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Potential Funding Sources

Introduction

Bicycle and pedestrian funding is administered at all levels of government. This chapter begins with explaining the current state of federally-administered funding and the anticipated new transportation bill, which influences State, regional and local funding and is followed by a description of funding sources that may be pursued to implement facilities and programs in this Plan.

Federally-Administered Funding

SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, is the primary federal funding source for bicycle and pedestrian projects. SAFETEA-LU is the fourth iteration of the transportation vision established by the Intermodal Surface Transportation Efficiency Act (1991). Also known as the federal transportation bill, Congress passed the \$286.5 billion SAFETEA-LU bill in 2005. SAFETEA-LU expired in 2009, and since that time Congress has approved extending funds through 2012. When the next multi-year federal transportation bill is reauthorized, funding available for bicycle and pedestrian projects is likely to change. Historically, these modes have received larger allocations with each new multi-year transportation bill.¹

State Departments of Transportation and regional planning agencies administer SAFETEA-LU funding. Most, but not all of these funding programs emphasize transportation modes and purposes that reduce auto trips and provide inter-modal connections. SAFETEA-LU programs require a local match of between zero percent and 20 percent. SAFETEA-LU funds primarily capital improvements and safety and education programs that relate to the surface transportation system.

¹ Information related to the federal transportation bill is current at the time of writing.

To be eligible for Federal transportation funds, States are required to develop a State Transportation Improvement Program (STIP) and update it at least every four years. A STIP is a multi-year capital improvement program of transportation projects that coordinates transportation-related capital improvements planned by metropolitan planning organizations and the state. Bicycle and pedestrian projects are eligible for inclusion.

The following programs are administered by the Federal government.

TIGER Discretionary Grants

The TIGER, or Transportation Investment Generating Economic Recovery, grants are administered by the United States Department of Transportation (USDOT). The program offers federal funding for local surface transportation initiatives. The TIGER grants are awarded based on primary and secondary criteria. The primary criteria consist of a) long-term outcomes, such as livability and sustainability, and b) job creation and economic stimulus. Innovation and partnership are also evaluated, but are given less weight than other criteria.

The TIGER IV grant, announced in January 2012, includes about \$500 million. Some of those funds are set aside for rural grants, and other funds set aside for TIFIA (Transportation Infrastructure Finance and Innovation ACT) assistance. The pre-application process closed on February 20, 2012. Future funding cycles of the TIGER grant program are currently unknown.

Transportation, Community and System Preservation (TCSP) Program

The Transportation, Community and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce



the impact on the environment, and provide efficient access to jobs, services and trade centers. The program provides communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. TCSP Program funds require a 20 percent match. SAFETEA-LU authorized an extension of TCSP Program funds through FY 2012.

Online resource: <http://www.fhwa.dot.gov/tcsp/>

Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program that provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based upon criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments.

Online resource: http://www.nps.gov/nrcr/programs/rtca/contactus/cu_apply.html

Community Challenge Planning Grants

The program provides grants (~\$30M) to enable communities to foster reform and reduce barriers to achieving affordable, economically vital, and sustainable communities. Such efforts may include amending or replacing local master plans, zoning codes, and building codes, with the goal of promoting sustainability at the local or neighborhood level. This Program's funds can be used for regulations to support community-wide complete streets. The program is administered by the United States Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD).

Further Information: <http://www.hud.gov/sustainability>

Sustainable Communities Regional Planning Grant

The Regional Planning Grant program is sponsored by the United States Department of Transportation (USDOT), Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) and encourages grantees to support regional planning efforts that integrate housing, land-use, economic and workforce development, transportation, and infrastructure developments in a manner that empowers regions to consider how all of these factors work together to bring economic competitiveness and revitalization to a community. The program places a priority on partnerships, including the collaboration of arts and culture, philanthropy, and innovative ideas to the regional planning process.

Funds can be used to support the preparation of Regional Plans for sustainable development, to support efforts to modify existing regional plans so that they are in accordance with the Partnership for Sustainable Communities' six Livability Principles, and to prepare more detailed execution plans for an adopted regional plan for sustainable development. The program funded projects in 2010 and 2011. Available funding for 2012 is currently uncertain.

Further Information: <http://www.hud.gov/sustainability>

New Freedom Program

The New Freedom formula grant program is a USDOT program that aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Funds may be used for capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with



Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

Additional Information: http://www.fta.dot.gov/funding/grants/grants_financing_3549.html

Clean Water Act Grants

The Clean Water Act Grants program is a United States Environmental Protection Agency (USEPA) program. Under Section 319, states, territories and tribes receive grant money that supports a wide variety of activities including technical assistance, financial assistance, education, training, technology transfer, demonstration projects and monitoring to assess the success of specific nonpoint source implementation projects. Green infrastructure aspects of complete streets are eligible for grant funding.

Additional Information: <http://www.epa.gov/owow/keep/NPS/cwact.html>

State and Regional-Administered Funding

The States of South Carolina and Georgia use both federal sources and their own budget to fund the following bicycle and pedestrian projects and programs.

