



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02149 - Minnesota River Greenway - Eagan South (Big Rivers Regional Trail)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 11:21 AM

Primary Contact

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City State/Province Postal Code/Zip

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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: 14955 GALAXIE AVE

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

County: Dakota

Phone:* 952-891-7545
Ext.

Fax:

PeopleSoft Vendor Number 000002621A28

Project Information

Project Name Minnesota River Greenway - Eagan South (Big Rivers Regional Trail)

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

This application seeks funding for the Eagan South Extension of the Minnesota River Greenway. The Eagan Extension is a 3-mile trail in Fort Snelling State Park between Cedar Avenue and Lone Oak Road that completes a long planned regional trail between Burnsville and downtown St. Paul. The Eagan South Extension will fill a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Regional Trail (under construction 2015). In a larger context, the Eagan Extension responds to the need for a continuous trail along the Minnesota River called for by several plans and efforts at federal, state, local and nonprofit levels. Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to St. Paul.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The Eagan Extension project includes a 10-foot off-road bituminous trail to serve pedestrians, bicyclists and other users of non-motorized transportation. It will connect trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, St. Paul and beyond. Key connections include the Cedar Avenue and 494 bridges, providing direct access to jobs at the Mall of America, Minneapolis-St. Paul International Airport, Twin Cities Premium Outlet Mall in Eagan, and workplaces along 494. Commuters will gain a safer, scenic, more direct route when this project is completed.

As part of the larger Minnesota River Greenway, the Eagan South Extension will be a highlight, immersing visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment. In addition to transportation benefits, trail users will experience Fort Snellings impressive ecological and historical features. The trail will provide new

opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge.

The Eagan South Extension builds on existing facilities, including an existing trailhead at the Cedar Avenue Bridge and a new trailhead with parking being built at Lone Oak Road. The Eagan South Extension is entirely located within Fort Snelling State Park and will not require right of way acquisition. This project will be in partnership with the MN DNR, MN DOT and the City of Eagan, and supports each agency's mission.

Trail construction includes site clearing, trail-bed preparation and surfacing, orientation signage, and landscaping. Dakota County has committed to providing the local match and costs associated with project delivery.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

3.2

Connection to Local Planning:

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 MnDOT 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.

The Minnesota River - Eagan South Project is supported by multiple plans including:

- City of Eagan Comprehensive Plan 2010 (p. 5-5)
- 2011 Minnesota River Greenway Master Plan (p.36-40)
- 2014 Minnesota River Greenway - Eagan Feasibility Study (all pages)
- 2030 Regional Parks Policy Plan (2013)

Connection to Local Planning

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	\$3,320,000.00
Match Amount	\$1,200,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$4,520,000.00
Match Percentage	26.55%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Dakota County CIP
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	Dakota County
Zip Code where Majority of Work is Being Performed	55121
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	11/30/2019
LOCATION	
From: (Intersection or Address)	CSAH 26 and TH 13
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	Nicols Road and TH 77 (under TH 77 river bridge)
Type of Work	3.2 mile multi-use trail, boardwalk, grading, bituminous surface
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)</i>	
BRIDGE/CULVERT PROJECTS	
(If Applicable)	
Old Bridge/Culvert?	
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	600' boardwalk over wetland area

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$226,000.00
Removals (approx. 5% of total cost)	\$226,000.00
Roadway (grading, borrow, etc.)	\$500,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$20,000.00
Lighting	\$15,000.00
Turf - Erosion & Landscaping	\$250,000.00
Bridge	\$1,200,000.00
Retaining Walls	\$40,000.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$100,000.00
RR Crossing	\$200,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$2,777,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,200,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$25,000.00
Bicycle and Pedestrian Contingencies	\$452,000.00
Other Bicycle and Pedestrian Elements	\$66,000.00
Totals	\$1,743,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$4,520,000.00
Construction Cost Total	\$4,520,000.00
Transit Operating Cost Total	\$0.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. 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

3. 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

4. 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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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

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

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

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

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

7. 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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5. 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.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student 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 project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
Dakota County_Resolution_Mn.pdf	Local Match Resolution (Dakota County)	67 KB
DNR_Letter of Support.pdf	Letter of Support-DNR (Landowner)	68 KB
Local Context Map - MN River_sm.pdf	Project Map	1.4 MB
Regional_Context Map - MN River_sm.pdf	Regional Context Map	359 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

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 or city plan

Upload Map

MRE RBTN.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 20510

Existing Employment Within One Mile (Integer Only) 26163

Completed by Metropolitan Council Staff

Total Project Cost \$4,520,000.00

Cost Effectiveness for Population \$220.38

Cost Effectiveness for Employment \$172.76

Upload Map

MRE Pop Empl.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

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.

