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

2nd Edition, December 2022



Content

A publication of the Palmetto Cycling Coalition (PCC), this guide lists major eligible funding sources for walking and bicycling infrastructure in South Carolina (SC) at all levels: local, state and federal. Examples and anecdotes are provided of where these funds were used around our state. The first edition of this resource was created in September 2016, and in this second edition, funding source names, eligibility requirements, project examples and other details have been updated.

Intended Audience

This guide is intended to provide our communities with a comprehensive list of eligible sources for funding pedestrian and bicycle facilities and programs. This resource can be used to advance planning projects to further stages of implementation. The political will and staffing resources to dedicate and pursue funds may vary significantly based on the funding source or applicant. Each funding source has unique eligibility requirements related to applicants, projects, and costs that are not detailed in this document. If a partner chooses to pursue these opportunities, they are encouraged to research these details further.

Sources

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Other sources are cited as webpages within the text.

With edits and review by the following consultants:



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Local Sources

South Carolina state law authorizes municipal revenue sources, which can be further understood within the SC Code of Laws.

SC Hospitality Tax

Funds: various infrastructure, operations and maintenance, and promotional materials

With this tax, a municipality can levy up to 2% of the charge for food and beverage sold in establishments. The tax is collected from the customer at the time of purchase. Funding includes the following:

- Street facilities, bridges providing access to tourist destinations
- Tourism-related water and sewer infrastructure
- Promotional materials related to tourism development
- Operations and maintenance for tourism-related infrastructure

More information on this funding source can be found in SC Code of Laws Section 6-1-700.

Example: Hilton Head Island funded a significant portion of their 60+ miles of off-road multi-use pathways with this tax from their thriving tourism industry.

Example: The Doodle Trail was funded with this tax in the Cities of Easley and Pickens.

Example: The City of Greenwood funded a number of downtown streetscape projects to revitalize their downtown with this funding.



Hilton Head's multi-use pathways
<https://www.hiltonheadoutfitters.com/post/5-reasons-why-fall-is-better-on-hilton-head-island>

City of Greenwood revitalizing their downtown
<https://www.greenwood.in.gov/egov/apps/document/center/egov?view=item?id=6452>



Local Accommodations Tax

Funds: tourism related facilities

County and municipal governments may impose this tax by establishing an ordinance, not to exceed three percent. The proceeds from this tax must be kept in a separate fund segregated from the municipality's general fund. All interest generated by the local accommodations tax fund must be credited to the local accommodations tax fund. The revenue from this tax must be used for the following, among other activities as outlined in SC Code 6-1-530: highways, roads, streets, and bridges providing access to tourist destinations; and advertisements and promotions related to tourism development

Example: City of Greenville's Falls Park Liberty Bridge, Greenville's signature symbol that is celebrated for Greenville's downtown revival, was in part funded with these dollars. These funds are also used for maintenance of Greenville's Falls Park and Swamp Rabbit Trail and landscape maintenance at the Peace Center.



Falls Park Liberty Bridge. Greenville, South Carolina.

<https://www.visitgreenvillesc.com/things-to-do/attractions/falls-park-on-the-reedy/>

Property Taxes (General Fund)

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

Municipalities can levy a tax on real and personal property situated within the corporate limits of the municipality for services provided by the municipality. See State Code Sections 5-7-30 and 5-21-110. The tax is paid by individuals, corporations, partnerships, etc. who own property within the state. 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: Denmark and Blackville used these funds as a match to a Community Development Block Grant (CDBG) to construct sidewalks.

Example: The City of Greenville's annual sidewalk program is funded through the City's general fund, which property tax dollars are a contributor.



City of Greenville annual sidewalk program

<https://www.greenvillesc.gov/325/Sidewalk-Expansion>

Local Option Sales Taxes (LOST)

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

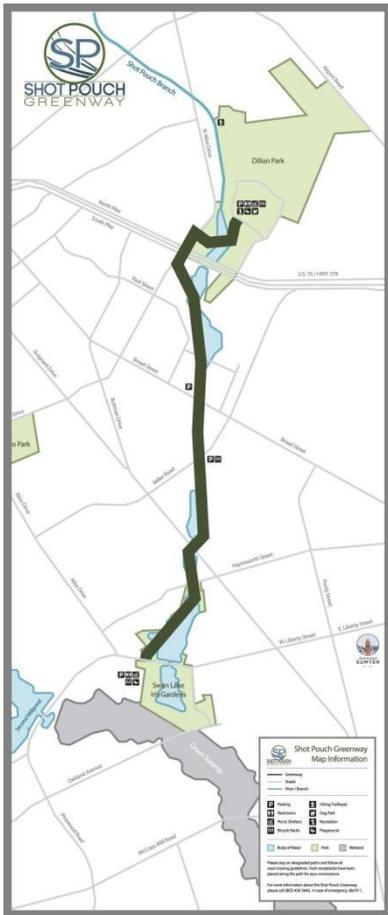
Municipal councils, or the citizens of a municipality, may impose a sales and use tax for tourism development if the municipality is located in a county where revenue from state accommodations tax is at least \$14 million in a fiscal year. Upon local referendum, South Carolina counties are authorized to impose various local option taxes in addition to the 6 percent sales tax imposed by the state. There are several categories of LOST in South Carolina. The following are some options can be used towards bicycle and pedestrian projects; more information is available on the Department of Revenue website.