Safe Routes to School (SRTS)

The purpose of the Safe Routes to Schools program is to provide children a safe, healthy alternative to riding the bus or being driven to school. The SRTS Grants were established in 2005, as part of the SAFETEA-LU bill, to address pedestrian and bicycle mobility and safety near schools. In South Carolina, SCDOT is responsible for administration of SRTS funding. Agencies providing a funding match will be given preference. In Georgia, GDOT administers funding for SRTS infrastructural projects while Georgia SRTS manages funding for non-infrastructural programs. Application for these funds is open to any public agency in both States.

Eligible projects may include two elements:

- **Engineering Improvements.** These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic

volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.

- **Enforcement Efforts.** These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

In South Carolina, SRTS also provides funding for education and encouragement efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).

The Federal Safe Routes to School Program has been extended through FY 2011, and may be included in the future federal transportation bill. The timeframe for the next SRTS funding cycle has not been established as SRTS is pending federal reauthorization.

Online resource: <http://scsaferoutes.org/index.php> and <http://www.saferoutesga.org/>

Recreational Trails Program

The Recreational Trails Program (RTP) of SAFETEA-LU allocates funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses. The RTP funds are administered in South Carolina by the South Carolina Department of Parks, Recreation, and Tourism and in Georgia by the Georgia Department of Natural Resources. In FY2011,



South Carolina received an apportionment of \$1.32 million and Georgia received \$1.82 million². A minimum 20 percent local match (in-kind is eligible) is required and grants are awarded annually. State and local agencies are permitted to apply for funds. RTP projects must be ADA-compliant and may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition of easements or property for trails
- State-administrative costs related to this program (limited to seven percent of a State's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

In South Carolina, applicants must submit a Letter of Intent in order to be eligible to apply for a grant. The LOI is due in December, applications are due in March and grants are awarded in July of each year. The minimum grant amount is \$10,000 with a maximum amount of \$100,000.

In Georgia the application and all supporting materials must be postmarked by November 30. The minimum grant amount is \$25,000 with a maximum amount of \$100,000.

Applicants can be municipal, state, or federal government, or for- or non-profit organizations. Both Georgia and South Carolina Recreational Trails Program grants must be used for construction (no more than 5% for planning or engineering in South Carolina and 10% in Georgia).

Online resource: <http://www.scpvt.com/our-partners/grants/trails.aspx>, <http://www.gastateparks.org/item/18195#pogo>

² A full list of state-by-state apportionments can be found through the FHWA website: http://www.fhwa.dot.gov/environment/recreational_trails/funding/apportionments_obligations/recfunds_2011.cfm

Highway Safety Improvement Program

The Highway Safety Improvement Program funds are allocated to States as part of SAFETEA-LU. The goal of HSIP funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This program includes the Railway-Highway Crossings Program and the High Risk Rural Roads Program. As required under the Highway Safety Improvement Program (HSIP), both the South Carolina and Georgia Departments of Transportation have developed and are in the process of implementing a Strategic Highway Safety Plan (SHSP). A portion of the HSIP funds allocated to each state is set aside for construction and operational improvements on high-risk rural roads. If the state has a Strategic Highway Safety Plan, the remainder of the funds may be allocated to other programs, including projects on bicycle and pedestrian pathways or trails and education and enforcement. A local match of 10% is required.³

South Carolina has steadily improved its ratio of obligated HSIP funds to apportioned HSIP funds. In 2006, the state obligated 11.2% of apportioned funds and in 2010, the state obligated 77.2% of funds.⁴

In as described in the Georgia SHSP, State-wide, bicycle-related research efforts, educational campaigns, and facility improvement projects are to be carried out by *Georgia Bikes!*. *Georgia Bikes!* is the leading, non-profit organization in the State dedicated to improving bicycling conditions and promoting ridership. Funding for SHSP pedestrian and bicycle projects is provided through SHSP section 406 funds. Revenues from the sale of *Share the Road* license plates provide additional funding for SHSP bicycle programs as well.⁵

Federal HSIP online resource: <http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm>

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a federally funded program, run through the 3 Additional online resources can be found at: <http://www.bikeleague.org/resources/reports/>

⁴ Source: http://safety.fhwa.dot.gov/hsip/gen_info/slorhsip/

⁵ <http://www.gahighwaysafety.org/shsp/shsp2011.pdf>



National Park Service that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In South Carolina, the fund is administered by the South Carolina Department of Parks, Recreation and Tourism (SC PRT). In Georgia, the fund is administered by the Georgia Department of Natural Resources. The fund has been reauthorized until 2015.

Cities, counties, and districts authorized to acquire, develop, operate, and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. In South Carolina the minimum amount of project reimbursement is \$100,000 and the maximum is \$250,000. However, if the project is determined as having regional or statewide significance, up to \$500,000 may be awarded. In Georgia, the minimum amount awarded for reimbursement is \$25,000 and the maximum is \$100,000. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

In 2011, SC PRT announced that the grant cycle will operate on a bi-annual basis rather than an annual basis. The next funding cycle is expected to begin in the spring of 2012. The LWCF grant cycle in Georgia operates on an annual basis with applications for funding due in February.

