



Funding Biking and Walking Infrastructure and Programs in South Carolina: Eligible Sources

1st Edition, September 2016

Content

This guide lists major eligible funding sources for walk/bike infrastructure in South Carolina (SC) at all levels: local, state, state with federal aid, and federal. Examples are also provided of where these funds were used around our state.

Intended Audience

A publication of the Palmetto Cycling Coalition (PCC), this guide is intended to inform our communities and their planners of the comprehensive list of eligible sources for constructing pedestrian and bicycle facilities and implementing programs. The political will to dedicate funds from these various sources may vary significantly – among municipalities, MPO’s, and within the state DOT over time. This guide is unique in that it is comprehensive and lists legal eligibility of all sources within the full spectrum of possibilities and political optimism. Ultimately, certain funding protections are in place for federal aid roads, corridors with relatively significant safety problems, areas with transportation equity problems, and existing major routes.

References

This guidance was created from multiple sources, including training material from Advocacy Advance (a project of the former Alliance for Biking and Walking and League of American Bicyclists), online FHWA funding guidance inserted sometimes as direct copy below, SC state code of laws, ALTA Planning & Design’s Bicycle and Pedestrian Master Plan funding guidance for City of Columbia), Municipal Association of SC guidance, PCC’s legislative initiatives, and conversations with multiple SC planners, engineers, and advocacy organizations around our state.

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Local Sources

SC Hospitality Tax

Funds: street facilities, promotional material, water and sewer infrastructure, and operations and maintenance
Revenue can be used for tourism related projects, including cultural, recreational, or historic facilities; beach access; highways, roads, streets, and bridges providing access to tourist destinations; advertisements and promotions related to tourism development; water and sewer infrastructure to serve tourism-related demand; operation and maintenance of those items, including police, fire protection, emergency medical services, and emergency-preparedness operations



directly attendant to those facilities. The law states that local ordinances can levy this tax not to exceed 2% of the charges for food and beverages.

Example: Hilton Head Island funded most of their off road multi-use pathways with this tax from their thriving tourism industry. They receive 2.6 Million tourists each year, and they estimate that 40% of those (1 Million) ride bikes annually, often renting from one of the 35 bike rental shops or fleets from most major hotels. There are 25,000 rental bikes on Hilton Head Island.

Example: City of Greenville funded the Falls Park and the Swamp Rabbit Trail. The Doodle Trail was funded with this tax from the Cities of Easley and Pickens.

State and Local Accommodations Tax

Funds: tourism related facilities

This local tax is collected on hotel and motel charges. It is a 7 percent state tax on the gross proceeds from hotel and motel room rentals, campground spaces, condominium and vacation home rentals. The first 5 percent goes to the state, while two percent goes to the municipality or county. The first \$25,000 must go into the city's general fund. Five percent of the balance must also be put into the city's general fund while 30 percent of the rest must be allocated for advertising and promotion of tourism. The rest of the money must be spent on tourism-related items.

Example: City of Greenville's Falls Park Liberty Bridge. In 2002, the concrete Camperdown Bridge was demolished, and the Reedy River Falls were freed. In the middle of the park is the Liberty Bridge, Greenville's signature symbol and celebrated for Greenville's downtown revival.

Example: maintenance of Greenville's Falls Park and Swamp Rabbit Trail; landscape maintenance at the Peace Center.

Property Taxes => General Fund

Funds: street facilities, water and sewer infrastructure, and operations and maintenance, and promotional material

This is considered a non-regressive tax and also a value capture tax, because after the infrastructure grows the adjacent private property values, the increased property tax will then pay back the original street investment. The added value is captured. The revenues from property taxes can also be used to pay debt service on general obligation bonds issued to finance open space system acquisitions.

Example: City of Greenville annually allocates \$750,000 for sidewalks.

Example: Denmark and Blackville match these funds to a Community Development Block Grant (CDBG), to do sidewalks. Orangeburg also matches this funding source as a match with CDBG and Transportation Alternatives funding.

Local Option Sales Taxes (LOST) => General Fund

Funds: what the referendum states, as voted by the public

There are five categories of LOST in South Carolina. Three of these may provide funding for biking and walking infrastructure.

