



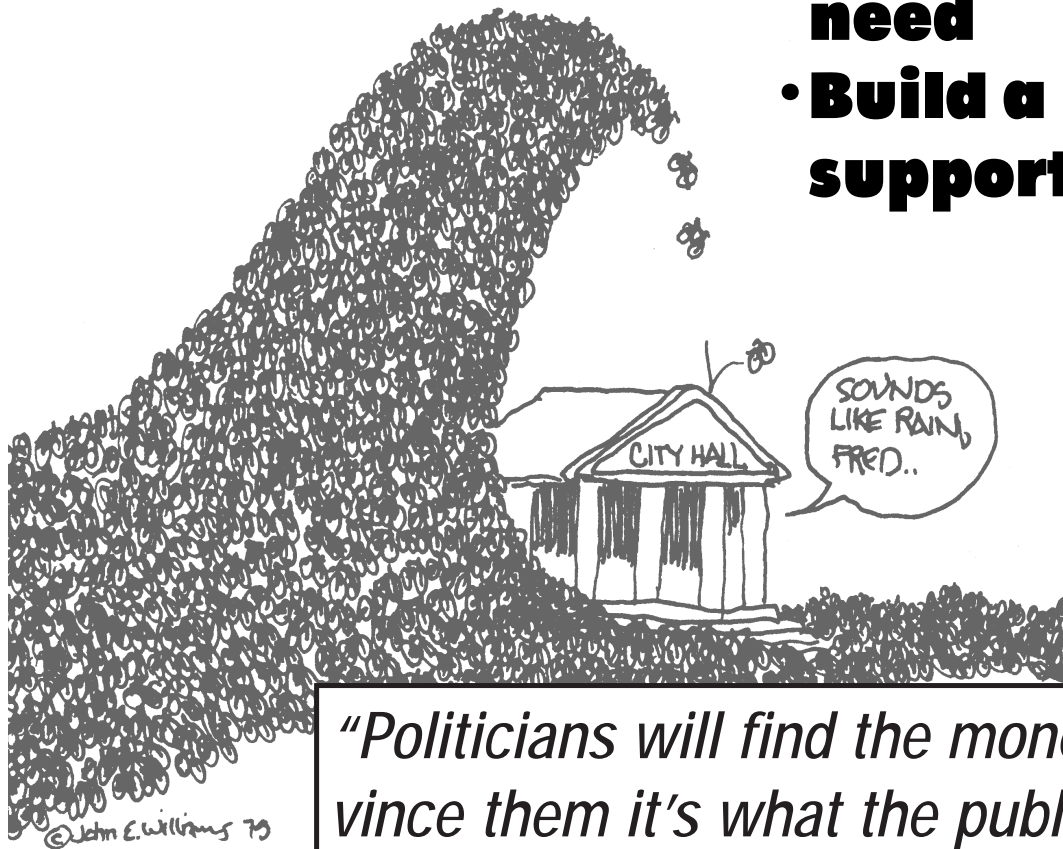
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**BICYCLE & PEDESTRIAN PLANNING
UNDER TEA-21**

DON'T SWEAT THE TEA-21 STUFF...

- **Push hard on the need**
- **Build a powerful support base.**



“Politicians will find the money IF you convince them it’s what the public wants. If they’re NOT convinced, you won’t get any real money or improvements.”

—Bill Wilkinson, Bicycle Federation of America

BIKE-PED FUNDING

TEA-21 = "TREMENDOUS FLEXIBILITY"

Virtually all programs can be used...

- Incidental part of larger projects
- Use most appropriate funding source
- **NOT JUST ENHANCEMENTS**



Photo courtesy City of Toronto

ABOUT THAT MONEY...