National Park Service website: <http://www.nps.gov/lwcf/>

SC PRT online resource: <http://www.scpert.com/our-partners/grants/lwcf.aspx>

Georgia DNR online resource: <http://www.gastateparks.org/item/18194>

Community Development Block Grants

The CDBG program funds projects and programs that develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning

and administrative expenses, such as costs related to developing a consolidated plan and managing CDBG funds. The state makes funds available to eligible agencies (cities and counties) through a variety of different grant types. Grantees enter into a contract with the state. Eligible agencies are determined based on a formula, and are listed on the HUD website.

Online resource: <http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>

Eligible CDBG Agencies by State: <http://portal.hud.gov/hudportal/HUD?src=/states>

Georgia and South Carolina Department of Transportation

ARTS municipalities and their respective State departments of transportation can benefit from a close working relationship. Through open communication and collaboration, these agencies can more efficiently identify and implement bicycle and pedestrian improvements as part of major projects. Both The South Carolina Department of Transportation and Georgia Department of Transportation carry out a number of road resurfacing projects annually that target maintenance issues. There may be opportunities for road re-stripping as part of pedestrian and bicycle improvement projects to be completed in conjunction with regular roadway maintenance. This will require coordination between the municipality, the SCDOT or GDOT District Traffic Engineer, and the local maintenance office to ensure that the pavement marking design is safe for cyclists or drivers. It is recommended that the organizations continue to liaise with one another on an ongoing basis to identify opportunities for implementation of the ARTS Bicycle and Pedestrian Master Plan.

SCDOT Guideshare Program

Since the mid-1990's the SCDOT Guideshare program has been responsible for the allocation of urban and rural federal-aid funds for MPO's and COG's in the State of South Carolina. Transportation Management Areas (TMA's), MPO's with urbanized area populations greater than 200,000, are entitled to federal Urban Attributable Funds. The ARTS MPO qualifies as a TMA and projects within the South



Carolina portion of the MPO (Aiken County) qualify for guideshare money through SCDOT.⁶ The distribution of funds to State TMA's depends on what proportion of the State's population and vehicle miles of travel (VMT) the individual TMA comprises. In FY 2012 Aiken County expects to receive \$8 million for roadway improvement projects within the county.⁷

Guideshare funds are primarily intended for street and highway improvements, but also may fund intersection upgrades, sidewalks and bike lanes, and safety improvements.⁸

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is SCDOT's short-term capital improvement program, providing project funding and scheduling information for the department and South Carolina's metropolitan planning organizations. The program provides guidance for the next six years and is updated every three years. The South Carolina Department of Transportation 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 and SAFETEA-LU planning requirements. 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.⁹

In Georgia, the STIP covers all areas of the State with the exception of those areas within Metropolitan Planning Organizations (MPO). All MPO's, including the ARTS MPO, have MPO specific Transportation Improvement Programs (TIP).

ARTS Transportation Improvement Program

"The ARTS Transportation Improvement Program (TIP) is a staged, multi-year intermodal program of transportation projects consistent with the Augusta Regional Transportation Study (ARTS) area long range transportation plan. The TIP is the link between planning for transportation needs and addressing those needs."¹⁰

The ARTS TIP is a four year plan, five years for the Aiken County portion of the MPO, and includes all projects in the MPO that are proposed for implementation using federal funding. The current TIP is approved for Fiscal Years 2011-2014. Proposed improvements are prioritized by the calculated need and potential benefit of the project. The ARTS Citizens Advisory Committee and the ARTS Policy Coordinating Committee give the final approval for the TIP.

ARTS Transportation Improvement Program: <http://appweb.augustaga.gov/Transportation/docs/FINALFY11-14TIP.pdf>

State Transportation Infrastructure Bank

The South Carolina Transportation Infrastructure Bank (SCTIB) is a statewide revolving loan fund designed in 1997 to assist major transportation projects in excess of \$100 million in value. The SCTIB 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.¹¹

The Georgia Transportation Infrastructure Bank (GTIB) is a revolving infrastructure investment fund that provides loans with attractive terms to eligible state, regional, and local government entities to fund eligible transportation projects. The GTIB operates under the authority of the State Road and Tollway Authority (SRTA). Established in 2008, the initial funding for the GTIB loan program is \$33.1 million and the initial funding for the GTIB Grant program is \$10 million.

6 Source SCDOT: http://www.scdot.org/inside/planning_faq.shtml

7 ARTS TIP: <http://appweb.augustaga.gov/Transportation/docs/FINALFY11-14TIP.pdf>

8 Source GPATS LRTP: http://www.greenvillecounty.org/gcpcc/transportation_planning/gpats/

9 Additional information is available at: <http://www.scdot.org/inside/stip.shtml>

10 Source: <http://appweb.augustaga.gov/Transportation/docs/FINALFY11-14TIP.pdf>

11 Additional information is available at: <http://www.chiplimehouse.net/whisper/graphics/60565Connector%20Fall%202007%2012.pdf>



Locally-Administered Funding

Local funding sources are generally administered by Metropolitan Planning Organizations or other regional agencies. Counties or cities may administer some funding sources. These funding sources are supported by federal, state, or local revenue streams.

Transportation Enhancements Program

The Transportation Enhancements Program (TE) is a locally-administered source of funding that is drawn from federal gas tax revenues. TE funds can be applied to bicycle and pedestrian projects, as well as a number of other types of transportation-related projects. Bicycling activities approved for TE funds include: the development of bicycle and pedestrian facilities, including support facilities; and bicycle safety education.