1. The original LOST category was created as an off-set for local property taxes. A small portion of the proceeds are placed in "County/Municipal Revenue Fund" where they can be used to fund county government, including capital improvements.
2. The "Local Option Transportation Sales Tax" is found in Section 4-37-10 et seq. of the Code of laws. Proceeds from it can be used for "highways, roads, streets, bridges, mass transit, greenbelts, and other transportation projects..." All such projects must be listed and approved in a public referendum.
3. Similarly, the "Local Capital Projects Sales Tax" is found in Section 4-1—300 et seq. of the Code. It may be used to fund any capital project, including "highways, bridges, and public parking garages and related facilities." It also requires that projects be listed and approved in the referendum.

State law currently requires these referendums to be passed at the county level, but efforts are underway to allow referendums at the City level. By many, it is considered a regressive tax, because it taxes many non-users of the new infrastructure.



Example: Richland County passed their sales tax referendum in 2012, which is projected to draw \$1 Billion in revenue 22 years, funding approximately \$500 Million in transit projects and \$80 Million in bicycle and pedestrian projects. It was a transportation LOST.

County Transportation Committee

Funds: Bikeway and sidewalk improvements as a part of repaving or reconstruction

C-Fund dollars are often used for sidewalk construction, but they may be used for bike lanes if a County Transportation Committee so desires. SC's "C-Fund" language states that funds "...may be used within the public right of way for paving, resurfacing, bridge construction or replacement, street and traffic signs, traffic signals, street lighting, and other road and bridge infrastructure projects. 'C' funds also may be used for labor, mowing, ditching, and other general maintenance." A minimum of twenty five percent of a county's apportionment of 'C' funds, based on a biennial averaging of expenditures, must be expended on the state highway system for construction, improvements, and maintenance. All projects are selected by a County Transportation Committee (CTC). A list of CTC's may be obtained from SCDOT. Projects may be administered locally, or by SCDOT, however any work performed on state-maintained roads must be performed by SCDOT unless special permission has been obtained to design, engineer, construct, and inspect projects using their own personnel. Each CTC is appointed by the county legislative delegation. In some counties, the delegation has designated County Council as the controlling entity. Annual statewide funding is in the range of \$90 million, but the General Assembly has twice added one-year appropriations in recent years. Unfortunately, the General Assembly has specifically limited the added funds to "...the state-owned highway system for paving, rehabilitation, **resurfacing**, and/or reconstruction, and bridge repair, replacement, or reconstruction."

Example: Swamp Rabbit Trail connection to North Cliff Subdivision and Phoenix Center were funded with C Fund appropriations in 2014.

Example: Downtown Walhalla connection to an extension of the Palmetto Trail, via C Fund Economic Development allocations.

Local Bond Measures

Funds: engineering, design and construction of trails, greenways, and pedestrian and bicycle facilities

These are usually general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus.

Example: City of Easley currently has a general obligations bond for the Doodle Trail extension into Downtown Easley.

Utility Lease Revenue

Funds: A method to generate revenues from land leased to utilities for locating utility infrastructure on municipally owned parcels. This can improve capital budgets and support financial interest in property that would not otherwise create revenue for the government.

Example: TBD.

State Sources

SCDOT Maintenance Program

Funds: Resurfacing, which is opportunity for Complete Streets retrofits, ie sidewalks, bike lanes, etc.

Coordinating with the SCDOT District office, one can monitor repaving schedules, which are great opportunities for adding bicycle and pedestrian accommodations simultaneous to existing funding dedicated to improving the asphalt condition. Retrofitting a street outside of repaving opportunities is likely to cost on average \$250,000 per mile for the average 4 lane roadway. Therefore, cost savings are achieved by doing this in line with existing repaving opportunities. This requires coordination between cities and their SCDOT District Traffic Engineer and local maintenance office to ensure that the sidewalk or pavement marking design and traffic signalization is appropriate and safe for all road users. The addition of paved shoulders, as part of a resurfacing project, has the added bonus of making the driving



environment safer for motorists in two ways: it removes bicyclists from the main lane and it provides a paved shoulder which reduces run-off-the-road crashes.

Example: Town of West Pelzer added bike lanes and ADA improvements as part of resurfacing project. Required letter of maintenance agreement for additional thermoplastic striping. City of Greenville has done similar (East North Street, Washington Street, etc.)

