

# **Clayton County, Iowa**

## **Active Transportation Plan**

**July 2016**

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## **Purpose**

This plan is a collaborative effort coordinated by Clayton County to meet the goals outlined in the Comprehensive Plan to expand economic growth through the support and development of programs, activities and facilities which increase tourism and recreation opportunities in Clayton County while maintaining the integrity of the natural environment and directly promoting health and safety. This plan is a resource for Clayton County Communities to help coordinate active transportation planning efforts, to leverage funding opportunities throughout the county, maximize the potential for economic growth, improve quality of life and preserve the ecological integrity of Clayton County.

**Definition:** For the purposes of this plan active transportation, active transportation routes, active transportation systems, alternative transportation, trails, recreation corridor, trail network, green corridor, active recreation, and recreation byway may be used interchangeably.

## **Mission**

Clayton County strives to enrich the quality of life for all people through the sustainable development of communities by advancing and promoting the development, preservation, and enjoyment of diverse, high quality active transportation systems.

## **Vision**

Clayton County envisions a network of diverse trails for all people within 15 minutes of every community, home, school and workplace.

## **Active Transportation Partners**

The Clayton County Economic Development Board and Director along with the Clayton County Conservation Board and Director have been tasked with coordinating and managing the Active Transportation Plan throughout Clayton County. The missions of both departments align with the purpose, mission, vision and values outlined in the Active Transportation Plan.

Clayton County Development Group's mission to enhance the opportunities for the creation of wealth for the citizens of Clayton County, Iowa through the promotion of Agriculture, Industry & Tourism: Build strong profitable economic businesses through cooperation and education. Create a destination for quality recreation and tourism. Provide a quality of life that promotes public investment.

Clayton County Conservation Board's mission is to promote the health and general welfare of the people; and to model and encourage preservation, conservation, education and recreation through responsible use and appreciation of our natural resources and cultural heritage.

## **Values**

Clayton County seeks active transportation systems that promote accessibility; healthy lifestyles; economic vitality; sustainable development; best practices; experience, learning and appreciation of the outdoors; and connectivity.

### **Accessibility**

An infrastructure of active transportation routes that are part of everyday life and accessible to all people of varying abilities, ages and backgrounds.

### **Healthy Lifestyles**

Improved fitness, health and wellness for all people through active transportation routes that offer opportunities for physical activity, recreation, rejuvenation, and preventative healthcare.

### **Economic Vitality**

An active transportation system that contributes to the financial strength and attractiveness of Clayton County and all communities by enhancing business opportunities, tourism and property values.

### **Sustainable Development**

An active transportation system that offers alternative transportation opportunities, contributes to the health and vitality of a community and connects people to nature.

### **Best Practices**

Innovative, sustainable and technically sound guidelines that are understood and applied by decision makers in the planning, design development and construction of high quality trail systems.

### **Experiences in the Outdoors**

Responsible and enjoyable opportunities that are afforded to all active transportation route users and contributes to each community of active transportation route recreationists.

### **Appreciation for the Outdoors**

Inspiring active transportation experiences that cultivate an appreciation for our natural and cultural heritage.

### **Learning in the Outdoors**

Direct and indirect educational and interpretive opportunities that promote understanding a “sense of place.”

### **Connectivity**

Trail systems that link communities, natural areas and people.

## Core Considerations

There are three core areas valued under this plan that should be reflected upon during active transportation planning. These core considerations include: Economic Impact; Quality of Life—Health, Wellness, Safety, and Citizen Demographics; and Environment.

### Economic Impact

While improved quality of life for the citizens of Clayton County drives this plan, we acknowledge that active transportation initiatives are costly to develop and maintain and should be developed in an economically sustainable fashion. The Iowa Department of Transportation endorses that transportation is economic development. The University of Northern Iowa's Sustainable Tourism and Environment Program released a report showing that the direct and indirect impact of bicycle-related activities generates about \$364 million per year across the state. In addition, recreational and commuter biking is estimated to save the State of Iowa \$87 million in health care costs each year (January 2012). A cost-benefit analysis of the use of bike and pedestrian trails use in Lincoln, Nebraska, to reduce health care costs associated with inactivity, compared trail cost per capita with annual direct medical benefits of trail use. For every \$1 invested in trails, there was \$2.70 in medical benefits. While travel and equipment affected the ratios, the positive returns measured as high as \$1 invested to \$13.40 return (Conservationtools.org). In addition, "Pedestrian and bicycle infrastructure projects create 8–12 jobs per \$1 million of spending. Road infrastructure projects create 7 jobs per \$1 million of expenditures" (Garrett-Peltier, 2011).