General Fund

The General Fund is often used to pay for maintenance expenses and limited capital improvement projects. Projects identified for reconstruction or re-pavement as part of the Capital Improvements list should also implement recommendations for bicycle or pedestrian improvements in order to reduce additional costs.

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.

Several cities have successfully used LID funds to make improvements on residential streets and for large scale arterial projects. LID formed to finance commercial street development can be “full cost,” in which the property assessments are entirely borne by the property owners.

Business Improvement Area (BIA)

Pedestrian and bicycle improvements can often be included as part of larger efforts aimed at business improvement and retail

district beautification. Business Improvement Areas collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Transportation User Fees

Transportation user fees are any group of additional fees that could be used to fund maintenance and improvement projects for non-motorized uses. Properties would be assessed fees based on the traffic generation by land use or business activity as published in the Institute of Transportation Engineers (ITE) Trip Generation Manual.

The fee could be a Street Maintenance Fee, to fund maintenance of the existing roadway system to free up dollars from the state gasoline tax for capital projects.

Local Bond Measures

Counties or municipalities within the region could issue bonds to fund bicycle and/or pedestrian improvements. This would spread the cost of the improvements over the life of the bonds. Certain types of bonds would require voter approval. The debt would have to be retired, so funding for repayment on the bond and the interest would be required.

A bond issued in Denver, Colorado funded \$5 million for trail development and also funded the city's bike planner for several years. The City of Albuquerque, New Mexico and Bernalillo County have a 5 percent set-aside of street bond funds for trails and bikeways. This has amounted to approximately \$1.2 million for the City every two years.

Tax Increment Financing/Urban Renewal Funds

Tax Increment Financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., shared-use path) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original



public improvement project. Tax Increment Financing typically occurs within designated Urban Renewal Areas (URA) that meet certain economic criteria and approved by a local governing body. To be eligible for this financing, a project (or a portion of it) must be located within the URA.

Street User/Street Utility Fees

Counties or municipalities within the region could administer street user fees through residents' monthly water or other utility bills. The revenue generated by the street user fee is used for operations and maintenance of the street system, and priorities are established by the Public Works Department. Revenue from this fund could be used to maintain on-street bicycle and pedestrian facilities, including routine sweeping of bicycle lanes and other designated bicycle routes. Additionally, this type of fee may free up more general fund money for off-street projects. Implementation of street user fees would require a public vote.

Sales Taxes

Bicycle and pedestrian projects can be funded by a portion of local sales tax revenue or from a voter-approved sales tax increase. The City of Colorado Springs implemented a TOPS tax (Trails, Open Space and Parks) to administer the ordinance passed by voters in April of 1997. The sales tax, 1/10th of one percent, generates about \$6 million annually for trails, open space and parks. Additionally, Aiken County's local option sales tax (LOST) allows for a wide variety of capital improvement projects to receive funding.

Property Tax Levy

Approved property taxes can be an important source of funding for bicycle and pedestrian projects. Seattle, Washington is receiving \$5 million a year for nine years for bicycle and pedestrian projects as a result of a levy (property tax) approved by voters in 2006.

Bike Tax

Bike taxes can provide funding for bicycle infrastructure projects. The City of Colorado Springs has a \$4.00 per bike tax to provide funding for bikeway improvements. The tax generates nearly \$100,000 annually and has been used for both on- and off-street projects.

It is used primarily to provide a local match for other grants such as the Colorado State Trails Program or SAFETEA-LU grants. A bike tax is an annual fee; implementation would require a public vote.

Developer Impact Fees

Another potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bikeway improvements that will encourage residents to bicycle or walk rather than drive. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

Latecomer Fees

Latecomer fees are a mechanism that allows cities to recover pro-rata costs of a duly authorized public improvement from future developers, which receive benefit from the public improvement.

Other Sources

Georgia Bikes! Seed Grants for Bicycle Advocacy Projects

Georgia Bikes is a non-profit organization that strives to improve bicycling conditions and promote bicycling throughout the State of Georgia. Georgia Bikes offers 10 grants of \$1,500 for the funding of innovative bicycle safety and advocacy programs and projects in Georgia. Eligible organizations must be located in Georgia; and are either a bicycle advocacy organization, a bicycle advisory committee, or an organization that actively promotes bicycle safety and road sharing in Georgia.

Online Resource: <http://georgiabikes.org/index.php/resources/35/157-seed-grants-bicycle-projects>

Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its



local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$75,000 and \$300,000.

Online resource: <http://www.epa.gov/care/>

Bikes Belong Grant

Bikes Belong is an organization sponsored by bicycle manufacturers with the intent to increase bicycle riding in the United States. Bikes Belong provides grant opportunities up to \$10,000 with a minimum 50 percent match to organizations and agencies seeking to support facility and advocacy efforts. Eligible projects include bike paths, trails, and bridges, mountain bike facilities, bike parks, and BMX facilities.

Online resource: <http://www.bikesbelong.org/grants>

Robert Wood Johnson Foundation Grants

Robert Wood Johnson Foundation Grants are awarded to promote healthy communities and lifestyles. Most grants are awarded through Calls for Proposals for the seven program areas of the RWJ Foundation. In recent years, Spartanburg and Greenville Counties in SC and Cook and Milledgeville Counties in GA have received grants from the RWJ Foundation through the Healthy Kids Healthy Communities grant program.