South Carolina Transportation Infrastructure Bank (SCTIB)

Funds: major transportation projects in excess of \$100 million in value

The SCTIB is a statewide revolving loan fund designed in 1997 to assist in funding major transportation projects, and it has since approved more than \$4.5 billion in financial assistance and is arguably the largest and most active State Infrastructure Bank in the country. Since 2016, STIB projects must now be ranked through the same prioritization requirements that SCDOT is required to follow under Act 114, and the new director is currently guiding the bank through a rigorous strategic planning process.

Example: SCTIB funded development of the Palmetto Parkway in Aiken County, which included development of a roughly five mile multi-use trail within the parkway's right of way. More information:

<http://sctib.sc.gov/Pages/default.aspx>



Federal sources

Funds: In chart

Examples: Below chart.

Source: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Pedestrian and Bicycle Funding Opportunities / U.S. Department of Transportation Transit, Highway, and Safety Funds

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	<u>TIGER</u>	<u>TIFIA</u>	<u>FTA</u>	<u>ATI</u>	<u>CMAQ</u>	<u>HSIP</u>	<u>NHPP</u>	<u>STBG</u>	<u>IA</u>	<u>RTP</u>	<u>SRTS</u>	<u>PLAN</u>	<u>NHTSA402</u>	<u>NHTSA405</u>	<u>FLTP</u>
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$



Activity or Project Type	<u>TIGER</u>	<u>TIFIA</u>	<u>FTA</u>	<u>ATI</u>	<u>CMAQ</u>	<u>HSIP</u>	<u>NHPP</u>	<u>STBG</u>	<u>IA</u>	<u>RTP</u>	<u>SRTS</u>	<u>PLAN</u>	<u>NHTSA402</u>	<u>NHTSA405</u>	<u>FLTP</u>
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists						\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								\$SRTS	\$SRTS		\$	\$*	\$*	\$*	
Safety education positions								\$SRTS	\$SRTS		\$		\$*		
Safety enforcement (including police patrols)								\$SRTS	\$SRTS		\$		\$*	\$*	



Activity or Project Type	<u>TIGER</u>	<u>TIFIA</u>	<u>FTA</u>	<u>ATI</u>	<u>CMAQ</u>	<u>HSIP</u>	<u>NHPP</u>	<u>STBG</u>	<u>IA</u>	<u>RTP</u>	<u>SRTS</u>	<u>PLAN</u>	<u>NHTSA402</u>	<u>NHTSA405</u>	<u>FLTP</u>
Safety program technical assessment (for peds/bicyclists)								\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or stbg retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot improvement programs	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								\$RTP	\$RTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973



FHWA Program notes (from online link):

- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.

TIGER (Transportation Investment Generating Economic Recovery Discretionary Grant)

<https://www.transportation.gov/tiger>

FHWA notes: Subject to annual appropriations.

Example: City of Beaufort is using a TIGER III Grant to construct the Boundary Street Redevelopment project. This is a streetscape project that includes a 10' wide multi-use path along its entirety that links to our Spanish Moss Rail Trail.

TIFIA (Transportation Infrastructure Finance and Innovation Act (loans))

<http://www.fhwa.dot.gov/ipd/tifia/>

FHWA notes: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.

Example: TBD.

FTA (Federal Transit Administration Capital Funds)

Funds: planning and infrastructure for multiple bicycle and pedestrian facilities

<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/bicycles-transit>

FHWA notes: FTA/ATI: Project funded with FTA transit funds must provide access to transit. See Bikes and Transit and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law.

- Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
- Pedestrian infrastructure plans and projects funded with FTA funds must be within a 1/2 mile radius of a transit stop or station, or if further than 1/2 mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
- FTA funds cannot be used to purchase bicycles for bike share systems.
- FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.

Example: Richland County Pedestrian and Bicycle Master Plan.

ATI (Associated Transit Improvement (1% set-aside of FTA))

<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/bicycles-transit>

CMAQ (Congestion Mitigation and Air Quality Improvement Program)

States with no nonattainment areas like South Carolina may use their CMAQ funds for any CMAQ or STP eligible project.

http://www.fhwa.dot.gov/environment/air_quality/cmaq/

FHWA notes: CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway



project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.

HSIP (Highway Safety Improvement Program)

Funds: Safety projects for bike and pedestrian infrastructure, including bike lanes, sidewalks and off road multi-use paths, especially where supported by crash data, educational programs and targeted enforcement; also for non-infrastructure projects.

