Application

04786 - 2016 Multiuse Trails and Bicycle Facilities
05313 - Robert Street Trail Connections
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 1:18 PM

Primary Contact

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Department: Office of Planning
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Address: 14955 Galaxie

Phone:* 952-891-7159
Fax:

What Grant Programs are you most interested in?
Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: DAKOTA COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

* APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip

County: Dakota
Phone:* 952-891-7100

Fax:
PeopleSoft Vendor Number 0000002621A15

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Project Information

Project Name Dakota County Robert Street Trail Connection
Primary County where the Project is Located Dakota
Jurisdictional Agency (If Different than the Applicant):
The Robert Street Trail Connection of the River to River Regional Greenway will eliminate an important gap in the local and regional non-motorized transportation system. The trail connection will support movement on the RBTN corridor in this area across Robert Street, a 4-lane state trunk highway that functions as a minor arterial. With ADTs of 21,000 and an antiquated roadway design, the highway has long been identified as one of the highest accident prone highways in the state. A key component of the improvement project is the connection to the planned Robert Street Underpass to support pedestrians, bicyclists, and transit in the corridor. The City of West St. Paul has secured $2,000,000 in State Bonding funds for the grade separated crossing. This application will fund trail connections from Wentworth Ave. to the crossing location. Wentworth is a RBTN Tier 2 alignment.

The Dakota County Robert Street Trail Connection would allow the RBTN and the 8-mile River to River Regional Greenway to circumvent the barrier of Robert Street. This would support regional transportation as the River to River Greenway connects Lilydale, Mendota Heights, West St. Paul and South St. Paul, as well as provides connections through other greenways to downtown St. Paul.

The connection also serves the local transportation network as it supports the proposed mixed-use, pedestrian-oriented redevelopment area intended to be West St. Paul's new town center. The City of West St. Paul has been planning and implementing the transformation of the Robert Street Corridor since it adopted the Robert Street Renaissance Plan in 2001. Improvements are underway to improve the corridor's infrastructure, safety, and aesthetics. Nearby communities destinations that
will benefit from improved connections include the Wentworth Library, YMCA, City Hall, Sport Dome, Sports Complex, Thompson County Park, and local parks.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

River to River Greenway, West St. Paul, Livingston from Wentworth to Robert and Crawford Drive from Robert to Wentworth？Construct multi-use trail

Project Length (Miles)

0.6

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$656,000.00

Match Amount

$164,000.00

Minimum of 20% of project total

Project Total

$820,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Dakota County CIP

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

2018, 2019

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency

Dakota County

Zip Code where Majority of Work is Being Performed

55118

(Approximate) Begin Construction Date

05/01/2020

(Approximate) End Construction Date

06/30/2021

Name of Trail/Ped Facility:

Dakota County Robert Street Trail Connection

(i.e., CEDAR LAKE TRAIL)
TERMINI: (Termini listed must be within 0.3 miles of any work)

From: (Intersection or Address) Wentworth Avenue at Livingston Avenue

To: (Intersection or Address) Robert Street at Livingston Avenue

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At: and Crawford Drive at Robert Street to Wentworth Avenue at approximately Marthaler Lane

Primary Types of Work

Grade, Aggregate Base, Bituminous Base, Bituminous Surface, Multi-use trail, Pedestrian Ramps, Lighting, Retaining Wall, Wayfinding, Signage

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A
New Bridge/Culvert No.: N/A
Structure is Over/Under (Bridge or culvert name): N/A