As shown in the socio-economic map, this trail extension brings trails to a census tract with higher-than-average percentages of both low income populations and people of color. Nearby residents will gain a car-free commuting option, a convenient connection to the scenic Minnesota River Valley, and a safe route to recreation destinations along the river.

The Eagan trail extension and the new Cedar Avenue Bridge trail will serve residents of Bloomingtons concentrated area of poverty. It will also serve the oldest and most diverse neighborhoods in Eagan. The trail provides access to major employment centers, including; the Twin Cities Premium Outlet Mall, Mall of America, MSP International Airport, and major employers along 494. The connection to the Mall of America has the added benefit of connecting to Blue and Red Line transit service and jobs in Minneapolis.

The trail project will also provide outstanding recreation opportunities to nearby racially diverse and low-income populations. The trail provides easy and safe access to Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge, partially addressing the underrepresentation of people of color and lower income persons in state parks and at national wildlife refuges. The trail will also provide excellent recreational connections to many regional parks and trails.

Response (Limit 1,400 characters; approximately 200 words)

Upload Map

MRE Socio Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Eagan	3.2

Total Project Length

Total Project Length 3.2

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Item Deleted	0	3.2	0	0	0
Eagan	3.2	3.2	82.0	1.0	82.0
		6	82	1	82

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 3.2
 Total Housing Score 82.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

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)

Improves Continuity and/or Connections Between Jurisdictions Yes

The nearest parallel route is a 4 mi. stretch of Hwy 13 (55 MPH speed limit, 6,000-10,000 AADT). Currently the highway lacks bike/pedestrian facilities, cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the employment center of northern Eagan.

The Eagan South Extension is about a mile shorter than the Highway 13 route and is fully separated from the road, eliminating any conflict between highway traffic and cyclists. The trail will also include a grade-separated crossing under the Union Pacific Railroad corridor.

Response (Limit 1,400 characters; approximately 200 words)

The Minnesota River is a barrier that divides population and employment areas in Hennepin and Dakota Counties. The completion of this trail links bicyclists and pedestrians to the Old Cedar Bridge (scheduled for completion in 2016) and the 494 Bridge crossing. There are no other ways for pedestrians to cross the river.

The connectivity created by this trail is significant. The completion of this trail makes an immediate regional trail connection between Burnsville and St. Paul, and eventually to the City of Hastings. The trail connects to the following regional trails; Big Rivers Regional Trail, Lilydale Regional Trail, Mississippi River Regional Trail.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The lack of pedestrian and bicycle facilities along parallel State Highway 13 is a major deterrent to pedestrian and bicycle use. On the segment of Highway 13 between Highway 77 and County Road 26, there were 3 crashes involving bicyclists and pedestrians reported between 2009 and 2013 (MnCMAT). The 3-mile proposed trail does not cross any roadways and will likely eliminate any pedestrian / vehicle conflicts. An underpass is proposed at the crossing with the Union Pacific Railroad, which will eliminate conflicts between trains and pedestrians / bicyclists.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	440, 444, 472, 475, 476, 477, 478, 479, 491, 492, METRO Red Line
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	415, 437, 438, 440, 444, 445, 446, 470, 472, 475, 476, 477, 478, 479, 484, 491, 492, METRO Red Line
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	MRE Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	1350821.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	416120.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The Eagan South segment will connect to the pedestrian trails of Fort Snelling State Park, one of Minnesota's top 10 tourist attractions with an average of over 400,000 annual visitors (nps.gov). At the I-494 Bridge the trail will connect three directions: across the river into Bloomington, downriver along the existing Big Rivers Regional Trail to St Paul, and east with a connection to the Pilot Knob Road (CSAH 31) trail. The Eagan South Extension will serve as an important segment of the regional system along the Minnesota River as called for in many local and regional plans, including the Dakota County 2030 Park System Plan, Regional Parks Policy Plan, City of Eagan Parks and Trails Plan, the 2006 Minnesota Valley State Trail Plan and the Minnesota River Greenway Master Plan.

