

# RESOURCES



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Appendix B

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This appendix includes the following resources to support the Dakota County Bicycle and Pedestrian Master Plan:

- Grant funding opportunities
- Plan progress scorecard
- Facility design toolkit

## GRANT FUNDING OPPORTUNITIES

Funding type	Funding Source	Eligible Uses	Minimum and maximum funding awards	Local match requirements	Possible application in Dakota County
Infrastructure-Federal	Bicycle and Pedestrian Facilities: Federal Transportation Funding allocated through the Regional Solicitation process	Multiuse trails and bicycle facilities, Pedestrian facilities, and Safe Routes to School Infrastructure Projects.	Proposed funding range for 2018 Regional solicitation: Multiuse trails and bicycle facilities: \$250,000-\$5,500,000 Pedestrian facilities: \$250,000-\$1,000,000 Safe Routes to School Infrastructure: \$150,000-\$1,000,000	20% local match, minimum	Filling bicycle and pedestrian gaps, improving intersections and crossings for bicycling and walking, improving bicycle and pedestrian connections to transit and schools.
Infrastructure-Federal	Roadways including Multimodal Elements: Federal Transportation Funding allocated through the Regional Solicitation process	Integrating bicycle and pedestrian infrastructure into roadway expansion, Roadway reconstruction, Bridge rehabilitation/ replacement projects.  Traffic management technologies: Passive detectors for bicyclists and pedestrians, bicycle and pedestrian signal improvements as part of traffic signal projects.	Proposed funding range for 2018 Regional Solicitation: Roadway expansion, Roadway reconstruction, bridge rehabilitation/replacement: \$1,000,000-\$7,000,000 Traffic management technologies: \$250,000-\$7,000,000	20% local match, minimum	Integrating new or enhanced bicycle/pedestrian facilities and crossings into roadway and bridge projects.
Infrastructure-Federal	Travel Demand Management: Federal Transportation Funding allocated through the Regional Solicitation process	Programs and infrastructure to provide residents and commuters with greater transportation choices and options. Bikeshare is listed as an example project.	Proposed funding range for 2018 Regional Solicitation: \$75,000-\$500,000	20% local match, minimum	Programs to provide information and encouragement for walking and bicycling for transportation.

Funding type	Funding Source	Eligible Uses	Minimum and maximum funding awards	Local match requirements	Possible application in Dakota County
Infrastructure-Federal	National Park Service: Federal Lands Access Program (FLAP)	The FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public streets, transit systems and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funds are intended for capital improvements, enhancements, surface preservation, transit, planning, safety, and research.	Approximately \$2.4 million total available for all projects in MN for FY 2017-2020.	20% of total estimated project costs	The County of local jurisdictions along the Mississippi National River and Recreation Area can apply to the Federal Lands Access Program (FLAP) in partnership with the Mississippi National River and Recreation Area.
Infrastructure-Federal	U.S. Dept. of Transportation: TIGER Discretionary Grants	TIGER grants fund capital investments in surface transportation infrastructure and are awarded on a competitive basis.	\$1 million to \$25 million in rural areas; \$5 million to \$25 million in urban areas	rural: 0%; urban: 20%	Large, multimodal projects that have the potential to result in large impacts to safety, transportation access, and economic benefits. The northern and western parts of Dakota County, as well as Hastings, are considered urban.
Infrastructure-Federal	The Conservation Fund	The Conservation Fund provides loans for land acquisition to support the creation of bicycle and pedestrian facilities that also support environmental conservation. Their loan program offers flexible financing and sustained and expert technical assistance to organizations aiming to protect key properties in their communities.	Varies		Loans to acquire land for greenway system expansion.

Funding type	Funding Source	Eligible Uses	Minimum and maximum funding awards	Local match requirements	Possible application in Dakota County
Infrastructure-State	DNR Local Trail Connections Program	Grants to local units of government to promote relatively short trail connections between where people live and public resources (e.g. historical areas, open space, parks and/or other trails).	\$5,000 to \$150,000	25% cash match reimbursement grant	Construction of trail connections to parks and greenways.
Infrastructure and Programs-State	State Funds for Safe Routes to School (SRTS)	The MnDOT SRTS program provides funding and resources to community and school groups to support students walking and biking to school. The state continues to invest in infrastructure projects as well as non-infrastructure programs through competitive grants.	Varies	Varies	Infrastructure improvements near Dakota County schools, programming support for SRTS in Dakota County.
Infrastructure and Programs-State	MN Department of Health Statewide Health Improvement Program	Minnesota Statewide Health Improvement Program (SHIP) awards funding to Community Health Boards (CHBs) for coordinating and implementing evidence-based strategies targeted at reducing the percentage of Minnesotans who are obese or overweight and reducing the use of and exposure to tobacco.	Planning grants and implementation grants up to \$100,000 per year for five years	None	Programs and planning to support walking, bicycling, and active living. SHIP currently provides funding to Dakota County Public Health.
Planning-Federal	National Park Service: Rivers, Trails and Conservation Assistance Program (RTCA)	Technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space	n/a	n/a	Greenways, bike/pad facilities that connect to parks, trails, and rivers.

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Funding type	Funding Source	Eligible Uses	Minimum and maximum funding awards	Local match requirements	Possible application in Dakota County
Programs-Private	Blue Cross Blue Shield Center for Prevention	Programming that focused on health equity, active living, tobacco, and healthy eating.	varies		BCBS is undergoing a strategic planning process; new funding opportunities likely announced Summer 2018
Programs-State	MnDOT SRTS Planning Assistance Program	Grants to schools and communities to develop SRTS travel plans. Plans are completed by regional development organizations or a statewide SRTS consultant.	Schools and communities do not receive funds directly	None	SRTS plans for Dakota County schools.

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## PLAN PROGRESS SCORECARD

A scorecard can be an important tool not only to track implementation of the plan, but also to support accountability for implementation and to showcase achievements. A scorecard that uses the familiar A, B, C, D, F grading system helps the public and stakeholders quickly understand the status of plan implementation.

The scorecard should be organized into a few major areas, such as education, encouragement, enforcement, implementation of bicycle and pedestrian infrastructure, application of design standards, and supporting policies. Each area should include a short explanation, a well-defined target, and supporting graphics and images. Possible targets could include:

- X miles of new shared use paths, sidewalks, and shoulders
- All bridges on the network support bicycle and pedestrian travel
- X number of bicycling and walking promotion events each year
- Biannual revision of county-wide biking and walking map
- X number of bicycling skills and maintenance training courses
- X number of training workshops for professionals and decisionmakers
- Biannual bike related law enforcement training

The scorecard could also include an updated system map highlighting new routes, count data, safety messages, and other information that the county would like to share with the public.

Figure 1: Example Bicycle Plan Scorecard