<http://safety.fhwa.dot.gov/hsip/>

All HSIP projects must be consistent with the state’s Strategic Highway Safety Plan (SHSP), which contained the following strategies in the 2015 final plan:

- For bike projects: bike lanes where supported by crash data, education programs for bicyclists and drivers, and law enforcement education, awareness campaigns, and school audits.
- For pedestrian projects: sidewalks/separated paths and other features on corridors and intersections where supported by crash analysis, targeted enforcement campaigns, law enforcement education, awareness campaigns, driver education, school audits, and improving EMS response times to rural collision sites.

Example: Using these funds, SCDOT conducts Road Safety Audits (RSA’s) on some corridors with relatively significant numbers of injuries and/or fatalities. FHWA states RSA’s are intended to be multi-disciplinary, conducted proactively on site to prevent future crashes with cost effective mitigation measures, and with a team of representatives of all known road users for that corridor. SCDOT has recently begun implementing the last element stated.

NHPP (National Highway Performance Program)

<http://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm>

FHWA notes: projects must benefit National Highway System (NHS) corridors.

Example: TBD.

PLAN (Statewide Planning and Research (SPR) or Metropolitan Planning funds)

Funds: Planning activities

<http://www.fhwa.dot.gov/planning/>

FHWA notes: Planning funds must be used for planning purposes, for example:

- Maps: System maps and GIS;
- Safety education and awareness: for transportation safety planning;
- Safety program technical assessment: for transportation safety planning;
- Training: bicycle and pedestrian system planning training.

Example: TBD.

NHTSA 402 (State and Community Highway Safety Grant Program)

Funds: educational programs aimed at reducing bicycle or pedestrian injuries and fatalities.

<http://www.ghsa.org/html/stateinfo/programs/402.html>

FHWA notes: project activity must be included in the State’s Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

Example: Bicycle Safety Education program called Safe Streets Save Lives campaign, a project of the Palmetto Cycling Coalition.

NHTSA 405 (National Priority Safety Programs (Non-motorized safety))

SC is not yet eligible for these funds. Eligibility is based on >15% of all traffic fatalities being bicyclists and pedestrians, and SC may soon surpass that threshold.

<http://www.nhtsa.gov/About+NHTSA/Highway+Safety+Grant+Programs>



FHWA notes: funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details:
<http://www.ghsa.org/html/about/shsos.html>

FLP (Federal Lands Programs)

Funds: projects accessing federal lands.

<https://flh.fhwa.dot.gov/>

FHWA notes: Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:

- Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
- Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
- Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.

Example: TBD.

STBG (Surface Transportation Block Grant Program – “Guideshare”)

Funds: all types of bicycle and pedestrian infrastructure and programming.

<http://www.fhwa.dot.gov/specialfunding/stp/>

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. 50% of each state's STP funds are sub-allocated geographically by population. These funds are funneled through SCDOT to the MPOs in the state. The remaining 50% may be spent in any area of the state.

Example: Spartanburg MPO and COG expended money from each of their respective Guideshare funds for a major Complete Streets widening in central Spartanburg.

Example: The Lower Savannah COG constructed bike lanes in multiple locations in the Orangeburg metropolitan area, with shoulder widenings. Some will be sharrows, and some will be simple shoulders.

Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)

These funds require a 20% match. Transportation Management Areas (TMA's) have a portion and have their own competitive process, and the rest of the state will apply directly to SCDOT. There is a \$400k cap on SCDOT's TAP projects.

http://www.fhwa.dot.gov/environment/transportation_alternatives/

Example: City of Beaufort's Allison Road project will connect a major thoroughfare (Ribaut Road) and a significant institution (Beaufort Memorial Hospital) to the Spanish Moss Trail with a 10' wide multi-use path.

Safe Routes to School

Funds: on and off road pedestrian and bicycle infrastructure, educational materials and their programs, promotional events and activities, and some enforcement activities

http://www.fhwa.dot.gov/environment/safe_routes_to_school/

FHWA notes: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.

These funds are intended to promote safe, healthy alternatives to riding the bus or being driven to school. Projects must be within two miles of primary or middle schools (not high school). The following lists the full range of eligible infrastructure types: sidewalks, traffic calming, pedestrian and bicycle crosswalk improvements including pedestrian refuge islands at intersections and mid-block, on-street bicycle facilities, off road multi use paths, and bike parking. Funds can also be utilized for non-infrastructure programming, such as education, encouragement, and enforcement programs and materials. Applications are submitted directly to SCDOT with a max of \$400,000.