According to the Iowa Bicycle Coalition there are over 1,600 miles of trails in Iowa. The Iowa State Comprehensive Outdoor Recreation Plan (SCORP, 2006) notes that 7% (152,000) of Iowans mountain bike and 41% use trails for fitness (biking/walking). In 2011, Iowa ranked sixth in the nation in terms of bicycle friendliness (League of American Bicyclists, 2011). Among the criteria of these rankings, Iowa ranks highly in bicycle education and encouragement, as well as enforcement.

In November 2015 in Winneshiek County, Iowa, Master's Degree candidates from The University of Iowa's School of Urban and Regional Planning examined the economic impact of the Trout Run Trail. They estimate the total economic impact of the Trout Run Trail at \$1.8–2.2 million annually (amounting to 7.35% of tourism expenditures in Winneshiek County). Based on these findings they concluded that, "Connection of active transportation routes could significantly increase sustainable tourism and provide important economic growth locally and regionally."

61.4% of Iowa Travelers are traveling for Outdoor Adventure (2017 Iowa Trip Planning Survey). The median age of Travelers is 56.2. They are traveling on average for 3.2 days. Per year they will make 2.9 trips. Their travel party size is 2.5 persons. Their party will spend on average \$361 per day while traveling. (2017 Iowa Welcome Center Report).

The development of active transportation routes also impacts property values. A study of property values near greenbelts in Boulder, Colorado, noted that housing prices declined an average of \$4.20 for each foot of distance from a greenbelt up to 3,200 feet. In one neighborhood, this figure was \$10.20 for each foot of distance. The same study determined that, other variables being equal, the average value of property adjacent to the greenbelt would be 32 percent higher than those 3,200 feet away (Correll, Lillydahl, and Singell, 1978). Similar studies revealed, “61 percent of homeowners along the Luce Line Trail in Minnesota believed that the trail increased their property values. Homes located near the Burke-Gilman Trail in Seattle were found to sell for six percent more than comparable homes not located near the trail. Homes in Worcester, Massachusetts, next to parks sold for \$2,700 more than similar homes 2,000 feet away from parks (Implementing Trail Based Economic Development Programs - A Handbook for Iowa Communities).

“Numerous studies have examined the effects of proximity to trails and other bicycling and walking facilities have on property values. Most recently, a 2012 study by the Brookings Institute concluded that places with higher walkability perform better commercially and have higher housing values (Brookings Institute, 2012). Their study in Washington, DC, found that office and retail spaces in areas with good walkability rented for \$8.88/sq. ft. and \$6.92/sq. ft. more per year, respectively, compared to places with fair walkability, holding household income levels constant. Additionally, relative to places with fair walkability, places with good walkability scores, on average, bring in \$301.76 more per month in residential rents and \$81.54/sq. ft. more in for-sale residential property values” (American Trails).

### **Quality of Life- Safety**

The Safe Routes to School Program places an emphasis on safety for alternative transportation routes for Iowa’s most cherished resource, Iowa’s children, the future leaders of the state. Safe Routes to School (SRTS) is a movement which was started by parents in Denmark in the 1970s to combat the number of students being fatally injured while walking and bicycling to school (National Center for Safe Routes to School, 2012).

Now an international movement to enable and encourage students to safely walk and bicycle to and from school and in daily life, SRTS has gained momentum and support in the United States since the late 1990s. SRTS programs are the result of parents, schools, communities and all levels of government joining forces in an effort to improve the health and wellbeing of our children, our future leaders, through increased physical activity levels and safety.

SRTS programs focus on the “5Es of SRTS” to improve environments within communities as well as attitudes and perceptions about walking and bicycling to school:

1. Education to teach pedestrian and bicycle safety skills

2. Encouragement activities to build interest and enthusiasm
3. Enforcement measures to address safety issues
4. Engineering solutions to maintain traffic control devices and physical infrastructure
5. Evaluation methods to monitor impact and identify areas for improvement

The Safe Routes to School (SRTS) program in Northeast Iowa involves collaboration among the communities and schools in six counties (Allamakee, Chickasaw, Clayton, Fayette, Howard and Winneshiek) and the Northeast Iowa Food and Fitness Initiative (FFI). FFI is a W.K. Kellogg Foundation Food and Community Partner ([www.wkkf.org](http://www.wkkf.org)) working to improve the health of Northeast Iowa communities through promotion of healthy, locally grown food and active living and play. SRTS is a main focus of FFI because safe routes to school and other community destinations encourage people to be physically active. More information about FFI can be found at [www.iowafoodandfitness.org](http://www.iowafoodandfitness.org).