- **Local Option, Code 4-10-10**, was created as an off-set for local property taxes. This tax is a general sales and use tax on all sales at retail (with a few exceptions) taxable under the state sales and use tax. 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.
- **Capital Projects, Code 4-10-300**, is imposed specifically to defray the debt service on bonds issued for various capital projects in the counties that impose this type of local tax and is collected by the Department on behalf of these counties. According to 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.
- **Transportation, Code 4-37-30**. This local transportation projects sales and use tax is a general sales and use tax on all sales at retail (with a few exceptions) taxable under the state sales and use tax. This tax is imposed to defray the cost of various capital transportation projects in the counties that impose this type of local tax and are collected by the Department on behalf of these counties. Proceeds can be used for highways, roads, streets, bridges, mass transit, greenbelts, and other capital expenditures for transportation projects. It requires that projects be listed and approved in the referendum.
- **Greenspace, Code 4-10-1010**. Allows counties to increase their sales tax to purchase undeveloped land and preserve it as green space, if passed by a referendum. Can be used to purchase plots of land and keep them from being developed, or turned into parks or greenway corridor easements, or left untouched.

Example: Kershaw County Transportation Penny referendum in 2014 paid for part of the Shot Pouch Greenways, 3 miles that connect Dillon Park in the north to Swan Lake in the south. Funds for this initiative come from the 2014 voter-approved referendum to continue Sumter’s Penny for Progress Capital Projects Sales Tax.

Example: In 2012, Richland County citizens voted to approve the referendum for the Transportation Penny Tax Program, which imposed a 1% sales tax. The total cost of the Penny Program is \$1.07B, which will be utilized for 22 years or until the budget has been depleted. The funding has three focus areas: roadways, transit and bicycle/pedestrian projects.

Example: Beaufort County approved a transportation sales tax referendum in November 2018. Funding totaling \$10,000,000 is allocated to pathways under the heading “Safe Routes to Schools.” Beaufort put another ballot referendum for Greenspace on the Nov 2022 ballot, and it succeeded in becoming the first SC county to have this.



Sumter County using 2014 Referendum funding for the Shot Pouch greenway.

<https://www.sumtersc.gov/discover-sumter/things-do/parks-trails/shot-pouch-greenway>


THIS PROJECT FUNDED BY YOUR PENNY
 RICHLANDCOUNTYSC.GOV

Richland County using funding for roadways, transit and bicycle/pedestrian projects.

<https://www.richlandcountysc.gov/Portals/0/Departments/CountyCouncil/Agendas/Transportation%20Ad%20Hoc%20Committee%20-%20April%2027%2C%202021.pdf>

County Transportation Committee, “C” Program

Funds: Bikeway and sidewalk improvements as a part of repaving or reconstruction
The “C” Program is a partnership between SCDOT and the counties to fund local transportation projects and improvements to state and county roads and city streets. The funding is derived from gasoline tax. The County Transportation Committee (CTC) selects and approves projects to be funded. Each CTC is appointed by the county legislative delegation or by County Council. 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 otherwise. At least twenty-five percent of a county’s apportionment of “C” funds must be expended on the state highway system for construction, improvements, and maintenance. The CTC

may expend up to seventy-five percent of “C” funds for activities including paving or improving local county roads, street and traffic signs, traffic signal upgrades and for other road and bridge projects. All county project expenditures are reported on this SCDOT [link](https://www.scdot.org/performance/performance-reports.aspx) (https://www.scdot.org/performance/performance-reports.aspx) , with the latest from 2021 reported in this [link](https://www.scdot.org/performance/pdf/C_Report20-21.pdf) (https://www.scdot.org/performance/pdf/C_Report20-21.pdf) .



Crosswalk in West, Columbia. (HAWK)

<https://www.thecolumbiastar.com/articles/city-of-west-columbia-promotes-pedestrian-and-driver-safety-on-sunset-boulevard/>

Example: In West Columbia, a signalized mid-block crosswalk with HAWK signal will be built in a partnership that utilizes “C” Program money. This mid-block crosswalk with HAWK signal will be built across Sunset Boulevard, US-378. This is a safety improvement that will facilitate significant foot traffic crossing this 5-lane highway throughout the day.

Example: In West Columbia, a bikeway will be built with a combination of TAP grant money and “C” Program dollars as the match. This will connect a busy area, outside of significant traffic, that includes a city park, multiple commercial corridors, recreational areas, and churches.

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

Local Bond Measures

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

Municipalities must observe significant restrictions on their ability to borrow money. Local bond measures are usually general obligation bonds for specific projects, and this type of borrowing is one of two basic types of lending available to municipalities. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Any indebtedness of the debtor is secured in whole or in part by a pledge of its full faith and credit. The Section 5-21-210 et seq., Code of Laws provides the detail for this type of debt.

Utility Lease Revenue

Funds: Local capital improvement budgets.

Revenue debt, unlike general obligation debt, is secured by a limited pledge of and lien upon a designated stream of revenues. Perhaps the most common form of revenue debt for South Carolina municipalities is debt secured by the revenues of a utility system. This includes 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. The issuance of revenue debt will generally result in the imposition of certain restrictions on the operation and maintenance of the system generating the pledged revenues.

Tax Increment Financing (TIF)

Funds: projects in a designated Tax Increment Financing District

This type of debt is incurred for the purpose of redevelopment in areas that are or threaten to become “blighted.” The municipality issuing such debt may pay debt service from the additional (or incremental) tax revenues that result from the redevelopment. Property taxes collected within a redevelopment project area in excess of the amount of taxes attributable to the “total initial equalized assessed value” of all taxable real property in the redevelopment project area are paid to the municipality. These taxes are deposited into a special tax allocation fund to pay redevelopment project costs and to discharge any obligations issued to pay such costs. This type of debt is not chargeable against the debt limit of the municipality but is subject to significant conditions in the authorizing legislation. TIF funding is authorized by Section 14(10) of Article X of the South Carolina Constitution and Chapter 6, Title 31 of the S.C. Code).