American Greenways Program

Administered by The Conservation Fund, the American Greenways Program provides funding for the planning and design of greenways. Applications for funds can be made by local regional or state-wide non-profit organizations and public agencies. The maximum award is \$2,500, but most range from \$500 to \$1,500. American Greenways Program monies may be used to fund unpaved trail development.

Online resource: <http://www.conservationfund.org/node/245>

Volunteer and Public-Private Partnerships

Local schools or community groups may use the bikeway projects as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right-of-way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

Walmart State Giving Program

The Walmart Foundation financially supports projects that create opportunities for better living. Grants are awarded for projects that support and promote education, workforce development/economic opportunity, health and wellness, and environmental sustainability. Both programmatic and infrastructural projects are eligible for funding. State Giving Program grants start at \$25,000, and there is no maximum award amount. The program accepts grant applications on an annual, state by state basis January 2nd through March 2nd.

Online resource: <http://walmartstores.com/CommunityGiving/8168.aspx?p=8979>

Coca-Cola Foundation Community Support Grants

The Coca-Cola Foundation awards grants for projects that promote and support water stewardship, active, healthy living, community recycling, and education. The award amount for projects varies and the application process is rolling. Programmatic, planning, and educational projects are eligible to apply. The Foundation does not support construction projects or projects that involve land acquisition. In addition, schools are not eligible to apply for Community Support funding.

Online Resource: http://www.thecoca-colacompany.com/citizenship/application_guidelines_faq.html

The Rite Aid Foundation Grants

The Rite Aid Foundation is a foundation that supports projects that promote health and wellness in the communities that Rite Aid serves. Award amounts vary and grants are awarded on a one year basis. A wide array of activities



are eligible for funding, including infrastructural and programmatic projects.

Online resource: <http://www.riteaid.com/company/community/foundation.jsf>

Local Businesses

There is increasing corporate and business involvement in trail and conservation projects. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Some examples include:

- In Evansville, Indiana, a boardwalk is being built with corporate donations from Indiana Power and Light Co. and the Wal-Mart Foundation.
- In Arizona, trail directional and interpretive signs are being provided by the Salt River Project — a local utility. Other corporate sponsors of the Arizona Trail are the Hughes Missile Systems, BHP Cooper, and Pace American, Inc.
- Recreational Equipment, Inc. has long been a financial supporter of local trail and conservation projects.
- The Kodak Company now supports the American Greenways Awards program of The Conservation Fund, which was started in partnership with the DuPont Company. This annual awards program provides grants of up to \$2500 to local greenway projects for any activities related to greenway advocacy, planning, design or development.

Land Trusts

Many environmental land trust organizations have raised funds to purchase land where trails are built, especially rail-trails. The Palmetto Conservation Foundation is a statewide nonprofit in South Carolina with a history of establishing conservation easements and building trail networks, including the cross-state Palmetto Trail. In Georgia, the Georgia Land Trust, Inc. actively works to conserve land across Georgia and also supports trail development.

The Conservation Alliance

The Conservation Alliance is a non-profit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. One hundred percent of its member companies' dues go directly to diverse, local community groups across the nation - groups like Southern Utah Wilderness Alliance, Alliance for the Wild Rockies, The Greater Yellowstone Coalition, the South Yuba River Citizens' League, RESTORE: The North Woods and the Sinkyone Wilderness Council (a Native American-owned/operated wilderness park). For these groups, who seek to protect the last great wild lands and waterways from resource extraction and commercial development, the Alliance's grants are substantial in size (about \$35,000 each), and have often made the difference between success and defeat. Since its inception in 1989, The Conservation Alliance has contributed \$4,775,059 to grassroots environmental groups across the nation, and its member companies are proud of the results: To date the groups funded have saved over 34 million acres of wild lands and 14 dams have been either prevented or removed-all through grassroots community efforts.

The Conservation Alliance is a unique funding source for grassroots environmental groups. It is the only environmental grant maker whose funds come from a potent yet largely untapped constituency for protection of ecosystems - the non-motorized outdoor recreation industry and its customers. This industry has great incentive to protect the places in which people use the clothing, hiking boots, tents and backpacks it sells. The industry is also uniquely positioned to educate outdoor enthusiasts about threats to wild places, and engage them to take action. Finally, when it comes to decision-makers - especially those in the Forest Service, National Park Service, and Bureau of Land Management, this industry has clout - an important tool that small advocacy groups can wield.

The Conservation Alliance Funding Criteria: The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation. All projects should be quantifiable, with specific goals, objectives and action plans and should include



a measure for evaluating success. The project should have a good chance for closure or significant measurable results over a fairly short term (one to two years). Funding emphasis may not be on general operating expenses or staff payroll.

Additional Information: <http://www.conservationalliance.com/index.m>.

National Fish and Wildlife Foundation (NFWF)

The National Fish and Wildlife Foundation (NFWF) is a private, nonprofit, tax-exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.