Northeast Iowa began focusing on SRTS in 2007 when FFI was formed. During the 2008-2009 school year, FFI and Northeast Iowa Resource Conservation and Development completed a regional SRTS plan, termed

Northeast Iowa Regional Safe Routes to School: Initiative for Healthier Students, through support from the Iowa Department of Transportation (Iowa DOT). This became Iowa's first regional SRTS plan. The plan can be located at: [www.northeastiowarcd.org](http://www.northeastiowarcd.org).

During the 2009-2010 school year, FFI piloted individual SRTS programs in six school districts and private schools. FFI focused on developing School Wellness Teams during the 2010-2011 school year. These teams advocate for healthier, safer school environments, which involves discussion on SRTS programming.

During the 2011-2012 school year, Upper Explorerland Regional Planning Commission (UERPC), the council of governments for the region and a core partner of FFI, received a grant through the Iowa DOT to develop a Regional SRTS Liaison position. Ever since, the Regional SRTS Liaison has been managing and championing the Northeast Iowa SRTS Program. With support from school wellness teams, families, other school and community champions and the Regional SRTS Liaison, Northeast Iowa continues to deepen and expand its SRTS education, encouragement and evaluation efforts.

Northeast Iowa is fortunate to have a rural, regional Safe Routes to School (SRTS) program as well as a full-time manager and champion to oversee these SRTS efforts— the Regional SRTS Coordinator. UERPC continues to oversee the current Northeast Iowa SRTS program. The regional approach to SRTS in this rural area and Northeast Iowa's Regional SRTS Coordinator are the only one of their kind in Iowa and likely even the country.

Spanning an area geographically equivalent to the state of Connecticut, Northeast Iowa is home to more than 20 school districts and private schools. From single K-12 buildings in one town, to

multiple school buildings in multiple towns, to single K-12 buildings isolated in the countryside miles from the nearest town, school profiles in this rural region are nothing short of unique. And neither is Northeast Iowa's approach to turning the challenges of a rural setting into opportunities to advance rural SRTS work to benefit the 10,000 K-8 students within the region.

Community coalitions and strategic partnerships continue to push Northeast Iowa's efforts forward. Through safety education, Walking School Buses, Mileage Clubs and more, the SRTS movement in Northeast Iowa is increasing student activity levels and raising community awareness of active school travel. Northeast Iowa is proving that rural regions do in fact have the capacity to build a healthier, safer and more active tomorrow.

#### Safe Routes to School Activities and Programs:

**SRTS Community Coalitions-** These groups are made up of local volunteers who promote physical activity among youth and work to make their communities safe and accessible for all residents.

**Walking and Biking School Buses-** This is a fun, safe and active way for students to travel to school with adult supervision. Students walk or bike to school with volunteers.

**Bike Rodeo safety education events-** This is a popular and fun event providing students the knowledge, skills and practice for becoming smart, safe bike riders and pedestrians.

**Walk/Bike to School Day Celebrations-** These are events celebrating the benefits of walking and biking. National events are held the first Wednesday of October and May each year.

**Mileage Club-** Students earn foot token rewards by walking miles or laps around a school gym or outdoor track. Mileage Clubs could take place before school, after school or during PE or recess.

**Bike Rack Challenge-** This project challenges students to create bike racks for their school or another community location using recycled materials.

**Walkability Assessments-** This is where a group of volunteers walk routes throughout town to assess characteristics of the route such as driver behavior, infrastructure and enjoyment.

#### **Quality of Life– Health and Wellness**

There are an estimated 24,921 bicycle commuters in Iowa, who ride to work from 1-6 times a week. Commuter respondents to the survey (n=1050, 1.43 travel party size) spend on average \$1,160 per year for bicycle related activities. The IMPLAN (*Impact analysis for Planning*) models estimate the economic impact of commuter cyclist spending to generate \$51,965,317 in direct and indirect impacts to the State of Iowa. The bicycle commuter population (assuming they are physically fit, and ride the amount of time/distance as reported in surveys) is estimated to save Iowa \$13,266,020



in health care costs. (*Economic and Health Benefits of Bicycling in Iowa*)