Specifically, the trail connects to the Twin Cities Premium Outlet Mall at Highway 13 and Cedar Avenue. This is a major mixed use pedestrian destination for employment, shopping, housing, and services. The connection to the Old Cedar Avenue Bridge river crossing (scheduled for 2016) provides access to the Mall of America, one of the largest mixed use pedestrian destinations outside of the two downtowns.

Measure C: Multimodal Facilities

As a regional trail, the Eagan South extension will function as an element of the intermodal surface transportation system in Eagan, Burnsville, and the region. As a multipurpose trail, it will extend 3 miles through Fort Snelling State Park, providing pedestrians a safer, quieter, and more scenic alternative to TH 13. The planned 10-foot width will also provide the space necessary for pedestrians and cyclists of varying skill levels to safely share the trail.

The Eagan South Extension will improve access to two major transit facilities: the Red Line BRT station at Cedar Grove, and the Eagan Transit Center at CSAH 28. As part of the overall regional trail system, the Minnesota River Greenway has numerous links to transit. In addition to its primary benefit to non-motorized transportation system users, the trail will benefit motorists on TH 13 by removing conflicts with cyclists. Currently, cyclists along TH 13 must ride on intermittent shoulders.

In addition, the trail connects directly to the Old Cedar Bridge on the east, which provides a connection to the Mall of America. The Mall of America transit station is one of the busiest transit stations in the Region, providing Blue Line rail service to downtown as well as connections to numerous bus routes. On the west end, the trail connects to the MSP airport, serving as an travel hub and regional employment center.

Response (Limit 1,400 characters; approximately 200 words)

Transit Projects Not Requiring Construction

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

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 (10 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%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 11/30/2017

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

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

Yes

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

11/30/2017

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

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

100%

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%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

Yes

25%

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

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 09/30/2017

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

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 Yes

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement 09/30/2017

8)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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 11/30/2017

9)Letting

Anticipated Letting Date 05/01/2018

Approval Of Grant Application Submittals For Transportation Advisory Board 2014 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21); 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 December 1, 2014; and

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

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

1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70th Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights
4. CSAH 28/63 (Yankee Doodle Road/Argenta Trail) from south of TH 55 to south of CSAH 26 (70th Street)
5. CSAH 31 (Pilot Knob Road) from I-35E to north of Central Parkway in Eagan
6. CSAH 42 (145th Street East) at its interchange with TH 52 in Rosemount
7. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to CR 96 (320th Street) in Greenvale Township
8. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. CSAH 86 (280th Street) from TH 3 to CSAH 47(Northfield Blvd) in Castle Rock, Waterford, and Sciota Townships
10. CSAH 31 and CSAH 46 Advanced Traffic Management System for 16 Signals
11. CSAH 26, CSAH 28, CSAH 31, and CSAH 43 Advanced Traffic Management System for 25 Signals
12. Mississippi River Regional Trail – Rosemount East
13. Minnesota River Greenway – Eagan South
14. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley
15. CSAH 14 (Southview Boulevard) from 14th Avenue to 3rd Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute the grant agreement at a future meeting; and

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

16. Apple Valley Transit Station Parking Expansion – Lead Agency: Minnesota Valley Transit Authority
17. CSAH 73 (Oakdale Ave) Trail from CSAH 14 to CSAH 8 – Lead Agency: West St. Paul
18. River to River Greenway Robert Street Pedestrian Bridge – Lead Agency: West St. Paul
19. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
20. Lake Marion Greenway – Sunset Park to Murphy Hanrehan Regional Park – Lead Agency: Burnsville
21. Lake Marion Greenway – Ritter Farm Park Connection – Lead Agency: Lakeville
22. Rosemount Greenway – Downtown Rosemount to Lebanon Hills – Lead Agency: Rosemount
23. Vermillion Highlands Greenway – CSAH 42 Underpass at Akron- Lead Agency : Rosemount; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead 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.