Specific Roadway Elements

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization (approx. 5% of total cost)</td>
<td>$35,000.00</td>
</tr>
<tr>
<td>Removals (approx. 5% of total cost)</td>
<td>$35,000.00</td>
</tr>
<tr>
<td>Roadway (grading, borrow, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway (aggregates and paving)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subgrade Correction (muck)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Storm Sewer</td>
<td>$0.00</td>
</tr>
<tr>
<td>Ponds</td>
<td>$0.00</td>
</tr>
<tr>
<td>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$0.00</td>
</tr>
<tr>
<td>Striping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Signing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Turf - Erosion &amp; Landscaping</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Bridge</td>
<td>$0.00</td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>$200,000.00</td>
</tr>
</tbody>
</table>
Noise Wall (do not include in cost effectiveness measure) $0.00
Traffic Signals $0.00
Wetland Mitigation $0.00
Other Natural and Cultural Resource Protection $0.00
RR Crossing $0.00
Roadway Contingencies $0.00
Other Roadway Elements $0.00
**Totals** $420,000.00

### Specific Bicycle and Pedestrian Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

<table>
<thead>
<tr>
<th>Element</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path/Trail Construction</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>Sidewalk Construction</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>On-Street Bicycle Facility Construction</td>
<td>$0.00</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian Curb Ramps (ADA)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian-scale Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Streetscaping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Wayfinding</td>
<td>$0.00</td>
</tr>
<tr>
<td>Bicycle and Pedestrian Contingencies</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>Other Bicycle and Pedestrian Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$400,000.00</td>
</tr>
</tbody>
</table>

### Specific Transit and TDM Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

<table>
<thead>
<tr>
<th>Element</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Guideway Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stations, Stops, and Terminals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Support Facilities</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit Systems (e.g. communications, signals, controls, fare collection, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$0.00</td>
</tr>
<tr>
<td>Contingencies</td>
<td>$0.00</td>
</tr>
</tbody>
</table>
### Right-of-Way

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Transit and TDM Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td>Totals</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

### Transit Operating Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Platform hours</td>
<td>0</td>
</tr>
<tr>
<td>Cost Per Platform hour (full loaded Cost)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Costs - Administration, Overhead, etc.</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

### Totals

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost</td>
<td>$820,000.00</td>
</tr>
<tr>
<td>Construction Cost Total</td>
<td>$820,000.00</td>
</tr>
<tr>
<td>Transit Operating Cost Total</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

### Requirements - All Projects

**All Projects**

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. **Yes**

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.
Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12)

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)
Goal: Competitive Economy (pg. 64)
Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)
2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.
List the applicable documents and pages:

- City of West St. Paul Comprehensive Plan (2010) pages 59-60; 79-80

- City of West St. Paul Pedestrian and Bicycle Master Plan (2011) pages 22, 26, 27, 28

- Robert Street Improvements Grade Separated Trail Crossing Feasibility Study

- Robert Street Improvements Pedestrian Connectivity Study (2011) pages 2 and 3

- Dakota County Comprehensive Plan general policies applying to this corridor on pages 3.1.12, 3.4.3, 3.4.3, 3.4.14, 4.1.12, 4.2.14, and 4.3.14.

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement.  Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement.  Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement.  Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Multiuse Trails and Bicycle Facilities:** $250,000 to $5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** $250,000 to $1,000,000

**Safe Routes to School:** $150,000 to $1,000,000

Check the box to indicate that the project meets this requirement.  Yes

8. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement.  Yes

9. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement.  Yes

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement.  Yes
11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Safe Routes to School projects only:

3. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor
Tier 1, RBTN Alignment
Tier 2, RBTN Corridor
Tier 2, RBTN Alignment: Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map: 1468526573265_Robert St Crossing_RBTN.pdf

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**Measure A: Population Summary**

Existing Population Within One Mile (Integer Only): 30852

Existing Employment Within One Mile (Integer Only): 9997

Upload the "Population Summary" map: 1468526788843_Robert St Crossing_Popluation Summary.pdf

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**Measure A: Project Location and Impact to Disadvantaged Populations**

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty: Yes

Projects census tracts are above the regional average for population in poverty or population of color:

Projects census tracts are above the regional average for population in poverty or population of color: Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:
The Robert Street Crossings Project is located in an area of concentrated poverty, as seen in the Socio-Econ map. Low-income populations are more likely to need alternatives to personal vehicle transportation. Currently, the River to River Greenway along Wentworth Avenue, an RBTN route, does not have a safe crossing at Robert Street. This project proposes the addition of off-street multi-use trails to lead to a planned below-grade crossing under Robert Street, serving pedestrians and bicyclists.