There are an estimated 149,916 recreational riders on Iowa's trails (this figure is conservative and may be higher due to tourism), who use the trails from 1-6 times a week. Sixty three percent (63%) of the recreational survey respondents (n=998, 1.47 travel party size) reported taking overnight bicycle trips to other Iowa communities. Recreation riders spend on average \$1,208 per travel party. The IMPLAN models estimate the economic impact of recreational cyclist spending to generate \$364,864,202 in direct and indirect impacts to the State of Iowa. Recreational bicycle riders (assuming they are physically fit and ride the amount of time/distance as reported in the surveys) are estimated to save the State of Iowa \$73,942,511 in health care costs. (*Economic and Health Benefits of Bicycling in Iowa*)

### **Quality of Life– User Demographics**

Iowa DOT references trail studies that evaluate the use of Iowa trails in comparison to other national trails. User data, adjacent landowner perceptions, and the economic impacts of the trails are examined. In these studies the following use trends were found:

- Annual use levels for all trails are in the hundred thousands.
- Bicycling and walking are the major trail uses.
- Male/female ratios are roughly equivalent.
- Incomes and educational levels are above average.
- The number of trail visits per year varies substantially with trail location in relation to place of residence.
- The most highly ranked trail benefits or values for trail users include aesthetic beauty and natural resource preservation.

These findings are consistent with the socio-demographic findings of many trail surveys. Visit <http://www.iowadot.gov/iowabikes/trails/CHPT02.HTML> to delve deeper into the above findings in more detail.

Recent work done by Ben Winchester, Extension Educator & Community Economic Researcher with the University of Minnesota documents a rural "brain gain" - the trend of 30-49 year-olds moving to rural areas. His research to date has revealed that educated persons return to rural communities for recreational opportunities. In fact, his research reveals that recreational opportunities provide more of a draw to rural communities than securing a career. This implies that 30-49 year olds will move to a rural setting because it provides the social amenities and recreational activities that interest them, and they will then work to secure employment in those rural communities. He continues to study and to identify the social and economic opportunities of this migration.

In 2015, the Clayton County Trail Count showed on average during favorable weather 245.7 persons per day utilized existing land-based recreational byways. The Spring 2015 survey data for our region revealed that 59% of trail users are females compared to 41% male. 7% are under the age of 19, 38% are between the ages of 19-44 and 55% are age 45 or older. Respondents note using the trail for recreation, health, exercise and wellness, to decompress and to view wildlife and be in nature. (Please see the chart on page 14 for Trail Count information since 2015).

### **Environment**

Planning recreational byways should take into consideration how the environment will be impacted. Numerous studies and statistics reveal that tourists and trail users prefer scenic, natural beauty while traveling. 67.5% of travelers in Iowa are interested in Historical Features, 82.1% are interested in Scenic and Nature, 61.4% are interested in Outdoor Recreation and Parks, (2017 Iowa Trip Planning Survey). 2014 U.S. Travel Association Data reveals that Iowa counties bordering the scenic Mississippi River have higher tourism expenditures than any bordering in-land county (See page X) .

Alignment of recreational corridors should strive to connect people to the environment with minimal impact to the natural world. Recommendations have been outlined in this appendix and encourage alternative transportation routes to utilize existing right-of-ways, public lands, and to utilize best practices for management of vegetation along trails. Partnerships on existing right-of-ways could help improve wildlife habitat, reduce the encroachment of invasive and unfavorable species into crop fields and barren lands.

The planning process should evaluate how a recreational trail will be impacted by water events and in-turn how the trail could alleviate high water events, improve water quality, connect water recreation activities throughout the recreational byway. One of the most prominent trails throughout the county is the Guttenberg Riverwalk, where a trail was designed and built atop the dike, offering a scenic vista of the Mississippi River, reducing management costs by means of an elevated trail, and relying on an existing public structure, the dike, to construct a public recreational trail.

## Resources

### Guidelines for Initial Trail Design

These criteria have been established to provide guidance in situations where trail development comes into question. When the County is asked to provide a 20 year maintenance agreement for a trail grant proposal or is considering taking part in the building of a recreational trail, whether in partnership or solely, they will reflect on the core values of this plan in accordance with these guidelines.

#### Public Support

Does public support exist for active transportation development?

Who are the key stakeholders/champions of the project?

Are private lands supportive? Unsupportive? They should be included in discussions.

#### Who will utilize the trail (populations to be served)?

Residents

Visitors

Horse

OHV

Pedestrians

Bikes

Snowmobiles

Elderly

Youth

Safe Routes to Schools

Handicap

Campers

#### Alignment

Does the proposed trail connect communities and/or public lands?