Minnesota Department of Natural Resources



Parks and Trails Division
1200 Warner Road
St. Paul, MN 55106

November 26, 2014

Transportation Advisory Board
Ms. Elaine Koutsoukos
Senior Planner, Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Dear Ms. Koutsoukos,

This letter is to express Minnesota Department of Natural Resources (DNR's) support for Dakota County's Regional Solicitation application under the Bicycle and Pedestrian Facilities to fund the Big Rivers Regional Trail – Eagan South project.

The Big Rivers Regional Trail supports the DNR's mission statement by providing outdoor recreation in the Minnesota River Valley. The completion of the Big Rivers Regional Trail will expand access to Fort Snelling State Park on the south side of the Minnesota River, and connect visitors to a high-quality natural area near the core of the metropolitan area.

This project will be entirely within Fort Snelling State Park property and provide increased public access in area of the State Park that is currently under-utilized. It will also provide safe pedestrian access to the Mississippi National River and Recreation Area (MNRRA), and a future connection to the Minnesota Valley State Trail.

The DNR is willing to work with Dakota County to secure necessary easements for the regional trail through Fort Snelling State Park as outlined in the *2014 Minnesota River Greenway – Eagan Feasibility Study*.

We look forward to working with the Dakota County on the development of the regional trail and facility improvements to the Minnesota River Valley.

Sincerely,

A handwritten signature in black ink that reads "Jan Shaw Wolff". The signature is written in a cursive, flowing style.

Jan Shaw Wolff, Central Region Manager
Parks and Trails Division
651-259-5747

cc: Keith Parker, Peter Hark, Rich Bruns, Martha Reger



Minneapolis-St Paul International Airport

Mall of America

Minnesota Valley Wildlife Refuge

Fort Snelling State Park

BRRT Extension (2017)