The Foundation awards matching grants under its Keystone Initiatives to achieve measurable outcomes in the conservation of fish, wildlife, plants and the habitats on which they depend. Awards are made on a competitive basis to eligible grant recipients, including federal, tribal, state, and local governments, educational institutions, and non-profit conservation organizations. Project proposals are received on a year-round, revolving basis with two decision cycles per year. Grants generally range from \$50,000-\$300,000 and typically require a minimum 2:1 non-federal match.

Funding priorities include bird, fish, marine/coastal, and wildlife and habitat conservation. Other projects that are considered include controlling invasive species, enhancing delivery of ecosystem services in agricultural systems, minimizing the impact on wildlife of emerging energy sources, and developing future conservation leaders and professionals.

Additional Information: <http://www.nfwf.org/AM/Template.cfm?Section=Grants>

The Trust for Public Land

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972,

the Trust for Public Land is the only national nonprofit working exclusively to protect land for human enjoyment and well being. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities. Georgia has a state office of the Trust for Public Land, located in Atlanta.

Additional Information: <http://www.tpl.org>

Funding for Sidewalk Infill Programs

Recent research has shown the substantial individual and community-wide benefits of walking. An increase in people walking improves environmental health and alleviates traffic congestion by reducing dependence on the automobile.¹² Walking promotes an active lifestyle and has health and psychological benefits for individuals.¹³ As the number of people who walk increase, communities can see economic benefits such as savings on health care costs and the costs of vehicular operation and infrastructure.¹⁴ Lastly, community promotion of walking and other forms of alternative transportation increases transportation options for users of varied ages, income levels, and abilities.¹⁵

Many communities around the country have sidewalk networks that are fragmented, disconnected, and poorly maintained. This is due in large part to historically minimal sidewalk requirements in new development. One of the ways in which communities can promote walking is through infrastructure improvements that complete the pedestrian network – often referred to as sidewalk infill. The goal of sidewalk infill programs is to connect fragmented segments of a community's existing sidewalk network through the construction of new sidewalks as a means of improving the network's continuity and connectivity. Strategic sidewalk infill consists of inventory and analysis of the community's existing sidewalk network to identify network gaps, prioritizing gaps based on community needs and funding requirements,

12- 15 <http://www.walkinginfo.org/why/>



and filling in these gaps as funding becomes available.¹⁶ Gaps are typically prioritized based on criteria such as: surrounding density, surrounding income level, connection to transit, proximity to grade schools, proximity to parks, traffic volumes on adjacent roadways, the presence of sight line limitations, and to what extent resolution of a gap would complete the overall sidewalk network.¹⁷

Often the biggest hurdle for communities is coming up with ways to fund sidewalk infill projects. Typically, available funding for sidewalk construction and maintenance in operational budgets is scarce. In many communities this is because sidewalk construction and maintenance is considered the responsibility of the adjacent property owner (in the case of existing development) or the developer (in the case of new development).¹⁸

The most common mechanisms for funding sidewalk infill programs include assessment of adjacent property owners, developer assessments, Capital Improvement Programs (CIP), and/or the creation of Local Improvement Districts (LID).

Communities have been able to find other creative ways of funding sidewalk improvement programs as well. These include state and federal grant programs, voter approved tax increases, utilizing funds from the gasoline tax, and using funds collected from parking tolls.

This following section explains and compares the many ways in which communities have funded sidewalk infill.

Primary Municipal Mechanisms for Sidewalk Infill

The primary method for sidewalk development in new development or redevelopment is through requiring property developer to provide sidewalks that conform to the 16 Chapter 7 of the Greensboro, NC BiPed is a good example of how sidewalk infill projects can be prioritized: <http://www.greensboro-nc.gov/index.aspx?page=2121>

17 A Streamlined Approach to Prioritize Sidewalk Investments. <http://www.ite.org/annualmeeting/compendium10/pdf/AB10H0703.pdf>

18 Sidewalks: The City's Problem, and Greenwood's Solution. <http://www.worldchanging.com/local/seattle/archives/008386.html>

municipal code. Because the Americans With Disabilities Act (ADA) requires that non-single family development addresses accessibility needs, there is particular precedent for requiring properly-constructed sidewalk infill when a property is improved.¹⁹ While developer requirements are an important mechanism for constructing sidewalks, this mechanism alone is generally inadequate for addressing sidewalk infill needs as there is no correlation between important gaps in the sidewalk network and the likelihood of a property redeveloping. Most communities will find that additional measures will be needed that allow for greater control over where and how sidewalk infill happens.

To that end, many communities have a mechanism in place for sidewalk infill funded through the assessment of adjacent property owners and developers. This stems from the fact that in most communities, the adjacent property owner is responsible for sidewalk provision and maintenance. Property assessments are a way to fund sidewalk infill at low or no cost to the municipality; unsurprisingly, however, they are often quite unpopular with property owners, who may oppose the project because of the cost to them. Numerous communities have programs in place that modify the property assessment process to lower the costs to property owners:

- **Chatham-Kent, CA** has a 50/50 program that splits the cost of sidewalk assessment with the property owner if that particular sidewalk link is identified as a high priority in their sidewalk infill program or if a valid petition is submitted. CitySidewalk costs and design have been standardized by the City and are installed by approved contractors at a rate of \$85/meter, which helps reduce inconsistencies between sections of sidewalk. More information on this program can be found through the City's website: <http://www.chatham-kent.ca/NR/rdonlyres/D07AA51A-1E2A-4911-B3CE-FB064073D157/10996/15b.pdf>.
- **Syracuse, NY** has a sidewalk assessment program that provides property owners financing for sidewalk installation and

¹⁹ A list of ADA sidewalk design standards can be found here: <http://www.fhwa.dot.gov/environment/sidewalks/chap4b.htm>



maintenance. Financing is at an annual rate of 7% over a period of 10 years. More information can be found through the City's website: http://www.syracuse.ny.us/Sidewalk_Maintenance.aspx.