Are there existing right-of-ways to enhance feasibility? (electrical, gas, fiber optic, telephone, highway...)

Permanency? (ex. Railroad beds, Class B-C Roads, Logging Roads, etc.)

Is the proposed trail the most desirable route?

Is the route suitable for maintenance? (Access, Flooding, Rock Fall, etc./ Mitigation strategies?)

#### Infrastructure

Do amenities exist or do they need to be created? Lodging, Eatery, Rest stops, Education (Direct and Indirect), Livery/Rentals, etc.

Is there room for more industries? Will need exceed existing resources?

Permanency? (ex. Railroad beds, Class B-C Roads, Logging Roads, etc.)

#### Management/Maintenance

How many miles long is the proposed trail?

What is the best surface material for the trail? (Consider group(s) served)

Is the route suitable for maintenance? (Access, Flooding, Rock Fall, etc./ Mitigation strategies?)

When will the trail be used? 24/7/365?

Does adequate staff exist to maintain the trail? Will more staff be needed?

Partnerships between county departments, cities/states/regionally/nationally.

#### Impacts

What is the potential impact on flora/fauna, especially protected species in the area?

Will the trail enhance or degrade the character of public lands? (Added noise in wildlife areas?)

Will it entice new residents?

New visitors, tourists?

Will it create more jobs (short term, long term)?

Will it create more industries? (Liveries, shuttle, boat/bike rental, etc.)

### **Promotion & Sustainability**

Ribbon Cutting/Dedication

Wayfinding, Interpretive Panels, other signage for ease of use

Trail count plan. 3 year commitment 1 time per year.

Revenues of local businesses monitored from trail designation

Trail Register or Log Book

Trails	Distance
Backbone State Park	21 mi+
Big Springs Trout Hatchery Hiking Trails	5 mi+
Bixby State Park	5 mi+
Effigy Mounds National Monument	15 mi+
Elkader City Park- Exercise Trail	1mi.
Elkader- Founder's Park Trail	1mi.
Elkader- Riverwalk	5mi
EWALU (Private)	2 mi+
Guttenberg- Big Spring Trail	
Guttenberg- Buechel Hill Trail	
Guttenberg- Riverwalk	2mi
Guttenberg-Upper Mississippi Bottomland Forest Interpretive Trail	
Marquette- Edgar Street Trail	.25 mi
Marquette-Emma Big Bear Trail	.25 mi
Marquette-Evacuation Route Trail	
Mississippi River Trail (MRT Bike lane along the Great River Road Byway)	21 mi
Monona Butterfly Trail & Garden	1 mi+
Monona	
Motor Mill Trail	7 mi
Motor Mill- Eagle Scout Trail	1.2 mi
Motor Mill- Oak Savanna Trail	5 mi
Motor Mill- Southside Horse Trail	1 mi
Osborne Coniferous Trail	1.2mi
Osborne Nature Walk	1mi.
Osborne Pond	2mi.
Pikes Peak State Park	7 mi+
Pony Hollow Trail	4 mi
Strawberry Point- Loop	1 mi
Turkey River Water Trail (Clayton County Portion)	57 mi
Well's Hollow Trail- Bloody Run County Park- Marquette	1.3 mi
Yellow River State Forest	25 mi+

Trails Planned 2016+	Distance
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Elkader to Elgin– Regional Backbone, TRRC (2020 Pre-Engineering)	18 mi
Elkader—Pony Hollow Loop	2 mi
Guttenberg-Islands-MRT Trail	2 mi+
Marquette-McGregor Trail of Two Cities	
Marquette-Wetlands Centre-Bloody Run	
Miner's Creek (Guttenberg)	
Monona-Luana	
Motor Mill Trail (2017-2019)	7.5 mi

## **Trail Funding Opportunities/Programs**

### **Statewide Transportation Enhancement (IDOT)**

Transportation enhancement grants are intended to fund enhancement or preservation activities of transportation related projects. These grants can be used to fund transportation projects in the following categories: trails and bikeways, historic and archaeological, or scenic and environmental. Additional Transportation Enhancement funds may also be available through regional transportation authorities or metropolitan planning organizations.