In addition to being in located in an area of concentrated poverty, the proposed trail is in the heart of the community's commercial, employment, and transit district. Its automobile-oriented design is a significant barrier to all who need to regularly walk or bike through it, particularly for children, the elderly, and disabled. The construction of trails will provide a safe and pleasant means of traversing the corridor. The project will also connect surrounding residential neighborhoods to local trails, public transit, and local businesses. It serves public and recreational facilities like the Wentworth Library, West St. Paul Sports Complex, West St. Paul Dome, and City Hall.

The project will also provide a much needed connection for underserved populations, such as children, the elderly, and disabled populations, by providing safe, off-street facilities that connect to community facilities such as the West St. Paul Sports Complex and the commercial centers of Marie Avenue and Robert Street.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map 1468596035828_Robert St Crossing_Socio-Economic.pdf

Measure B: Affordable Housing

<table>
<thead>
<tr>
<th>City/Township</th>
<th>Segment Length in Miles (Population)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West St. Paul</td>
<td>0.617</td>
</tr>
</tbody>
</table>
**Total Project Length**

Total Project Length (Total Population) 0.6

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**Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff**

<table>
<thead>
<tr>
<th>City/Township</th>
<th>Segment Length (Miles)</th>
<th>Total Length (Miles)</th>
<th>Score</th>
<th>Segment Length/Total Length</th>
<th>Housing Score Multiplied by Segment percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

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**Measure A: Gaps, Barriers and Continuity/Connections**

Check all that apply:

*Gap improvements can be on or off the RBTN and may include the following:*
  * Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*
  * Improving bikeability to better serve all ability and experience levels by:*
    * Providing a safer, more protected on-street facility;*
    * Improving crossings at busy intersections (signals, signage, pavement markings); OR*
  * Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

- **Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier** Yes
- **Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)** Yes
The project provides an important, regional non-motorized transportation link by closing the most significant gap for the River to River Greenway, an eight-mile corridor extending from South St. Paul through West St. Paul and Mendota Heights to Lilydale. This section of the River to River Greenway also directly serves the RBTN corridor identified for Wentworth Avenue. Eliminating this gap will allow users to safely and easily travel on the River to River Greenway and connect to other Dakota County Regional Trails, including the 26-mile Mississippi River Regional Trail that extends between St. Paul and Hastings and the Big Rivers Regional Trail that connects Lilydale to Eagan.

This project also addresses the barrier that circumventing Robert Street poses for regional and local non-motorized transportation. Robert Street is a four-lane roadway with an ADT of 25,000 (2010) and posted speed limit of 35 mph. The connection to the planned Robert Street underpass will enhance the connectivity and safety of Dakota County Trail System and the Regional Bicycle Transportation Network as established by the Metropolitan Council.

Measure B: Project Improvements
Robert Street is a 4-lane State Trunk Highway that functions as a minor arterial with a posted speed limit of 35 mph and ADT of 21,300 (2014). Robert Street has long been identified by MnDOT as one of the highest accident prone highways in the state. Crash data shows three pedestrian/vehicle and one bicycle/vehicle crashes in this area along Robert Street between 2011-2015. All crossings of Robert Street are at-grade and are a safety issue, particularly given its automobile oriented design.

The City of West St. Paul's Robert Street Improvement project seeks to improve the overall function of the corridor, support the commercial and employment districts, and establish stronger connections to the surrounding residential neighborhoods. Improving safety and reducing conflicts between all modes of transportation is key and will be addressed through Dakota County's construction of the connection to the planned Robert Street underpass. This project will provide connections to the only grade separated crossing between St. Paul and Highway 110, a stretch of more than 3 miles. The location was selected, in part because of its ability to serve the 8-mile River to River Regional Greenway, support the RBTN Tier 2 designation of Wentworth Avenue, connect local destinations like the Wentworth Library, and support the transformation of Robert and Wentworth into the community's town center.