Annual Funding Averages by Program

Interstate Maint.	\$4,413,220,000
Nat. Hwy. System	\$5,363,337,000
Surface Trans. Pgm.	\$6,292,950,000
Bridge	\$3,690,010,000
CMAQ	\$1,514,479,000
Rec. Trails	\$44,325,000
Metro Planning	\$187,682,000
High Priority Projects	\$1,553,975,000
Minimum Guarantee	\$2,800,000,000
Grand Total	\$26,229,541,000

PROJECTS VS. SOURCES

PLANNING	STP, CMAQ, PLA, TCSP
LANES	NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, BRI, FLH, BYW
TRAILS	NHS, STP, TEA, CMAQ, RTP, BRI, FLH, BYW
SPOT IMPROVEMENTS	STP, HEP, TEA, CMAQ
BUS RACKS	STP, TEA, CMAQ, FTA, TE
BIKE PARKING	STP, TEA, CMAQ, FTA, TE, BYW
SIDEWALKS	NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, BRI, FLH, BYW
CROSSWALKS	NHS, STP, HEP, RHC, TEA, CMAQ, FTA, TE, FLH, BYW
TRAFFIC CALMING	STP, HEP, RHC, TEA, CMAQ, TCSP
SAFETY PROGRAMS	CMAQ, 402, STP

FUNDING CATEGORY KEY

402: State/Comm. Traffic Safety
BRI: Bridge
BYW: Scenic Byways
CMAQ: Cong. Mitigation/Air Qual.
FLH: Fed. Lands Highways Pgm.

FTA: Transit Capital/Urban/Rural
HEP: Hazard Elimination Pgm.
NHS: National Highway System
PLA: State/MPO Planning
RHC: Railroad-Hwy Xing Pgm.

RTP: Recreation Trails Pgm.
STP: Surface Trans. Pgm.
TCSP: Trans/Community/Sys. Pres.
TE: Transit Enhancements
TEA: Trans. Enhancement Activites

INCIDENTAL PROJECTS

**ONE WAY TO
INTEGRATE
BIKE & PED
ELEMENTS:**

**INCI-
DEN-
TALS**

Otherwise
known as:

**“Decimal
Dust” or
“Rounding
Errors”**

**Shoulders on new
& rebuilt roads**



**Sidewalks as part
of new highways**



Photo courtesy City
of Portland



**Restriping roads
after paving**

**Racks on
new buses**



Photo courtesy City of Seattle

Tracy·Williams Consulting www.bikeplan.com

QUOTES FROM TEA-21

DUE CONSIDERATION:

"Bicyclists and pedestrians **SHALL BE GIVEN DUE CONSIDERATION** in the comprehensive transportation plans developed by each metropolitan planning organization and State." (Section 1202(a) of TEA-21)

NEW CONSTRUCTION AND RECONSTRUCTION:

"Bicycle transportation facilities and pedestrian walkways **SHALL BE CONSIDERED**, where appropriate, in conjunction with all new construction and reconstruction and transportation facilities, except where bicycle and pedestrian use are not permitted." (Section 1202(a) of TEA-21)

SAFETY AND CONTIGUOUS ROUTES:

"Transportation plans and projects **SHALL PROVIDE DUE CONSIDERATION** for safety and contiguous routes for bicyclists and pedestrians." (Section 1202(a) of TEA-21)

BRIDGES:

"In any case where a highway bridge deck is being replaced or rehabilitated with Federal financial participation, and bicyclists are permitted on facilities at or near each end of such bridge, and the safe accommodation of bicyclists can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge **SHALL BE SO REPLACED** or rehabilitated as to provide such safe accommodations." (23 U.S.C. Section 217)

SEVERANCE OF ROUTES:

"The Secretary **SHALL NOT APPROVE** any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." (23 U.S.C. Section 109(n))

MAINSTREAMING BIKES & PEDS

Federal transportation policy:

↑ **Non-motorized trips to 15%**

↓ **Deaths/injuries by 10%**

“Improving conditions and safety for bicycling and walking embodies the **SPIRIT AND INTENT** of TEA-21...”

— **FHWA Guidance**

BUT WAIT, THERE'S MORE...

TEA-21 generally only for FAH but...

- Bike/ped projects not on FAH
 - STP, TEA, Safety, and Bridge \$
- HEP and Emergency Relief \$
 - any public highway or trail

TRANSPORTATION PURPOSE

Bikes: Principally for transportation
e.g, no loop trail in park

Peds: Transportation or recreation

MATCHING FUNDS

Generally 20% except...