Example: The City of Easley funded Doodle Trail extensions with an established downtown Tax Increment Financing district, from which they are using \$1.8 million in bond revenues.



*Doodle Trail in Easley,
South Carolina.*

Undiscovered South Carolina Grant

Funds: Development of public tourism products

The Undiscovered SC grant program is designed to assist communities and nonprofit organizations with the development of publicly owned tourism products and attractions that will encourage visitation to South Carolina. The applicant must be a county or municipal government with Accommodations Tax distributions of \$550,000 or less. Through the Undiscovered SC program, SCPRT will assist in the creation or expansion of viable tourism products with the potential to add value to their communities.

Municipal Association of South Carolina Hometown Economic Development Grant

Funds: economic development projects

The Municipal Association of South Carolina (MASC) has awarded Hometown Economic Development Grants to 13 cities and towns. Up to \$25,000 each, the grants are intended to support those economic development projects that will make a positive impact on a municipality's quality of life. The grant program also promotes and recognizes innovation in economic development practices. The MASC board of directors created the program to fund projects that will produce measurable results, that can be maintained over time and illustrate best practices that can be replicated in other cities.

Example: The Town of Blacksburg Lime Street Trailhead and Park. The town's project will be the first step in a countywide trail project to connect the Cowpens National Battlefield with King's Mountain National Military Park. The town will use grant funds for architectural and engineering services related to the park's development.

Example: The Town of Brunson Streetscape. Continuing with its previous efforts through others grant projects, the town will use its grant funds for a variety of activities to improve its central business district including façade upgrades, parking improvements, decorative lighting and landscaping.



Plans for Blacksburg using funds for architectural and engineering services

<https://townofblacksburgsc.com/current-goals-and-projects/>

Other Local Funding Sources

Municipal Improvement Districts

Under the Municipal Improvement Act of 1999, municipalities can set up special improvement districts and assess property owners in the districts for improvements and services. A municipality may not charge properties assessed at 4 percent for improvements or services without written approval of the property owner. Sections 5-37-10 to 5-37-180 of the S.C. Code provide more detail.

Road Impact Fees

Counties and municipalities are permitted to implement road impact fees paid by new development to help fund future transportation, parks, schools, fire and EMS, and libraries based on a comprehensive study of future growth and future need. The funds cannot be used to pay for existing needs and dedicated funding sources should be provided to cover existing deficiencies.

Example: In Beaufort County, Bluffton Parkway was constructed utilizing county imposed Road Impact Fees. The Parkway include multi-use paths on both sides of the roadway.



Bluffton Parkway in Beaufort County, South Carolina.
<https://www.hdrinc.com/portfolio/bluffton-parkway-phase-5>

In Lieu of Fees

A fee-in-lieu of tax is a common special source revenue authorized by Sections 4-1-175 and 4-29-68 of the S.C. Code. A fee in lieu of property taxes is granted by, and at the discretion of, the county where the project is located.

Other Fees

These may include Stormwater Utility Fees, Developer Impact Fees, or Street User Fees.

State Sources

Regional Mobility Planning Funds, or Unified Planning Work Program (UPWP)

Funds: Planning

This will fund 80% of plans if they don't have construction lined up afterwards, and 100% if they do have construction lined up afterwards.

Example: Funded the Turkey Creek Feasibility study and SUATS bike/ped plan.

SCDOT Pavement Resurfacing Program

Funds: Street resurfacing

SCDOT maintains over 40,000 lane miles of road across the state. The Pavement Resurfacing Program encompasses a range of projects: preservation of pavements in good condition, rehabilitation of pavements in fair condition, and reconstruction of pavements in poor condition. Approximately 80% of resurfacing projects are rehabilitation projects extending the service life and elevating the condition to a state of good repair. Currently 18% of South Carolina's pavements are in good condition. Over the next 10 years, SCDOT is focusing on improving the condition of its Interstate and Primary Systems, which carry more than three quarters of the state's traffic.

SCDOT provides an indication of programmed resurfacing projects on their Project Viewer: <https://arcg.is/LHggC>.

Utilizing this resource, and coordinating with the SCDOT District office, one can monitor repaving schedules, which are opportunities for adding bicycle and pedestrian accommodations as the opportunity arises. Retrofitting a street for bicycle and pedestrian facilities outside of repaving opportunities can be very costly. Significant cost efficiencies can be gained with resurfacing coordination; in a typical bike lane implementation as a part of a road diet conversion (4 to 3

lanes with bike lanes), the cost savings of implementing the project with full resurfacing is \$61,600 (Source: Incorporating On-Road Bicycle Networks into Resurfacing Projects, FHWA). However, for these coordination projects to be most effective, they must be coordinated several years in advance, and one cannot assume that the DOT will pay for the materials, design and labor of the bicycle or pedestrian facility. Working within the opportunities and constraints of the SCDOT Resurfacing Program is critical to the success of these projects.

Example: Town of West Pelzer added bike lanes and ADA improvements as part of resurfacing project. This required a letter of maintenance agreement for additional thermoplastic striping.

Example: City of Greenville has done similarly on various streets in downtown (East North Street, Washington Street, etc.)



Pavement resurfacing

SCDOT- South Carolina Department of Transportation

State Accommodations Tax

Funds: tourism related facilities

The funds received by a municipality or a county in county areas collecting more than fifty thousand dollars from the local accommodations tax provided in Section 12-36-2630(3) must be allocated in the following manner:

- The first \$25,000 must go into the municipality's general fund
- Five percent of the balance must be allocated to the general fund of the municipality or county and is exempt from all other requirements of this chapter
- Thirty percent of the balance must be allocated to a special fund and used only for advertising and promotion of tourism to develop and increase tourist attendance through the generation of publicity.

The remaining balance plus earned interest received by a municipality or county must be allocated to a special fund and used for tourism-related expenditures.