Measure A: Multimodal Elements
The currently automobile-oriented design of Robert Street poses a challenge to pedestrians and users of transit. Pedestrians and cyclists must traverse numerous driveways and often have incomplete connections to the surrounding neighborhoods. The Robert Street corridor currently has two transit routes, and is a planned, future transitway. West St. Paul's federally funded Robert Street project seeks to transform the area into a mixed-use, pedestrian-oriented corridor that supports all modes of transportation. The establishment of trails for the planned Robert Street underpass will support pedestrian mobility across the corridor and improve accessibility for transit. The multi-use trail connections proposed for this project will include features which will enhance the experience of pedestrians as well as bicyclists. These include wayfinding signs, benches, and trees for shade.

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**Transit Projects Not Requiring Construction**

*If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment. Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

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**Measure A: Risk Assessment**

1) **Project Scope (5 Percent of Points)**

- Meetings or contacts with stakeholders have occurred
  - Yes
  - 100%

- Stakeholders have been identified
  - 40%

- Stakeholders have not been identified or contacted
  - 0%

2) **Layout or Preliminary Plan (5 Percent of Points)**

- Layout or Preliminary Plan completed
  - Yes
  - 100%
Layout or Preliminary Plan started
50%

Layout or Preliminary Plan has not been started
0%

Anticipated date or date of completion

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

date submitted

Document in progress; environmental impacts identified; review request letters sent Yes

50%

Document not started
0%

Anticipated date or date of completion/approval 06/01/2018

4) Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated 80%

Historic/archaeological review under way; determination of adverse effect anticipated 40%

Unsure if there are any historic/archaeological resources in the project area 0%

Anticipated date or date of completion of historic/archeological review: 06/01/2018

Project is located on an identified historic bridge

5) Review of Section 4f/6f Resources (10 Percent of Points)
4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

Yes

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6) Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%
Anticipated date or date of acquisition: 09/01/2018

7) Railroad Involvement (25 Percent of Points)
   No railroad involvement on project: Yes
   100%

   Railroad Right-of-Way Agreement is executed (include signature page): 100%
   Railroad Right-of-Way Agreement required; Agreement has been initiated: 60%
   Railroad Right-of-Way Agreement required; negotiations have begun: 40%
   Railroad Right-of-Way Agreement required; negotiations not begun: 0%

   Anticipated date or date of executed Agreement: 09/01/2018

8) Interchange Approval (15 Percent of Points)*
   *Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.

   Project does not involve construction of a new/expanded interchange or new interchange ramps: Yes
   100%

   Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee: 100%

     Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee: 0%

9) Construction Documents/Plan (10 Percent of Points)
   Construction plans completed/approved (include signed title sheet): 100%

   Construction plans submitted to State Aid for review: 75%

     Construction plans in progress; at least 30% completion: 50%

   Construction plans have not been started: Yes
   0%

   Anticipated date or date of completion: 06/01/2018

10) Letting
Anticipated Letting Date: 11/01/2018

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $820,000.00
Enter Amount of the Noise Walls: $0.00
Total Project Cost subtract the amount of the noise walls: $820,000.00

Points Awarded in Previous Criteria
Cost Effectiveness: $0.00

Other Attachments

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<tr>
<th>File Name</th>
<th>Description</th>
<th>File Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakota County Resolution June 21 2016.pdf</td>
<td>Dakota County Resolution</td>
<td>178 KB</td>
</tr>
<tr>
<td>DC Robert St Crossing.pdf</td>
<td>1-2) Project Maps 3-4) Google Street Views 5) MnDOT Letter 6-7)West St. Paul Letter 8-9) Dakota County Resolution</td>
<td>2.3 MB</td>
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</table>
Population Summary

Results

Within ONE Mile of project:
Total Population: 30852
Total Employment: 9997
Results

Project located **IN**

Area of Concentrated Poverty:
(0 to 24 Points)
Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America’s Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 15, 2016; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
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6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

STATE OF MINNESOTA
County of Dakota

Slavik
Gaylord
Egan
Schouweiler
Workman
Holberg
Gerlach

VOTE
Yes
Yes
Yes
Yes
Yes
Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.