[http://www.sysplan.dot.state.ia.us/trans\\_enhance.htm](http://www.sysplan.dot.state.ia.us/trans_enhance.htm)

### **Federal Recreational Trails (IDOT)**

October 1 deadline

**Yvonne Diller**

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[http://www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm)

### **State Recreational Trails (IDOT)**

July 1 deadline

25% match required

**Yvonne Diller**

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[http://www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm)

### **Safe Routes to School (IDOT)**

Safe Routes to Schools (SRTS) is a rising international effort to increase safety and promote walking and bicycling to school through the "5 Es": engineering, education, enforcement, encouragement, and evaluation. The 2005 SAFETEA-LU federal transportation bill included a new SRTS federal funding source of \$612 million over five years for both infrastructure and non-infrastructure reimbursement grants. These funds can go towards infrastructure improvements (trails) in addition to programming to encourage biking and walking to school.

**Kathy Ridnour**

515.239.1713

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<http://www.dot.state.ia.us/saferoutes/>

### **Community/Harkin Wellness Grants (IDPH)**

This program offers Community Wellness Grants and Harkin Wellness Grants for Local Health Improvement initiatives. Eligible applicants may seek funds for coordinated programs at the community level to encourage healthier lifestyles, promote wellness and prevent the health and financial consequences of chronic disease that are often lifestyle related. These grants can also fund infrastructure (such as trails, etc.) if amenities are connected to community health program with measurable impacts.

**Jane Schadle**

recommended route connecting the points. \$50,000 is currently set aside in grant funding for the establishment of water trail programs.

**Nate Hoogeveen**

515-281-3134

nate.hoogeveen@dnr.iowa.gov

<http://www.iowadnr.gov/Recreation/CanoeingKayaking/WaterTrailDevelopmentTools/RiverGrantsTools.aspx>

**NCCC: National Civilian Community Corps (IEDA)**

Annually, the Iowa Commission on Volunteer Service grants approximately \$2 million in federal funds to nonprofit organizations, schools, Indian tribes, faith-based organizations, or local or state government agencies to support National Service and volunteer activities in Iowa. It is possible to utilize local National Civilian Community Corps (NCCC) for trail building, clearing, etc.

<http://www.volunteeriowa.org/programs/ac-program.aspx>

**CAT: Community Attraction & Tourism Grants (IEDA)**

The Community Attraction and Tourism (CAT) Program supports smaller projects and promotes Iowa tourism. There is no minimum or maximum award amount. Funding for the CAT program is through an appropriation by the Iowa legislature. The CAT program receives \$1.2 million annually through fiscal year 2010. These grants can be used to fund trails and other infrastructure projects.

**Jessica O'Riley**

515.725.3085

visioniowa@iowa.gov

<http://www.iowaeconomicdevelopment.com/CommunityDevelopment/VisionIowa>

**REAP – HRDP: Historic Resource Development Program Grant**

**RECAT: River Enhancement Community Attraction & Tourism (IEDA)**

This new program assists communities in the development, creation, and regional marketing of multi-purpose attraction or tourism facilities on or near lakes, rivers, or river corridors. This program may be applicable to trails which are closely associated with lakes, rivers, or are located within river corridors. More details will be forthcoming; funding availability begins in Fiscal Year 2009

**Jessica O'Riley**

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<http://www.iowaeconomicdevelopment.com/CommunityDevelopment/VisionIowa>

**Earmarks**

Federal earmarks (via one of your Iowa's Congressional members)

State earmarks (via one of your legislators), although the DOT will advise a veto for all such earmarks

- this is standard DOT policy

**Floodplain/bridge work (IDNR)**

**Jeff Simmons**

515.281.8968

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**Stormwater/erosion control/culvert work (IDNR)**

**Joe Griffin**

515.281.7017

Joe.Griffin@dnr.iowa.gov

**Vision Iowa Grant (IEDA)**

Nicole Shalla, Grants Manager, Iowa Tourism Office

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<http://www.iowaeconomicdevelopment.com/Community/VisionIowa>

**Private Grants**

**Clayton County Community Foundation**

**Upper Mississippi Gaming Commission**

**American Hiking Society Grant**

**Rockwell Collins** – Community Partnership Grant, Charitable Corporation Grant

**Alliant Energy Community Grant**

**Young Family Foundation**

**RJ McElroy Foundation**

**Toyota USA Foundation**

**Wellmark** – Healthy Communities Grant, Match Grant, Community Kickstarter Grant

## **Project List**

**Applicant/Agency:**

**Project Title:**

**Description:**

**Map/Cross-Section:**

**Timeline:**

**Estimated Cost of Construction:**

**Estimated Management Cost per Year:**

**Trail Management Responsibility/20 year commitment:**

**Funding Secured Date:**

**Funding Pending Date:**

**Potential Funding Sources:**

**Responsible Partner/Affiliates:**