- Lots of Fed land
- Safety set-asides: 90% Fed
- Bike transit projects: 90% Fed
- Bike transit enhancements: 95% Fed
- Fed Lands Hwys projects: 100% Fed
- TEA, RTP projects if pgm. match 80/20

"Soft" matches

- Funds, materials, services, ROW

Other Fed funds (HUD block grants, LWC)

- Match TEA, BYW, RTP funds to 100%
- BUT RTP project's Fed sponsor can provide match IF Fed share $\leq 95\%$

\$\$ TRANSFERABILITY

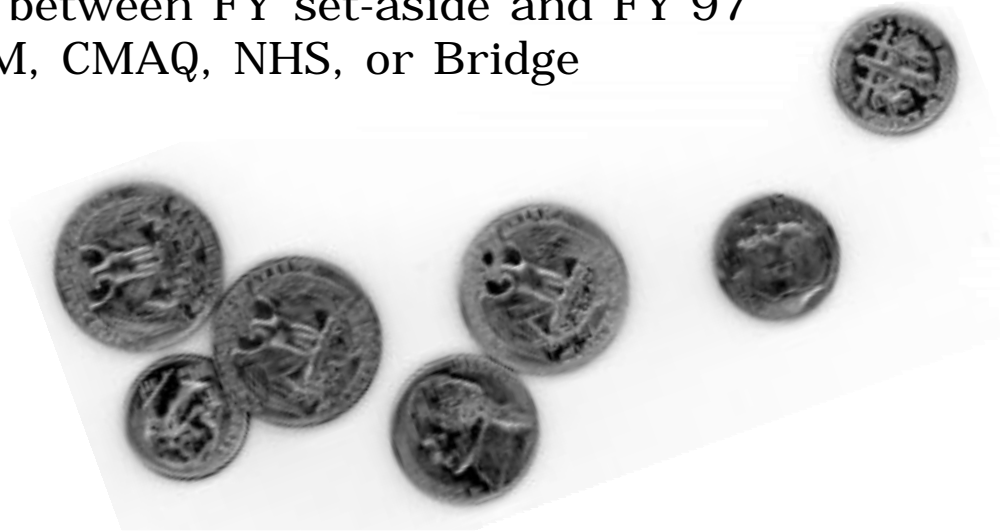
Money can move...

NHS: $\leq 50\%$ to IM, STP, CMAQ, Bridge, RTP; $\leq 100\%$ to STP
w/approval

Bridge: $\leq 50\%$ to IM, NHS, STP, CMAQ

STP: [note: 2 set-asides: TEA and Safety; each is 10%]
- \$ transferred in not subject to 10% set-asides
- MPO sub-allocations can't be transferred

TEA: $\leq 25\%$ of diff between FY set-aside and FY'97
set-a side to: IM, CMAQ, NHS, or Bridge



\$\$ TRANSFERABILITY CONT'D

Safety: (inc. HEP and RHC)

- Not below FY91 levels
- up to 25% of diff. bet. FY set-aside and FY'97 to IM, CMAQ, NHS, or Bridge

CMAQ: $\leq 50\%$

- of amt exceeding amt if CMAQ funded at \$1.35 bil.
- to STP, NHS, IM, Bridge
- must use in nonattainment/maint. areas

RTP: $\leq 50\%$ to NHS, IM, CMAQ, STP, Bridge

- if not DOT administered, needs agency concurrence

FLH, BWY, State Planning, MPO Planning, 402 (NHTSA): No



\$\$ TRANSFERABILITY CONT'D

FTA:

Urbanized Area Formula Grants: \$ which can't be used for transit op exp. can be:

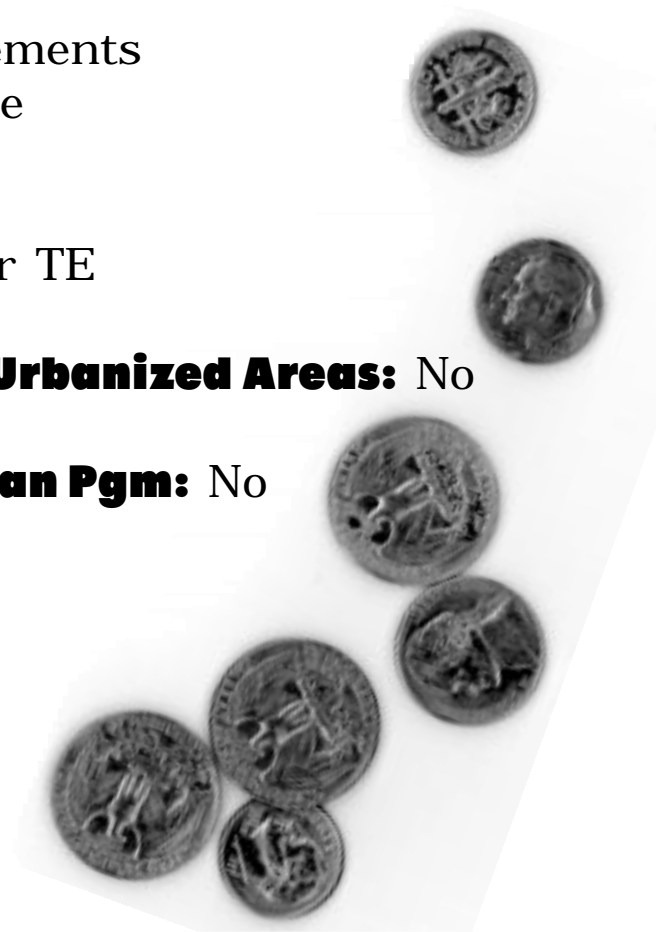
- if approved by MPO
- not needed for ADA improvements
- State/local match also eligible

TE: [note: $TE \geq 1\%$ of UAFG]

- after UAFG transfers, 1% for TE

Formula Program for Other than Urbanized Areas: No

Capital Investment Grants and Loan Pgm: No



PLANNING

States / MPOs must plan for...

“development and integrated management and operation of transportation systems and facilities **(INCLUDING PEDESTRIAN WALKWAYS AND BICYCLE TRANSPORTATION FACILITIES)** that will function as an intermodal transportation system.” (Sec 1203, 1204)

Planning for bikes / peds should be:

- Integral part of planning process
- Projects should be implemented

PLANNING CONT'D

Long Range Transportation Plan

Bike/ped issues may be

- integrated into overall plan
- sep. plan incorporated by reference



PLANNING CONT'D

Projects in TIP or STIP

- Consistent with LRTP
- Identified funding source
- Bike/ped projects eligible/not guaranteed
- No min. amt. of attention
- Free to choose \$ level for bike/ped

Greater flexibility in design standards

- Not on NHS? Can meet State stds
- On NHS?

“may take into account the built and natural environment; environmental, scenic, aesthetic, historic, preservation, and community impacts; **AND ACCESS FOR OTHER MODES OF TRANSPORTATION.**”

PLANNING CONT'D

Public involvement

Early, continuing; timely info; reasonable access; adequate notice & review time; comment at decision points; consideration and response to input; periodic review...

...AND seek out “traditionally underserved”



STREAMLINING

“It makes no sense for **CROSSWALK STRIPING, BICYCLE PARKING INSTALLATION, AND BIKE LANE MARKING**...to have same approval process as a multi-lane highway construction project.”

Bike/Ped projects may be...

...exempt from EIA under NEPA

...4(f) evaluation not normally req'd

...no Davis-Bacon if projects <\$2000, not in existing ROW, eligible based on function

...grouped for funding purposes if similar

...“categorically exempt” from CAAA regs

STREAMLINING

TEA and RTP funds...

...advanced to State instead of reimbursed

...fund \geq 80% of project if pgm. 80%

...not in ROW? State bidding process!

...In-kind toward match IF cash-value



SOURCES

This presentation and links to more than a dozen important sources are available at:

www.bikeplan.com/apa.htm

THANKS FOR COMING!



Tracy·Williams Consulting www.bikeplan.com