- **Tumwater, WA** has an 80/20 cost sharing program for the construction of sidewalks for residential infill lots where a gap in the existing sidewalk network currently exists. Sidewalk design and construction is conducted by the City with the City covering 80% of the costs. Funding for the program is allocated through the City's annual budget. More information can be found through the City's website: <http://www.ci.tumwater.wa.us/sidewalkinfill.htm>.
- **The Greenwood district in Seattle, WA** initiated a pilot program that implements sidewalk infill based on a low-impact sidewalk design standards manual developed by the district planner. The program offers zero-interest monthly loans to homeowners, as well as an option where the City pays for sidewalk construction up front and the homeowner pays construction costs back when they sell their house. More information can be found through the City's website: <http://www.worldchanging.com/local/seattle/archives/008386.html>.

Developer assessments are another way communities can implement sidewalk infill:

- **Downers Grove, IL** requires that developers and builders install sidewalks along the roadway adjacent to the properties they are developing and that sidewalks are constructed on both sides of new roads in developments. If the municipal engineer determines that new sidewalks are not necessary in a proposed development, the developer may pay a fee in lieu of constructing new sidewalks. These fees are added to the Community Investment Program and used to fund sidewalk infill construction in other areas of the village. This program is outlined in Section 20.602 of their municipal code: <http://www.downers.us/public/docs/code/Chapter20.pdf>.

Capital Improvement Programs are plans created by municipalities that organize, prioritize, and allocate funding for improvement projects that require significant investment.

Projects included in Capital Improvement Programs usually include infrastructure improvements, building improvements, and land acquisition. CIPs are funded through a variety of means such as utilities revenue, tax revenue, bonds, and grants. Sidewalk infill programs can be included as a stand-alone program in the CIPs list to provide a means of ongoing funding and implementation.

- **Greensboro, NC** funds their priority sidewalk program through a combination of funds from the City's CIP, funds from STP and CMAQ grants (obtained through the MPO), and voter approved bonds. The City prioritizes gaps along major thoroughfares in their bike and pedestrian plan. In addition, there is a petition process to request sidewalk construction along residential streets that requires 51% approval by affected owners. Sidewalks in residential areas are completely funded by public means and no property owner assessments are made. (Peggy Holland, City of Greensboro Bicycle and Pedestrian Coordinator).

Local Improvement Districts (LIDs) and Business Improvement Districts (BIDs) are special assessment districts within a municipality, formed by property and/or business owners as a means of funding and implementing local improvement projects. Establishment of a LID/BID offers low-interest financing, funded through the sale of bonds, for district-wide improvement projects. Incremental assessments are collected over several years for the collective costs of projects in the district. Projects are typically infrastructural and can include construction and maintenance of sidewalks, street lighting, roads, and utility lines. The benefits of LIDs/BIDs are that they provide a means of funding public projects that the City can't fund, they offer project financing for property owners, they spread the costs of projects over all affected property owners, and the owner assessments directly reflect the costs of the projects. The drawbacks of LIDs/BIDs are that they take a significant amount of time to establish and the project approval process can be tedious. LIDs and BIDs are typically established independently of strategic sidewalk infill plans, but could be considered in these plans as a way of leveraging funds and support.



Some examples of cities that support the establishment of LIDs are: Nampa, Idaho ([http://www.nampa.id.us/engineering/local-improvement-districts-\(lids\)/sidewalk.aspx](http://www.nampa.id.us/engineering/local-improvement-districts-(lids)/sidewalk.aspx)), Portland, Oregon (<http://www.portlandonline.com/transportation/index.cfm?c=35715>), and Everett, WA (<http://www.ci.everett.wa.us/default.aspx?ID=862>).

Toolbox of Additional Sidewalk Infill Strategies

There are also other strategies of funding sidewalk infill programs. The following strategies rely more on obtaining funding from large, public revenue sources rather than individual assessments. Funding sidewalks from broad sources such as taxes and grants supports the idea that sidewalks are part of the public transportation network, and their implementation is the responsibility of all citizens. However, many municipalities are understandably concerned about funding sidewalks through public funds in some areas and through individual assessments in other areas, so careful consideration of the long-term implications of a policy change is recommended.²⁰

There are several federally-sponsored grants that offer assistance in funding sidewalk construction or maintenance projects. Table F-1 provides an overview of these sources and links to additional information.