SC Community Development Block Grant Program (SC CDBG)

Funds: projects that support suitable living environments, decent housing, and economic opportunity

The SC CDBG Program biannually awards grants that max at \$500,000 each. This program is designed to provide assistance to units of local government in improving economic opportunities and meeting community revitalization needs, particularly for persons of low and moderate income. The Program is administered by the South Carolina Department of Commerce and it funds eligible projects in areas of the state that do not receive CDBG funds directly

from the US Department of Housing and Urban Development (HUD). Those areas, generally the state's larger urban counties and metropolitan areas, get their own annual appropriation from HUD (see federal CDBG in latter section of this guide). All grants awarded through the SC CDBG program can be utilized for various types of activities, including:

- Acquisition of real property
- Construction of public facilities and improvements
- Rehabilitation of residential and non-residential structures
- Limited provision of public services
- Assistance to neighborhood-based non-profit organizations, local development corporations, nonprofit organizations
- Demolition and clearance
- Removal of architectural barriers

Example: Town of Ridge Spring constructed Main Street/Town Square Improvements with \$500,000 in 2018.

Example: The Town of Summerville has built four “in-fill” sidewalk projects in the past 10 years using CDBG funding. These projects have been small, as budgets are usually less than \$250,000, but made positive impacts to low income residential areas with providing a safe alternate mode of transportation. These projects have also filled in the gaps in the sidewalk network.

Example: In 2022, the following sidewalk projects were awarded: 1) City of York received \$452,000 for sidewalk improvements on Railroad Avenue, 2) Town of Ridgeland received \$485,000 for Logan Street sidewalk Improvements, and 3) Newberry County received \$475,000 for Subertown / Gary Sidewalk Improvements.



Sidewalks in Summerville, South Carolina.

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 that was signed into law in 1997 to assist in funding major transportation projects. SCTIB has since approved more than \$5.3 billion in financial assistance and is arguably the largest and most

active State Infrastructure Bank in the country. Over 100 projects in 34 counties and municipalities have benefited from Bank funding, which has had a significant effect on the state's economy.

Example: SCTIB funded construction of the SC 170 widening project in Beaufort County. The project included construction of over four miles of multi-use trail within the highway's right of way, which has been designated as a segment of the East Coast Greenway.



SC 170 widening project in Beaufort County.

Parks and Recreation Development Fund (PARF)

Funds: *development of new or renovation of existing facilities*

The PARF grant program is a state-funded noncompetitive reimbursable grant program for eligible local government or special purposes district entities within each county which provide recreational opportunities. It is a monthly grant cycle for the development of new public recreation facilities or enhancement of existing facilities. Projects need the endorsement of a majority weighted vote of County Legislative Delegation members. It requires a 20% local match.

Energy Office Mini-Grant Program

Funds: *demonstration projects*

The Energy Office, a department of the South Carolina Office of Regulatory Staff, administers an annual Mini-Grant Program, a highly competitive funding opportunity for a small number of high-impact demonstration projects in the areas of energy efficiency, renewable energy, and clean transportation. This program is made possible through funding from the US Department of Energy's State Energy Program. Highly visible demonstration projects should encourage awareness of emerging technologies or innovative approaches to energy efficiency, renewable energy, or clean transportation. Max award value is \$10,000. <https://energy.sc.gov/Incentives/Grants>

Example: Myrtle Beach used an awarded small grant to buy 50 bike racks, in combination with an additional funding source.

Federal Sources

FHWA maintains a valuable chart on bike/ped funding eligibilities. Updated to 2022 IJA guidance, it indicates potential eligibility for pedestrian and bicycle projects under USDOT surface transportation funding programs. Several of these funding sources are listed below, with examples from applications in South Carolina.

[https://www.fhwa.dot.gov/
environment/bicycle_pedestrian/
funding/funding_opportunities.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

Rebuilding American Infrastructure Sustainably and Equitably (RAISE) grants

Funds: projects to build or repair transportation systems nationally.

This grant was formerly called TIGER and BUILD, and the new IJA iteration is RAISE —a competitive grant program provides supplemental funding in competitive grants for projects that will have a significant local/regional impact, for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria includes safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. 2022 applications were due April 14, 2022.

Example: The City of Orangeburg received a \$350,000 RAISE grant for a Feasibility and Planning Project for a multimodal network that will connect university students to downtown, in preparation for a pedestrian railroad overpass. The study will include design and engineering of a multi-modal network, identifying needed road improvements for better vehicle traffic flow along an urban arterial.

Example: The City of Charleston was awarded a \$7M RAISE grant to fund planning and pre-construction activities for the Lowcountry Lowline: Reconnecting Disadvantaged Communities near I-26. The award will fund planning, design engineering, permitting, environmental remediation of contaminated soil, National Environmental Protection Act (NEPA) review, equity-focused community engagement, and project management for an approximate 2-mile shared pathway that will create new linkages to metro area's transit system.

Example: The Greenville Transit Authority was awarded a \$5.8M RAISE grant that will fund construction for Greenville Transit Authority's (Greenlink) bus stop infrastructure that will include shelter, push button lighting, and benches at a total of approximately 336 bus stops.

Example: Spartanburg County government, in partnership with Partners for Active Living, was awarded a \$23.8M RAISE grant to build 15 miles of multi-use path of the Daniel Morgan Trail System. The "Dan" is a 55+ mile proposed and existing trail network that crosses the urban area of Spartanburg County. The grant will fund new multi-use path along the Fairforest Creek on the northern end to CC Woodson Recreation Center on the southern, plus an extension to the Spartanburg Memorial Airport and across highway 295 to R.P. Dawkins Middle School.