Pilot Knob Elementary

Eagan Community Center

Old Cedar Ave Bridge

Black Dog Lake

Twin Cities Premium Outlets

Cedar Grove Transit Station

To Le-Seur





Minnesota River Greenway Eagan South Extension

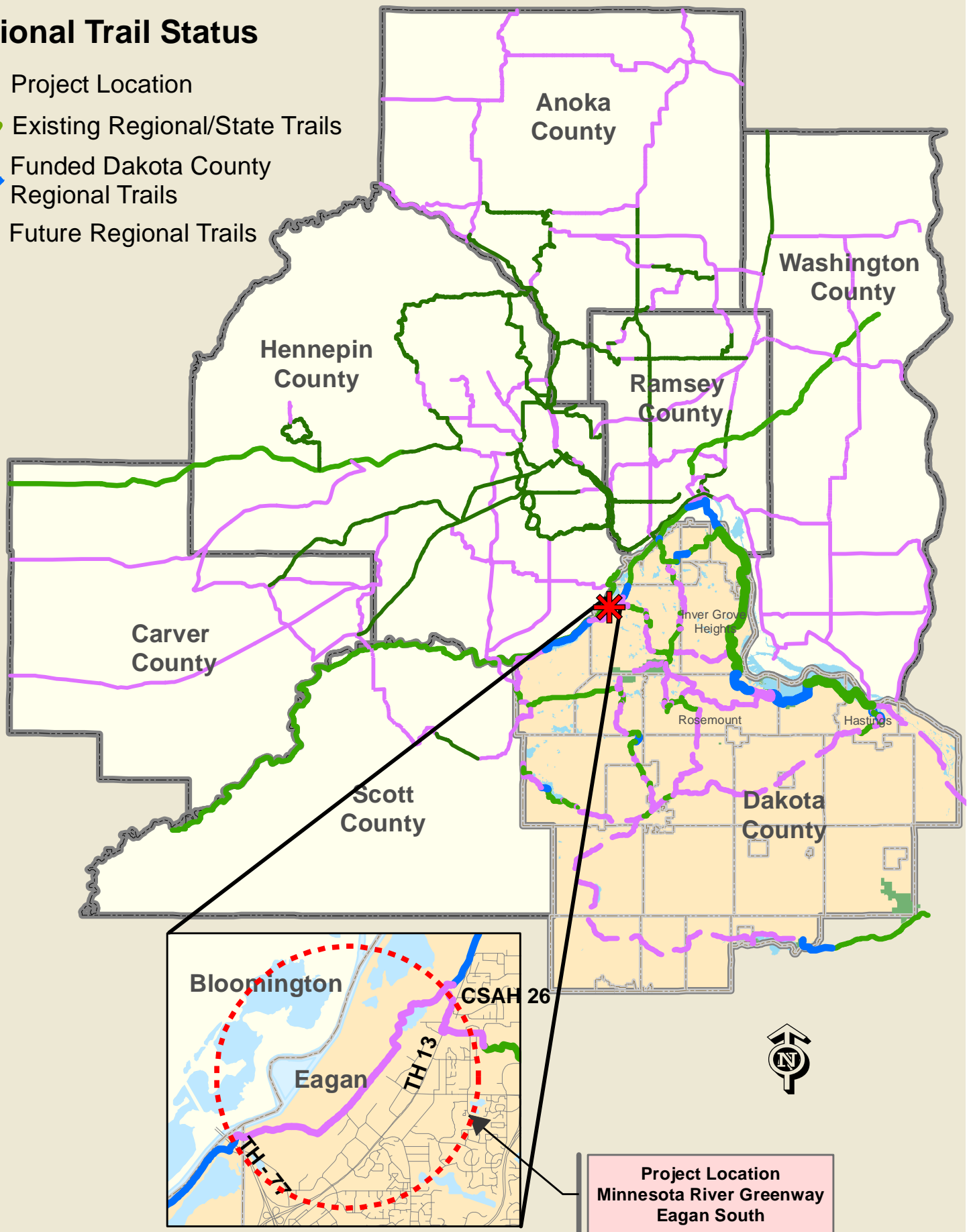
- █ Project Area
- █ Soft Surface Trails
- Regional Greenways**
- █ Existing / Funded
- █ Red Line BRT
- Planned
- █ Railroads
- T Transit Stations

N 0 0.5 1 Miles

Minnesota River Greenway - Eagan South Regional Context Map

Regional Trail Status

-  Project Location
-  Existing Regional/State Trails
-  Funded Dakota County Regional Trails
-  Future Regional Trails



RBTN Evaluation and Major Barriers

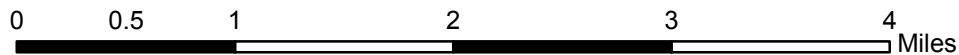
Multiuse Trails and Bicycle Facilities Project: Minnesota River Greenway - Eagan South | Map ID: 1415392576327