Another successful means of funding sidewalk construction is through voter approved tax increases. These usually come in the form of a tax increment attached to a local sales tax or utilities tax. Although the process of approval can be long and political, the primary advantage of this measure is that it only requires 51% of the voter approval to pass. Some municipalities that have had success with this funding method include:

- **Olympia, WA** residents have voted in a 2% increase on their telecom, gas, and electric tax to fund sidewalk improvements. A concerned group of citizens supported and promoted the cause, and gained support by voters. Funds generated from taxes have increased the annual budget for sidewalks by over one million dollars,

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providing a substantial financial base for their sidewalk infill program. More information can be found on pages 233-235 of the *Pedestrian and Bicycle Information Center Case Study Compendium*: http://katana.hsrb.unc.edu/cms/downloads/pbic_case_study_compendium.pdf.

- **San Diego Region, CA** has a local half-cent sales tax increase program called TransNet. The fund is inclusive of all areas in the SANDAG MPO and individual municipalities apply for sidewalk funds through the MPO. More information on TransNet can be found here: <http://www.sandag.org/index.asp?classid=30&fuseaction=home.classhome>.

Some municipalities have been able to use funds collected from state fuel taxes to fund sidewalk maintenance and construction programs:

- **Charlotte, NC** now funds its sidewalk construction and replacement program through funds collected from the fuel tax as part of the Powell Bill.²¹ Their annual budget for sidewalk construction and maintenance is around \$555,000. Before the Powell Bill was passed into legislation, Charlotte filled sidewalk gaps through individual property assessments. Now, they have eliminated assessments for sidewalks, which has allowed them to standardize and streamline design and construction. More information about the program can be found here: <http://peds.org/wp-content/uploads/2010/09/Charlotte-Sidewalk-Maintenance.pdf>.
- **Downers Grove, IL** funds their CIP partly through revenue generated from the state motor vehicle fuel tax. Additional information on their CIP can be found on the City's website: http://www.downers.us/public/docs/vlg_budget/2011/CIP.pdf.

21 Information on the NC Powell Bill: http://www.ncdot.org/programs/Powell_Bill/



Lastly, parking tolls have been used in some areas as a means of funding local sidewalk and streetscaping projects in Business Improvement Districts. In some cases, collections from parking tolls have been added to CIP funds specifically to construct sidewalk and streetscape improvement projects in all areas of a municipality:

- **Pasadena, CA** has used parking meters as a means of revitalizing a declining, historic business district in the city known as Old Pasadena. The streetscape improvements, funded by revenue generated from the meters, have proven successful in drawing people to the area and improving business throughout the district. A full overview of the program's history and success is located here: <http://shoup.bol.ucla.edu/SmallChange.pdf>.
- **Downers Grove, IL** partly funds the roadway and sidewalk improvement projects in their CIP through revenue generated from parking tolls. An overview of their CIP, including a breakdown of funding sources, can be found on the City's website: (http://www.downers.us/public/docs/vlg_budget/2011/CIP.pdf).

Sidewalk Infill Program Funding Conclusions

A well-connected sidewalk network is an essential part of a pedestrian-friendly community. Sidewalk connectivity encourages walking by improving safety, accessibility, and comfort for pedestrians. Strategic sidewalk infill programs are a means for communities to increase their sidewalk connectivity in a cost-effective manner that prioritizes filling highest-value gaps.

Securing funding for sidewalk construction can often be difficult; municipal budgets for new sidewalks are usually small in comparison to the funding allocated for other infrastructure improvements such as roads. However, many communities, like the ones listed in this section, have found creative ways to fund sidewalk improvement programs. The purpose of this information is to outline proven ways of funding sidewalk construction and maintenance as part of a strategic sidewalk infill plan. However, this section should not be taken as a comprehensive list of funding solutions for

sidewalks—resourcefulness, creativity, and persistence can produce additional sources of funding not mentioned here.



Table F-1: Sidewalk Infill Grant Funding Sources

Grant Program	Funding Sources	Project Requirements	Additional Funding Info	Project Examples
Surface Transportation Program (STP) Transportation Enhancements (TE)	Federal Funds, allocated through state DOTs	Project meets all applicable required design standards and is financially feasible.	80% of costs covered by the grant with a 20% local match	Many examples of sidewalk projects using TE funds can be found on the TE website: http://www.enhancements.org/TE_news.asp
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal Funds, allocated through state DOTs	An air quality report including projected cost/benefit analysis is required for the application. Project progress reports are required for reimbursement. Proposals must be consistent with the local transportation plan.	80% of costs covered by the grant with a 20% local match	Walkinginfo.org provides helpful resources on CMAQ funding and project examples: http://www.walkinginfo.org/faqs/answer.cfm?id=4274
Community Development Block Grant (CDBG)	Federal Funds, allocated through State HUD office	Municipality must conduct a study of block conditions and develop an action plan to describe how funds will be used for improvement. After funds are granted, the HUD requires an annual progress report called CAPER.	Two categories of eligible areas: Entitlement Communities (large counties and municipalities) and Non-Entitlement Communities (small counties and municipalities)	The City of Sandy Springs, GA has a detailed overview of a sidewalk project funded through CDBG dollars: www.sandyspringsga.org/City-Departments/Community-Development/Community-Development-Block-Grant
Federal Safe Routes to School Program (SRTS)	Federal Funds, allocated through State DOT	Eligible schools apply through their municipality for funds. New sidewalk construction is eligible if it is within one mile of a primary or middle school.	100% of costs covered by the grant	Multiple examples by state can be found on the National Center for Safe Routes to School's website: www.saferoutesinfo.org/funding-portal

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