Example: A standalone bike/ped bridge over the Ashley River was awarded a \$18.1Million BUILD grant in 2019, to the City of Charleston, in partnership with SCDOT, BCDCOG and the CHATS leadership team. The stand-alone bicycle and pedestrian bridge will be built just south of the twin U.S. Highway 17 drawbridges.

Example: The Beaufort County and the City of Beaufort is used a TIGER grant in 2018 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 the Spanish Moss Rail Trail. Project goals include safety and multimodal enhancements.

Example: In Columbia, a TIGER grant was used to complete the last four blocks of the Main Street Beautification Project and rehabilitate 16 blocks of North Main Street from 2003-2010. The Seamless City Revitalization project sought to upgrade and improve gaps in the roadway network to create a “seamless” revitalization along the Main Street Corridor. The project includes street repairs and pedestrian and bicycle improvements along the corridor to create an attractive, uniform, and safer downtown street.



Boundary Street redevelopment project

<https://www.doverkohl.com/boundary-street>

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Funds: Credit assistance for qualified projects of regional and national significance.

Many large-scale, surface transportation projects are eligible for assistance under this program. This credit program is designed to fill market gaps and leverage private investment.

Example: The Arthur Ravenel Jr. Bridge replaced two functionally obsolete bridges along U.S. 17 over the Cooper River. The new bridge increased roadway capacity, improved safety, provided a multimodal connection, reduced the frequency and cost of major bridge maintenance, and increased the vertical and horizontal navigational clearances to accommodate the current needs of seafaring vessels on the river.



The Arthur Ravenel Jr. Bridge

<https://www.visit-historic-charleston.com/arthur-ravenel-bridge.html>

Federal Transit Administration (FTA) Metropolitan & Statewide Planning and Nonmetropolitan Transportation Planning - 5303, 5304, 5305

Funds: multimodal transportation planning in metropolitan areas and states

Funds are available for planning activities that (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (B) increase the safety of the transportation system for motorized and nonmotorized users; (C) increase the security of the transportation system for motorized and nonmotorized users; (D) increase the accessibility and mobility of people and for freight; (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (G) promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system. Various other FTA grant programs are available to help cities, towns and rural areas invest in bicycle infrastructure, which improves personal mobility and helps more people access public transportation.

Example: Columbia's Pedestrian and Bicycle Master Plan was funded in part through these dollars.

Columbia's Pedestrian and Bicycle Master Plan

<https://www.masc.sc/Pages/newsroom/untown/April-2020/Bike->



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds: various bike/ped elements of surface transportation projects and related efforts that contribute air quality improvements and provide congestion relief.

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

Highway Safety Improvement Program (HSIP)

Funds: Safety projects for bike and pedestrian infrastructure, educational programs and targeted enforcement

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. Requirements of the HSIP include the development of Strategic Highway Safety Plans (SHSPs), in consultation with other key State and local highway safety stakeholders, and a number of reporting requirements. All HSIP projects must be consistent with South Carolina's SHSP, which contains the following strategies in the 2015 plan, known as Target Zero, for the following vulnerable users:

- 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.
- Bicycle projects: separate paths where supported by crash data, education programs for bicyclists and drivers, and law enforcement education, awareness campaigns, and school audits.

<https://data.bikeleague.org/highway-safety-improvement-program-what-to-know/>

Example: Using these funds, SCDOT conducts Road Safety Audits (RSA's) on some corridors with relatively significant numbers of bike/ped injuries or fatalities.



SCDOT Road Safety Audits

<https://pccsc.net/road-safety-audits/>

Nationally Significant Multimodal Freight & Highway Projects (INFRA)

Funds: Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and eliminate freight bottlenecks and improve critical freight movements.

These large scale, competitive grants are for multimodal freight and highway projects of national or regional significance. The purpose of this grant program is to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. One 2022 project in Baton Rouge, LA, was funded at over \$59M, largely for bike and pedestrian infrastructure.

<https://www.transportation.gov/grants/infra-grants-program>

National Highway Performance Program (NHPP)

Funds: Bicycle and pedestrian infrastructure associated with the National Highway System

The purpose of the National Highway Performance Program (NHPP) are to provide support and funding for the condition and performance of the National Highway System (NHS). Among other eligible activities, the NHPP funds "bicycle transportation and pedestrian walkways" in association with an NHS facility.

Surface Transportation Block Grant Program (STBGP), known previously as Guideshare and now the SCDOT Regional Mobility Program (RPM)

Funds: Recreational trails projects, pedestrian and bicycle projects, and the Safe Routes to School Program

The STBG Program promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The 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.

Example: The Lower Savannah COG programmed \$2Million of RPM dollars for the Chestnut Street Corridor Improvement project, which includes a shared use path, landscaped medians, mast arms, lighting and other pedestrian improvements. Totaling ~\$12Million, including \$8.2Million in federal dollars, \$2Million from the LSCOG, and \$1.3Million from Orangeburg county.



BEFORE - CHESTNUT STREET



AFTER - CHESTNUT STREET

Orangeburg, South Carolina

<https://www.wltx.com/video/news/local/street-squad/orangeburg/pedestrian-safety-taking-center-stage-in-orangeburg/101-0b1936e0-ccc1-4871-8812-5d38f027f671>

Transportation Alternatives Program (TAP)

Funds: Pedestrian and bicycle facilities, streetscaping projects

The Transportation Alternative Program (TAP) projects are federally-funded community-based projects, disbursed on a reimbursement basis and require a 20% local match. SCDOT awards TAP funds to local governments through two divisions:

- Transportation Management Areas (TMA's): TMA's are urbanized areas of the State with an area population greater than 200,000. The policy committees for the state's six TMAs determine how the funds are distributed among the projects throughout their Metropolitan Planning Organization (MPO) planning area through a competitive selection process in consultation with SCDOT. The amount of funding allocated to each MPO in these urban areas is based on proportion of population and specifically identified in the federal regulations.
- Governmental bodies located within an MPO planning area not designated as a TMA, and all other applicants not located within an MPO planning area are eligible for funding consideration under the statewide allocation through a competitive selection process. Applications are reviewed by SCDOT's staff to ensure eligibility under the Federal Highway Administration's guidelines for TAP Projects. Proposed projects under the statewide program are approved by SCDOT's Secretary of Transportation.