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2
- Railroads



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LandscapeRSA1



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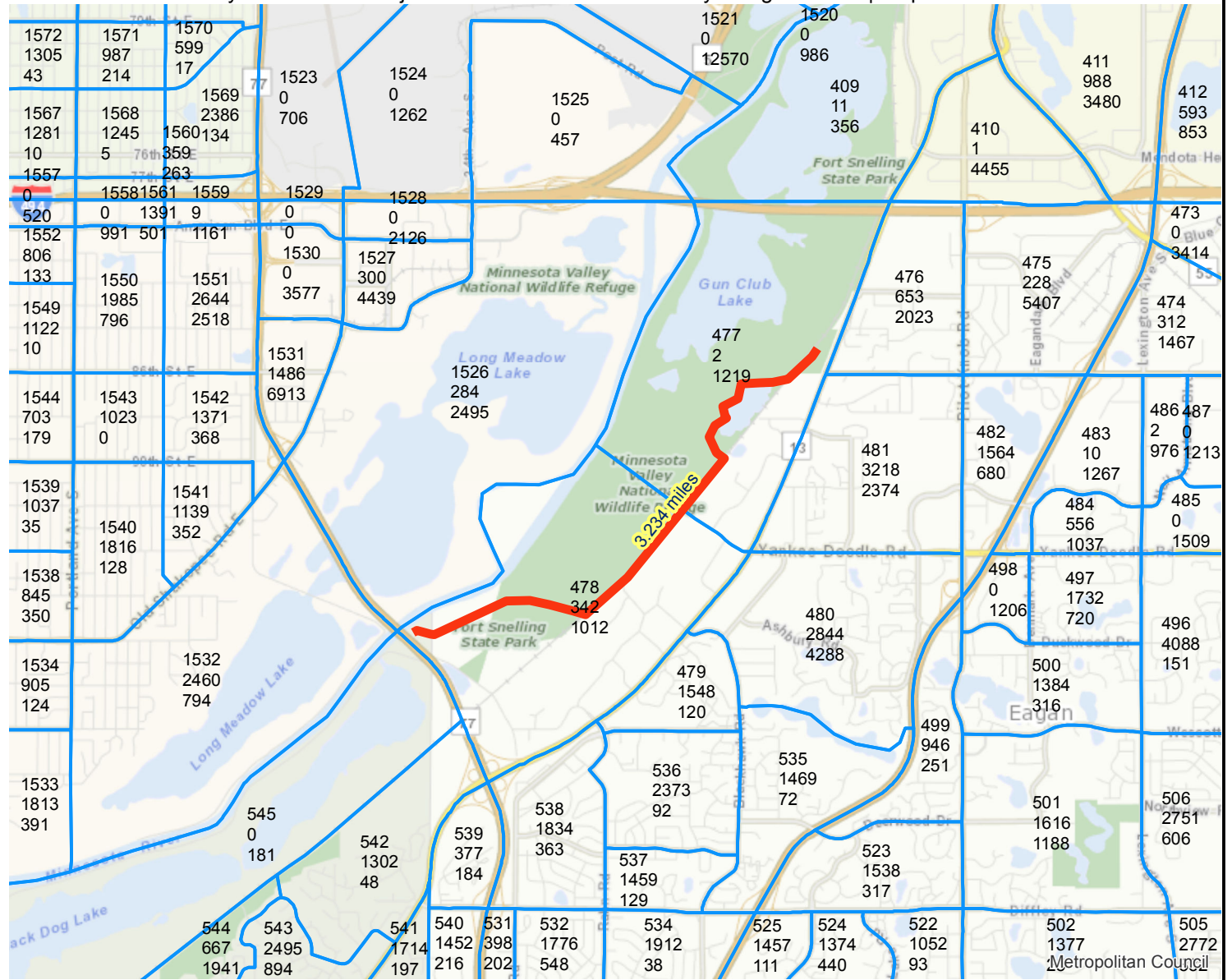


Population Summary

Multiuse Trails and Bicycle Facilities Project: Minnesota River Greenway - Eagan South | Map ID: 1415392576327

