the life of TEA21 (1998 through 2003) has been significantly reduced. The Department anticipates receiving only \$41 million during this period.

The Department has established a formal application process by which projects are submitted for consideration of funding. This process, which includes a public involvement component, requires that project sponsors submit completed application forms to their respective Regional Planning Organization (RPO) for review and a priority ranking. It is important that the Regions establish a sequential ranking for their projects as this ranking is given serious consideration by the Department during the project selection process. The RPOs must then submit these applications to the Department within an established time frame. Upon receipt of the project application forms, staff from the Department will review them against Federal and State eligibility/guidelines and for completeness. Projects that are clearly not eligible or applications that are incomplete do not receive any further consideration. The remaining projects are subjected to a more detailed review. After this review is completed, a list of projects recommended for funding is established and is submitted to the Department's Commissioner for approval.

### **ConnDOT MULTI-USE FACILITY PROGRAM**

As part of the construction of major projects in Connecticut, ConnDOT has constructed multi-use facilities totaling over 8 miles, using non-enhancement-funding sources. A listing of the bicycle/pedestrian-related projects funded by ConnDOT is included in Chapter 6. Facilities constructed include the trails

adjacent to Route 6 in Killingly and to I-84 and I-291 in East Hartford and Manchester. Wide sidewalks were included on the five new major bridges crossing the Connecticut River; Baldwin Bridge (I-95), Charter Oak Bridge (Route 15), Bissell Bridge (I-291), the Route 140 Bridge and the soon to be completed Founders Bridge. In addition, numerous sidewalks were added to bridges and countless miles of wide shoulders were included on roadway projects to allow for safer bicycling and walking. Several other multi-use facilities are actively being designed by ConnDOT; a trail and wide sidewalk over the Housatonic on the Sikorski Bridge (Route 15), and a trail connecting Route 6 with the Airline State Park Trail in Windham. Other facilities are proposed in conjunction with major roadway projects that are in the environmental assessment stage; relocation of Route 6 and the extension of Route 11. It must be noted that projects will require environmental permits and approvals.