Only certain costs are eligible for reimbursement through the Transportation Alternatives program, and applicatinos should only be submitted for shovel ready projects. Reimbursable costs are preliminary and final engineering work including project development, environmental work, cost estimates, and construction plans, utility relocations, right of way, construction engineering, and construction. SCDOT in 2022 significantly changed project eligibility and raised the maximum threshold. Updated (2022) SCDOT guidance is here: <https://www.scdot.org/projects/community-transportation-alternatives.aspx>

Example: City of Beaufort’s Allison Road project will connect destinations and provide for a side path and is funded in part with TAP dollars.

Plans for Allison Road, Beaufort, South Carolina.
<http://www.cityofbeaufort.org/CivicAlerts.aspx?AID=273&ARC=493>



ALLISON ROAD EXISTING CONDITIONS PHOTOGRAPHS
ALLISON ROAD PEDESTRIAN CONNECTOR PROJECT
Prepared by the City of Beaufort Planning Department | June 2013

Recreation Trails Program (RTP)

Funds: *Recreational trails and trailhead facilities that are open to the public.*

In South Carolina, the Department of Parks, Recreation and Tourism administers the Recreation Trails Program under the approval of the Federal Highway Administration. The goal of the program is to help states provide and maintain recreational trails for both motorized and nonmotorized recreational trail use. A 20% local match is required for funding, and funding is provided on a reimbursement basis. The minimum grant amount for on-the-ground trail projects is \$10,000 with a maximum of \$100,000. The total project cost would be at least \$125,000 in order to receive the maximum amount of RTP funds



Example: Funded the Doodle Trail extension into downtown Pickens.

Example: City of Easley funded part of the Brushy Creek Greenway with RTP funds.

Brushy Creek greenway
<https://www.trailink.com/trail/brushy-creek-regional-trail/>

Statewide and Nonmetropolitan Planning

Funds: *Various transportation planning activities*

Funding for this program comes from a 2 percent set-aside for planning and research activities from each State’s apportionments of five core programs: National Highway Performance Program, Surface Transportation Block Grant

Program (STBG), Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and National Highway Freight Program. Statewide surface transportation planning is also an eligible activity for additional funding under STBG. The Federal share for statewide planning carried out with State Planning and Research funds is generally 80 percent. However, the Secretary may increase this Federal share (up to 100 percent) if s/he determines that this would best serve the interests of the Federal-aid Highway Program. Specific funding is provided for:

- The development and integrated management and operation of transportation systems and facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities, intercity buses and bus facilities, and commuter vanpool providers
- Projects, strategies, and services that will improve transportation system resiliency and reliability; reduce (or mitigate) the stormwater impacts of surface transportation; and enhance travel and tourism
- Participation by interested parties in the planning process
- Performance based approach
- Long-range plan considerations of existing transportation system

Section 402 State and Community Highway Safety Grant Program

Funds: Pedestrian and bicycle safety programs.

The Section 402 program provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. The program is jointly administered by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) at the federal level and by the State Highway Safety Offices (SHSO) at the state level. In order to be eligible, states are required to have a highway safety program that is approved by the Secretary, and they must submit an annual Highway Safety Plan (HSP) which must be data-driven and set quantifiable, annual performance targets for 15 performance measures. The plan must include strategies that will allow the state to meet its performance targets and must describe its successes in meeting its performance targets in the previous fiscal year. In South Carolina, the SHSO is located within the South Carolina Department of Public Safety (SCDPS). South Carolina's program approved by SCDPS and the HSP is known as Target Zero. Each year, South Carolina receives approximately \$3 million in Section 402 funding. Eligible areas for funding based on Target Zero include the development, implementation and evaluation of educational and enforcement programs that will enhance pedestrian safety; and the development and implementation of programs to reduce the frequency of involvement of two-wheel vehicles such as bicycles in traffic collisions.

Example: PCC's bicycle safety education campaign, Safe Streets Save Lives.



PCC, Safe Streets save Lives

<https://pccsc.net/safe-streets-save-lives/>

Section 405 National Priority Safety Programs

Funds: law enforcement training, mobilizations and campaigns designed to enforce those state laws, or public education and awareness programs designed to inform all road users, of bike/ped laws

Section 405 provides grant funding to address selected national priorities for reducing highway deaths and injuries. Each program is authorized as a separate section or tier within Section 405, and each has its own eligibility criteria. States must satisfy the eligibility criteria of each tier in order to receive funding for that tier. Specifically, section 405(h) provides funding to support non-motorized users. States are eligible if the annual combined pedestrian and bicyclist fatalities in the state exceed 15 percent of the total annual crash fatalities in the State. Eligible states may use grant funds only for training law enforcement on state laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce those state laws; or, public education and awareness programs designed to inform motorists, pedestrians and bicyclists of those state laws. South Carolina is eligible for 405(h) funds, since our non-motorized fatalities exceed 15 percent of the total.

Office of Federal Lands Highway (FLH)

Funds: transportation planning and projects for public roads on Federal and Indian lands.

The Office of Federal Lands Highway (FLH), of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), was established to promote effective, efficient, and reliable administration for a coordinated program of federal public roads and bridges; to protect and enhance our Nation's natural resources; and to provide needed transportation access for Native Americans. The agency serves to provide financial resources and transportation engineering assistance for public roads that service the transportation needs of Federal and Indian lands.