Results

Within ONE Mile of project:
 Total Population: 20510
 Total Employment: 26163



Project
 2010 TAZ



Created: 11/7/2014
 LandscapeRSA4

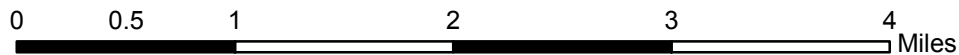
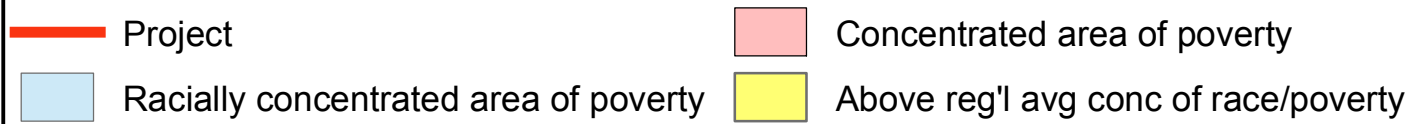
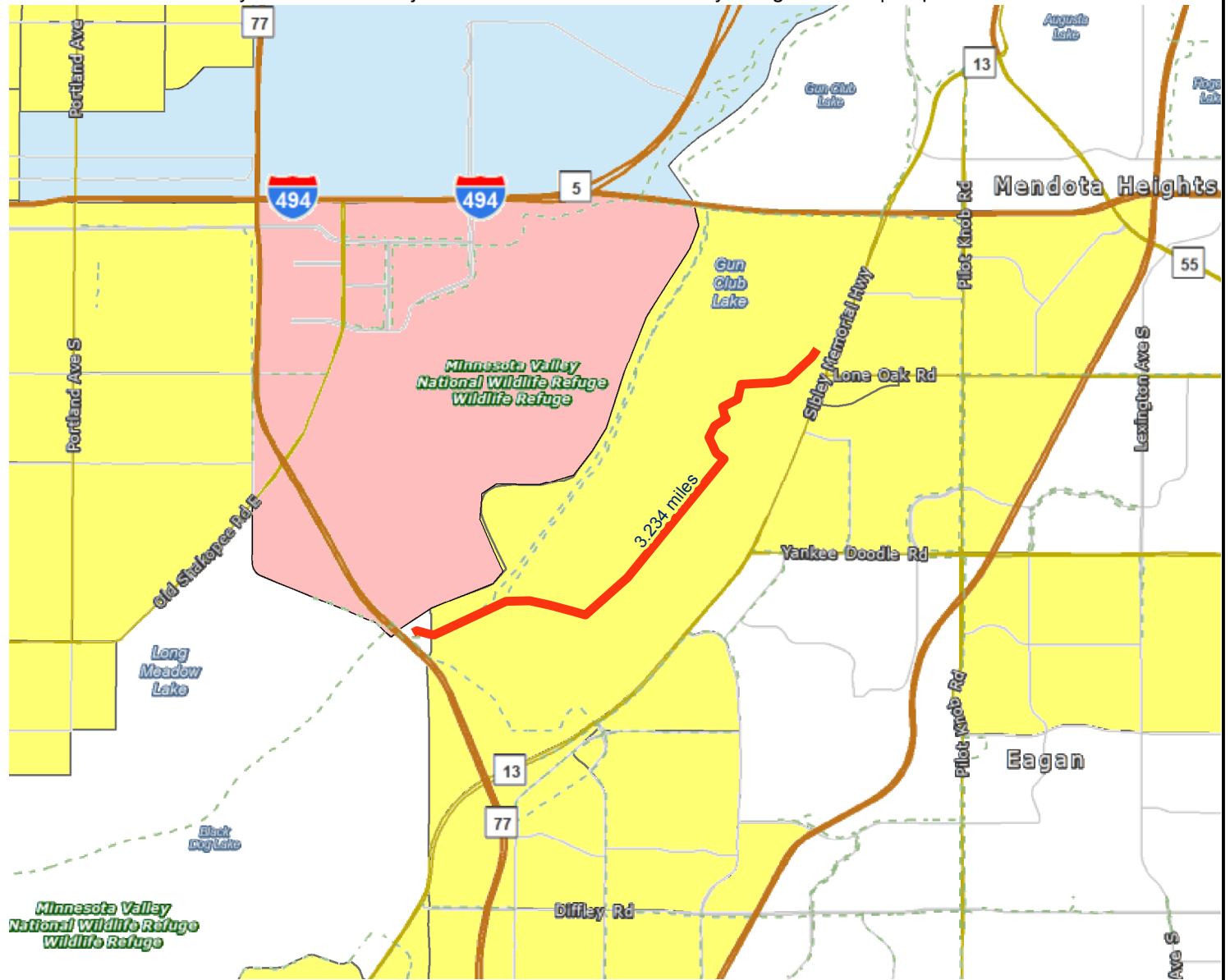


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN area of above average concentration of race or poverty.



