

APPENDIX G

Summary of Funding Sources

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This section outlines potential funding sources and implementation opportunities for bikeway improvements in Saint Paul. Due to the inherent variability in funding mechanisms, the following funding sources should be interpreted as illustrative rather than prescriptive. Beyond the sources cited in this section, the city will look to best leverage future funding where opportunity exists, and explore new and creative financing options wherever possible.

Federal Funding Sources

TIGER

The TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program represents a potential one-time funding source for qualifying bicycle capital projects and planning efforts. While highly competitive, over \$150 million has been awarded for bicycle and pedestrian projects since 2009, funding projects that achieve a significant national, regional, or metropolitan impact.

NTPP

The Non-motorized Transportation Pilot Program (NTPP) is a federally funded pilot program intended to demonstrate how improved pedestrian and bicycle networks increase rates of walking and biking. Administered locally by Bike Walk Twin Cities, roughly \$25 million has been invested in bicycle and pedestrian infrastructure and initiatives throughout the Twin Cities. While the NTPP has been a funding component of many Saint Paul bikeways improvements, the program fund has been largely disbursed as of 2014.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Federal law channels MAP-21 funding through the State or State-designated Metropolitan Planning Organization (MPO) for project selection and funding disbursement. In Saint Paul, the Metropolitan Council (Met Council) serves as the designated regional MPO. Projects are selected for federal funding through biannual funding solicitations administered by the Transportation Advisory Board (TAB) of the Met Council. Bicycle and pedestrian capital projects often qualify for these solicitations. A 20% local funding match is usually required to secure federal program funds.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 as the current federal surface transportation-funding program. Cited below are federal program areas in MAP-21 eligible to fund bicycle improvements in Saint Paul:

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) offers competitive funding for transportation projects in the following categories:

Transportation Alternatives

The Transportation Alternatives Program (TAP) acts as one of the primary sources of federal funding for non-motorized transportation projects. Eligible activities include the construction, planning, and design of on-road and off-road bicycle and pedestrian facilities, the conversion of abandoned railroad corridors into trails for non-motorized transportation uses, and capital and design costs of infrastructure designed to promote safe routes for non-drivers.

Recreational Trails

The Recreational Trails Program (RTP) is a program provides funding to develop and maintain recreational trails for motorized and non-motorized uses. In FY 2014, the Federal Recreational

Trails program distributed roughly \$2.4 million in set-aside financing for recreational trails in Minnesota.

Safe Routes to School

Safe Routes to School (SRTS) is an active transportation program promoting safe and appealing non-motorized transportation options to and from schools. Through a combination of state and federal funds, over \$4 million was awarded during the 2013 solicitation to SRTS infrastructure projects, planning, and implementation programs in Minnesota. Bicycle infrastructure projects and planning near schools could be eligible for SRTS funds, particularly as they apply to addressing identified barriers to walking and bicycling to schools.

STP (Surface Transportation Program)

The STP Program provides funding for States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and transit capital projects. Funding is typically awarded for roadway construction projects, including multi-modal elements such as bicycle facilities.

-Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Non-motorized transportation projects that reduce congestion and improve air quality are eligible for funding, particularly as they relate to reducing peak-hour single-occupancy vehicle (SOV) trips.

State and Metropolitan Council Funding Sources

State Bonding

State bonding bills, prepared biannually, may include funding for non-motorized transportation projects and enhancements. Unlike MAP-21 solicitations, a local funding match is usually not required.

State Aid for Local Transportation

State Aid for Local Transportation (SALT), managed by MnDOT, administers Minnesota's County State-Aid Highway (CSAH) and Municipal State Aid Street (MSAS) funding to local governments. CSAH and MSAS funds may be used to implement bicycle infrastructure on state-aid roads and highways.

Local Government Aid

Local Government Aid (LGA), known colloquially as the "Minnesota Miracle," is a state program intended to provide tax relief to Minnesota cities. Utilizing a need/capacity formula, cities that lack the revenue capacity to meet their spending needs receive LGA. In Saint Paul, most LGA is incorporated into the City's general fund.

Trunk Highway Bridge Improvement Program

Per Minnesota statute §165.14, MnDOT is required to provide bicycle facilities on trunk highway bridges "unless an alternative is available within direct proximity, or a formal study shows no potential bicycle demand."

Statewide Health Improvement Program

The Statewide Health Improvement Program (SHIP) is administered by the Minnesota Department of Health with the aim of improving health by increasing opportunities for healthy choices. Supported

with \$35 million for FY 2014 and 2015, SHIP offers a competitive grant process funding projects and initiatives that bolster active living, including bicycle infrastructure and planning. This funding source does not typically used for infrastructure construction.

Local Trail Connections Program

Administered by the Minnesota Department of Natural Resources (DNR), the Local Trail Connections Program provides grant funding to promote short trail connections between where people live and desirable locations. This program does not fund the development of significant new trail facilities, instead prioritizing short trail projects with substantial connectivity. Anticipated FY 2015 funding for this program equals roughly \$1 million.

Park Acquisition Opportunity Fund

Funded through the Environment and Natural Resources Trust Fund and the Parks and Trails Legacy Fund and the Metropolitan Council, this funding source can be used for land acquisition for development of regional parks and trails.

Regional Parks Capital Improvement Program

Funded through state and Metropolitan Council bonds, this funding source can be used for land acquisition and development of regional parks and trails.

Parks and Trails Legacy Fund

Created through the passage of the Minnesota's Clean Water Land and Legacy Amendment in 2008, this funding source can be used to support parks and trails of state and regional significance.

Regional Parks and Trails Operations and Maintenance Funds

State funding passed through the Metropolitan Council for operations and maintenance of regional parks and trails.

Private and Corporate Funding Sources

To fully realize the bicycle improvements proposed in this plan, it is imperative that the City employ financing sources beyond the scope of those currently utilized. Leveraging private and corporate funding will supplement traditional financing efforts, expanding the city's capacity to provide facilities and programming. Non-profit organizations, foundations, and corporate entities are all potential funding sources, each maintaining unique capacities to promote and improve bicycling in Saint Paul.