Within the FLH Office, there are several Programs such as the Federal Lands Transportation Program and the Tribal Transportation Program, which administer funding for various eligible transportation activities, such as planning and projects. Bicycle and pedestrian projects may be eligible under these specific programs.

Community Development Block Grants (CDBG)

Funds: construction of public streets

The federal CDBG program, known as the Entitlement Program, provides annual grants on a formula basis to entitled cities and counties. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). Separately, states distribute CDBG funds to non-entitlement localities; see the SC CDBG Program for more information on this.

CDBG funds may be used for activities which include, but are not limited to:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities

Each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.

Example: In the 2018-19 fiscal year, the City of Columbia used CDBG funding to complete the installation of high visibility crosswalks in two locations, one of which was a mid-block crossing and involved the extension of the existing sidewalk to reduce crossing distance. The second location repainted crosswalks adjacent to a school.

EPA's Greening America's Communities Grants

Funds: technical assistance and support

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 design assistance to create a greenway along an urban stream to minimize flooding and establish a walkable connection through the Capital City Mill District. The project developed design options for a quiet, natural area along the proposed Rocky Branch Greenway that incorporates green infrastructure, including new street trees and bioswales that can absorb and filter runoff as it percolates into the ground.

Rivers, Trails and Conservation Assistance Program (National Park Service)

Funds: Facilitation and planning expertise

The National Park Service (NPS) provides free, on-location facilitation and planning expertise to selected communities. They help define project vision and goals; inventory resources; identify issues and opportunities; engage the community; develop concepts for trails, greenways, and parks; set priorities; and identify funding sources.

Example: For the Catawba Indian Nation's Recreation Master Plan, the NPS will assist with identifying and analyzing recreation issues and opportunities, inventory of park resources, design elements, and consensus building.

Example: For the City of Belton, NPS will serve as the project manager and consultant for the development of a citywide and regional trails plan.

Example: For the City of Simpsonville, NPS will serve as the project manager for the development of a citywide trails plan.

Land and Water Conservation Fund (LWCF)

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

SC Department of Parks, Recreation and Tourism and National Parks Service administer these funds. This is a 50-50 match program that is disbursed on a reimbursement basis. LWCF creates an outdoor recreation legacy by requiring perpetual park management.

Example: Tyger and Pacolet Rivers Paddling Trails, Spartanburg County

Outdoor Recreation Legacy Partnership (ORLP) Program

Funds: projects in urban areas in economically disadvantaged areas, lacking in outdoor recreation opportunities

Established by Congress in 2014, the ORLP is funded through the LWCF State and Local Assistance Program. It is a nationally competitive grant program that delivers funding to urban areas (jurisdictions of at least 50,000 people). Awards help communities address outdoor recreation deficits, reinvigorate urban / existing parks, and form connections between people and the outdoors. Over \$45 million in ORLP grants have been awarded to 50 communities to improve

close-to-home access to the outdoors. Nonprofit partners may collaborate with states and municipalities to identify community needs, develop a strong application, and secure matching funds from a variety of public and private sources.

Example: In 2022, Rock Hill was awarded a \$1.1Million grant to make significant improvements to Armory Park. These will include providing recreational opportunities for the surrounding economically-disadvantaged, underserved community. The project will replace old and added new trails, move the basketball court, upgrade the youth baseball field, and install a new picnic shelter, playground, multi-purpose field, dog park, and shade trees.

Recreation Economy for Rural Communities

Funds: planning assistance to help communities identify strategies to grow their outdoor recreation & Main St

This fund can be used to 1) Ensuring local residents have connections and opportunities related to nearby outdoor assets, 2) create or expand trail networks, 3) develop in-town amenities, 4) market Main Street as a gateway to nearby natural lands, 5) work with the community to develop consensus on the management of outdoor assets, 6) ensure that all residents and visitors, particularly those who have not historically been engaged in outdoor recreation and Main Street revitalization efforts, have equitable access to and can benefit from the growing outdoor recreation economy.

Example: Fairfield County was awarded this grant in 2022, to “connect its communities with existing state parks and lakes and to the statewide Palmetto Trail, to ensure that local residents know about and can access these outdoor amenities, to draw visitors to the area, and to support tourism in their downtown communities. This project will work towards ensuring equitable access to the outdoors and increasing physical activity to improve health and well-being for all Fairfield County residents, including the majority African American population.”

<https://www.epa.gov/smartgrowth/recreation-economy-rural-communities>

Safe Streets and Roads for All Program

Funds: planning, design, and implementation for ped/bike safety

This new IIJA grant is a \$1Billion annual funding program for MPO’s, counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State, tribal governments, or multijurisdictional groups comprised of those entities. This competitive grant provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives. Applicants who are ready to build projects in their Vision Zero plan should apply for an Implementation Grant. Overall, eligible uses are to develop a comprehensive safety action plan; to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or to carry out projects and strategies identified in a comprehensive safety action plan. Over 5 years, the FHWA expects to fund hundreds of Action Plan Grants and about 100 Implementation Grants. Different allotments of funding are provided for different stages of implementation (with the maximum amount of \$30 million provided for Implementation Grants). If an applicant is selected for a grant, the entity must commit to Justice40 goals including the allocation of 40 percent of funding to low-income or underserved communities. 2022 applications due September 15, 2022.