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LandscapeRSA2



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Results

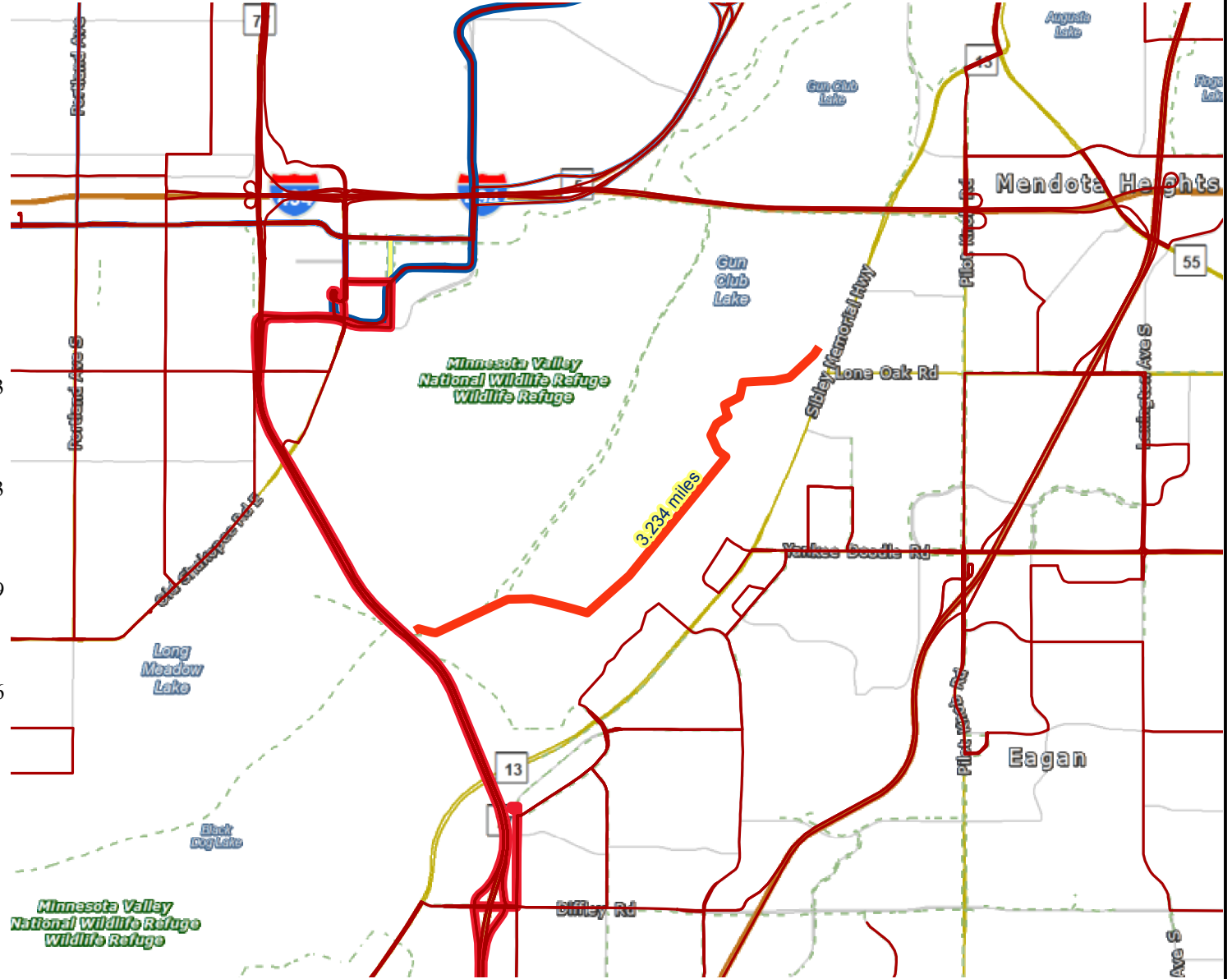
Transit with a Direct Connection to project:
440 444 472 475 476 477 478 479 491 492 903

Transit within QTR mile of project:
440 444 472 475 476 477 478 479 491 492 903

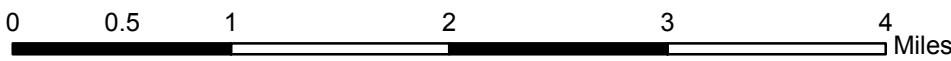
Transit within HALF mile of project:
437 440 444 445 470 472 475 476 477 478 479
491 492 903

Transit within ONE mile of project:
415 437 438 440 444 445 446 470 472 475 476
477 478 479 484 491 492 903

**indicates Planned Alignments*



— Project
 — Transitway
 — Red Line
 — Planned Alignments
— Transit Routes
— Blue Line
— Arterial BRT



Created: 11/7/2014
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