For currently eligible projects and funded through the new FAST Act, see the chart above, specifically listed as “\$SRTS” under the Transportation Alternatives Set-Aside program.

Example: In the town of Williamston, a sidewalk extension from Town Hall, Spring Water Park to the Middle School.

Example: In the city of Greenwood, a sidewalk project was developed for a local Elementary School, partnering with other grant writers including a local planner, bike shop owner, and school parent.

Recreation and Trails Program

Funds: off road facilities

http://www.fhwa.dot.gov/environment/recreational_trails/

FHWA notes: RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.

Example: Funded the Spring Water Trail in Williamston, the Doodle Trail extension into downtown Pickens, and the Miller Fork Greenway in the town of Clinton.

Other Federal Funding

Community Development Block Grants (CDBG)

Funds: streetscape revitalization, including bike lanes, sidewalks, and landscaping

The CDBG program provides money for streetscape revitalization. Projects must be near downtown, residential, and in coordination with bringing water and sewer utilities up to new standards. Federal CDBG grantees may “use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.” More information: www.hud.gov/cdbg

Example: Columbia currently regularly receives CDBG funds annually for local disbursement – 2014 award amounts totaled \$950,277.

EPA’s Greening America’s Communities Grants

Funds: A team of designers visits each community to produce schematic designs and illustrations intended to catalyze or complement a larger planning process for the pilot neighborhood. Additionally, these pilots are often the testing ground for citywide actions, such as changes to local codes and ordinances to better support environmentally sustainable growth and green infrastructure. The design team and EPA, along with partners from other federal agencies, also help city staff develop specific implementation strategies. The reports from these projects offer detailed ideas for communities that are looking for environmentally friendly ways to revitalize neighborhoods, spur economic development, offer transportation options, improve public health, and protect natural resources.

Example: Columbia received a grant in 2016 for their Capitol City Mill District. The grant will create designs to protect an urban stream and create a greenway that will minimize flooding and establish a walkable connection through the Mill District.

National Park Service (Dept. of Interior)

Funds: Planning and coordination

Example: Overmountain Victory National Historic Trail, Spartanburg; funded Master Plan to help them interpret this trail, a revolutionary war trail in 4 states. Match comes from City of Chesnee and local Convention and Visitor’s Bureau

Land and Water Conservation Fund (LWCF)

Funds: Planning and acquisition or development of land for public outdoor recreational use purposes.



SC Department of Parks, Recreation and Tourism administers these funds. This is a 50-50 match program. LWCF creates an outdoor recreation legacy by requiring perpetual park management.

Example: Tyger and Pacolet Rivers Paddling Trails, Spartanburg County.

Private and Other Funding Sources

Redevelopment Authorities

Example: Myrtle Beach Air Force Base Redevelopment Authority gave a \$50,000 dollar grant to the city to upgrade and improve a stretch of the East Coast Greenway bike route along Kings Highway. The grant will pay for a new trail head, including signage and a bike repair station, welcoming cyclists into the city.

Private Foundations

Private investments can typically launch projects quickly when challenges exist for full public funding capacity. Regardless, private investments still often serve as part or all of a “local” match required in obtaining federal funds. Though rare, private foundations can fund the entirety of a project.

Other Information

The Statewide Transportation Improvement Program (STIP)

Funds: all of SCDOT’s capitol projects, using a combination of any of the above funding streams.

The STIP provides project funding and scheduling information for the department and South Carolina’s metropolitan planning organizations (MPO) and their respective Transportation Improvement Programs (TIPs). Each city and its partners should work with their MPO to ensure pedestrian, bikeways and transit improvement projects in all locally adopted Master Plans are listed in the TIP, which will make its way to the STIP. Each TIP is a fiscally constrained program based on the long-range transportation plan (LRTP), typically a 30+ year document, and designed to serve the region’s goals while using spending, regulating, operating, management, and financial tools. The SCDOT Commission, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approve the STIP. In developing this funding program, SCDOT must verify that the identified projects comply with existing transportation and comprehensive plans. The STIP must fulfill federal planning requirements for a staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on Federal planning requirements and the specific State plans.