Jennifer Reynolds

Clerk to the Board
12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
14. Orange Line Extension – Lead Agency: Metro Transit
15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota County transportation cost share policies.
Wentworth at Livingston

Wentworth at Trail Connection
Robert St at Wentworth Ave
July 8, 2016

Brian K. Sorenson  
Assistant County Engineer  
Dakota County Transportation Department  
14955 Galaxie Avenue  
Apple Valley, MN 55124

RE: Regional Solicitation Application for the River to River Greenway – Robert St Crossing Connection project

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the River to River Greenway - Robert St Crossing Connection project impacts MnDOT right of way on Robert St (US952) in West St Paul.

MnDOT, as the agency with jurisdiction over Robert St (US952), would allow the improvements included in the application for River to River Greenway - Robert St Crossing Connection project. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustosoukos, Metropolitan Council  
Jon Solberg, MnDOT Metro District – South Area Manager
June 28, 2016

Holly Anderson
Dakota County Transportation Dept.
14955 Galaxie Avenue, 3rd Floor
Apple Valley, MN 55124

Re: Project Request for Dakota County’s 2017-2021 CIP

Dear Ms. Anderson:

Thank you for the opportunity to request future projects within the city limits of West St. Paul for the Dakota County 2017-2021 CIP. City staff has evaluated the condition of all Dakota County roads, trails, & other facilities within the City and have the following recommendations for inclusion in the upcoming CIP.

Transportation Projects:

- Roundabout construction at Wentworth (CSAH 8) and Oakdale Ave. (CSAH 73) in 2017.

- Intersection improvements at Oakdale Ave. (CSAH 73) and Thompson Ave. (CSAH 6) with construction scheduled for 2018.

- Reconstruction of Wentworth Ave. (CSAH 8) from Delaware Ave. (CSAH 63) to Livingston Ave. including trails, with construction scheduled for 2019.

Mill & Overlays:

- Delaware Ave. (CSAH 63) from Marie Ave. to Dodd Rd. (TH 149) in 2017. Includes repair/replacement of sanitary and storm sewer structures/castings as necessary.

- Oakdale Ave. (CSAH 73) from Wentworth Ave. (CSAH 8) to Annapolis St. in 2017. Includes repair/replacement of sanitary and storm sewer structures/castings as necessary.

- Butler Ave. (CSAH 4) from Delaware Ave. (CSAH 63) to Robert Street in 2018 or 2019. Includes repair/replacement of sanitary and storm sewer structures/castings as necessary.

Trail Projects:

- Oakdale Ave. (CSAH 73) from Mendota Rd. to Wentworth Ave. (CSAH 8) in the next few years. We appreciated Dakota County continuing to apply for federal funding for this project and will be ready with the City’s cost share should the application be granted.
• Thompson Ave. (CSAH 6) from Robert St. to Oakdale Ave. (CSAH 73). Timeline and placement will be dependent on the redevelopment of the Thompson Oaks Golf Course property. The anticipated construction year is 2018.

• River to River Greenway crossing of Robert Street. We understand Dakota County is leading a study to look at grade separation versus at-grade crossing of Robert Street. The crossing would be influenced by the redevelopment of the Thompson Oaks Golf Course property and in conjunction with the trail along Thompson Ave. (CSAH 6). The anticipated construction year is 2018.

Thank you for the opportunity to submit projects for future County participation. If you have any questions, please contact me at 651-552-4130 or at rbeckwith@wspmn.gov.

Sincerely,

Ross Beckwith, P.E.
City Engineer/Public Works & Parks Dir.

c: Matt Fulton, City Manager
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STATE OF MINNESOTA
County of Dakota

Slavik
Gaylord
Egan
Schouweiler
Workman
Holberg
Gerlach

VOTE
Yes
Yes
Yes
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Yes
Yes
Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.

[Signature]
Clerk to the Board
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