<https://www.transportation.gov/grants/SS4A>

Reconnecting Communities Pilot Program

Funds: highway removal to reconnect communities

This new IIJA grant is the first-ever program to help reconnect communities previously cut off from opportunities by transportation infrastructure. It is intended to restore community connectivity, by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access,

or economic development. Grants are \geq \$5Million and can be used for capital construction projects, including the removal and replacement of eligible facilities. Planning grants are \leq \$2 million. 2022 applications due October 13, 2022. <https://www.transportation.gov/grants/reconnecting-communities>

Thriving Communities Program

Funds: *skills development for community partners*

Beginning in 2023, the Thriving Communities Program will provide technical assistance, planning, and capacity building support to teams of community partners that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals. TCP will provide two years of deep-dive assistance to selected communities to help them plan and develop a pipeline of comprehensive transportation, housing, and community revitalization activities. There is no cost to receive support but interested applicants must identify community partners and together submit a Letter of Interest (LOI) by December 6, 2022, to be considered for selection. <https://www.transportation.gov/grants/thriving-communities>

Neighborhood Access & Equity Grants

Funds: *redesign of arterial roadways, particularly those that impact communities of color*

A \$3Billion program, this fund is to connect communities back together across overbuilt roadways. Funds can be used to cover a highway or convert it into a boulevard, add bike lanes or sound barriers, provide better connections to transit, build “green” stormwater infrastructure, add new safety features and more. Because arterial roadways become a barrier and divide communities with design prioritizing high-speed vehicle travel, Smart Growth America documents that 67 percent of pedestrian deaths occur on these arterials, while they only constitute 15 percent of roadways. The funding can go to state, local and tribal governments. Guidance forthcoming.

Private and Other Funding Sources

Safe Routes to Parks: Activating Communities

Funds: *Action plans to increase safe and equitable access to parks and greenspaces*

The Safe Routes to Parks Activating Communities program provides tailored technical assistance, along with a \$12,500 award for seven nonprofit organizations to develop and initiate action plans to increase safe and equitable access to parks and green space in their communities. Developed through a collaboration between Safe Routes Partnership and the National Recreation and Parks Association in 2017, the Safe Routes to Parks Action Framework provides a structured process for communities to approach this work. The grantee communities work closely with Safe Routes Partnership staff to proactively engage community members in the process of assessing park access, putting together an action plan to address barriers, and begin implementing that plan.

Redevelopment Authorities

A redevelopment authority is an independent body that plans and implements revitalization and redevelopment projects.

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.

Duke Energy Powerful Communities Grant

Funds: *small projects that strengthen and uplift communities*

This grant is for creating vibrant communities, climate resiliency, and justice, equity, and inclusion. Their goal is to strengthen and uplift communities throughout South Carolina. They accept grant applications for \$20,000 and less throughout the year on a rolling basis. <https://takingroot.info/duke-energy-powerful-communities-grant/>

Example: Clemson Park Pump Track and Skills park.

Wholespire Mini-Grants

Funds: *small and visible active living projects*

This grant is for healthy eating and active living, and they offer communities in SC a chance for an award up to \$5,000. The grant must support a project that implements sustainable strategies that give everyone safe places to play or exercise. <https://www.wholespire.org/our-work/community-action/teaming-up-for-health-outcomes/request-for-proposals-application/>

Example: Past projects funded were signage at a local trailhead of the Palmetto Trail, bicycle racks, outdoor fitness equipment, and outdoor literacy activity on a walking trail.

Private Foundations

Funds: *projects as described by foundation*

Private investments can typically launch projects quickly when challenges exist for full public funding capacity. Private investments can also 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. <https://www.sciway.net/org/foundations.html>

Example: Greenville’s Swamp Rabbit Trail is funded in part through the Greenville Health System.

Example: Beaufort’s Spanish Moss Trail is funded in part through the generous contributions from the James M. Cox



Spanish Moss Trail. Beaufort, South Carolina.

Bloomberg Initiative for Cycling Infrastructure

Funds: *ambitious bike infrastructure and training and networking*

Funds ambitious bike infrastructure projects by providing grants of \$400k to \$1M. Awards also include connecting winning cities with other city leaders from around the world and world-class technical assistance from GDCI, to refine project plans. Also trains city leaders on data collection, resident engagement and other best practices. 2023 application submissions will be accepted on a rolling basis from November 10, 2022, to February 3, 2023.

https://bloombergcities.jhu.edu/sites/default/files/2022-10/BICI_Program_Description_0.pdf

AARP Community Challenge, Flagship Grants

Funds: *Creating vibrant public spaces*



Since 2017, these grants ranged from \$500 to \$50,000 with an average grant amount of \$11,900 (most grants under \$20,000.) Projects categories are varied. The new Flagship Grant is geared towards funding projects that improve open spaces, parks and access to other amenities, deliver a range of transportation and mobility options that increase connectivity, walkability, bikeability, and access to public and private transit, and increase civic engagement with innovative and tangible projects that bring residents and local leaders together to address challenges and facilitate a greater sense of inclusion, etc.

Example: Bereft of any welcoming amenities, a 120-foot-long alleyway in downtown Camden received a major face-lift. Passersby were encouraged to pop in during the “alley activation project” and make a stained-glass globe that hangs alongside new shade canopies and LED string lights to help increase multigenerational social interaction in a previously unused area.

https://www.aarp.org/content/dam/aarp/livable-communities/community-challenge/2023/AttachmentC_Examples_Challenge2023.1.11.pdf

<https://www.aarp.org/livable-communities/community-challenge/info-2023/2023-challenge.html>

People for Bikes

Funds: ambitious bike infrastructure

The People For Bikes Industry Community Grant Program provides funding for projects that make bicycling better in communities across the U.S. Since 1999, People For Bikes has awarded more than 400 grants to nonprofit organizations and local governments. Investments total more than \$3.5 million and leveraged \$775 million in public and private funding for bike-related projects nationwide. <https://www.peopleforbikes.org/grants>

