



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02254 - Mississippi River Regional Trail - Rosemount East

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 11/28/2014 11:26 AM

Primary Contact

Name:* John Mertens
Salutation First Name Middle Name Last Name

Title: Senior Planner

Department:

Email: john.mertens@co.dakota.mn.us

Address: 14955 Galaxie Ave

***:** Apple Valley Minnesota 55124
City State/Province Postal Code/Zip

Phone:* 952-891-7036
Phone Ext.

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 0000002621A28

Project Information

Project Name Mississippi River Regional Trail - Rosemount East

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

This application seeks funding for the final segment of the 27 mile Mississippi River Regional Trail in Dakota County. The Mississippi River Trail Rosemount East project is a 1.7 mile bike and pedestrian trail segment that includes two grade separated crossing of Union Pacific Railroad facilities. When completed, the Mississippi River Regional Trail will connect from St Paul to Hastings, with additional connections funded (2017) to Downtown St. Paul and Prescott WI. Completion of the Rosemount East segment is Dakota County's highest priority greenway/regional trail project.

The trail will provide surface transportation infrastructure for non-motorized uses between Pine Bend Trail in Rosemount and Spring Lake Park Reserve. This will form a critical link for cyclists commuting between Hastings, Prescott, Nininger Township, Rosemount, Inver Grove Heights, South St. Paul and St. Paul. The corridor contains employment throughout, including downtown St. Paul to the north, Hastings on the south and major industry and business parks in South St. Paul, Inver Grove and Rosemount along the way.

The project will construct a 10-foot wide bituminous trail in Rosemount parallel the Mississippi River completing a gap that currently lacks safe non-motorized infrastructure. The project will include clearing, grading, landscaping, plantings, and two pedestrian tunnels of Union Pacific tracks.

Over the past year Dakota County has been working with the Union Pacific Railroad on a design that provides grade separation of adjacent rail facilities. Attached is a letter of support from the Union Pacific.

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

The trail will provide outstanding recreation opportunities by providing access to the Mississippi River and many destinations in the corridor. Destinations include the Mississippi National River and Recreation Area, Spring Lake Regional Park Reserve, Pine Bend Bluffs Scientific and Natural Area, River to River Greenway , Rosemount Greenway (planned), Kaposia Landing (South St Paul park), MnDNR boat launch (South St Paul), Rock Island River Pier (Inver Grove), Heritage Village Park (Inver Grove), historic downtown Hastings and many historic and cultural resources the length of the trail.

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

Project Length (Miles) 1.7

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.

This application is supported by national/state/regional/local plans. Plans include:

- 2011 Mississippi National River and Recreation Area - Alternative Transportation Plan (p. 7)
- 1999 Dakota County Mississippi River Regional Trail Master Plan (all pages)
- 2030 Regional Parks Policy Plan (p.3-74)
- 2030 Rosemount Critical Area Plan (p. 11)
- 2030 Rosemount Park Plan (p. 26)

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 \$2,240,000.00

Match Amount \$560,000.00

Minimum of 20% of project total

Project Total \$2,800,000.00

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

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency Dakota County

Zip Code where Majority of Work is Being Performed 55068

(Approximate) Begin Construction Date 06/01/2018

(Approximate) End Construction Date 11/30/2019

LOCATION

From:
(Intersection or Address) 13040 Pine Bend Trail

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address) 13700 Pine Bend Trail

Type of Work Bicycle Path, Pedestrian Tunnel (2), Grading, Aggregate, Base

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

New Bridge/Culvert? Yes

Structure is Over/Under
(Bridge or culvert name): Two Pedestrian Tunnels Under UP Railroad Tracks

Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST
ESTIMATES**

Cost

Mobilization (approx. 5% of total cost)	\$125,000.00
Removals (approx. 5% of total cost)	\$125,000.00
Roadway (grading, borrow, etc.)	\$0.00
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	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$60,000.00
Bridge	\$0.00
Retaining Walls	\$150,000.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$1,000,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,460,000.00

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	\$40,000.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$100,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$1,340,000.00

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	\$2,800,000.00
Construction Cost Total	\$2,800,000.00
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_h.pdf	Local Match Resolution	67 KB
MRRT Rosemount Eastsm.pdf	Project Map	403 KB
Mrrt_Rose_Regional Contextsm.pdf	Regional Context Map	363 KB
UP_Support_Letter.pdf	Letter of Support - Union Pacific	200 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 2, RBTN Corridor Yes

(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 MRRT Rosemount RBTN.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	1147
Existing Employment Within One Mile (Integer Only)	1203
Completed by Metropolitan Council Staff	
Total Project Cost	\$2,800,000.00
Cost Effectiveness for Population	\$2,441.15
Cost Effectiveness for Employment	\$2,327.51
Upload Map	MRRT Rosemount 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

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. Yes

The trail is expected to attract many regional visits despite the area immediately surrounding the trail project having a low population density (in part due to the Mississippi River's width at this point). This segment completes a high-amenity destination regional trail that meanders along the Mississippi River drawing users from well beyond a one-mile buffer.

Dakota County's Mississippi River Trail runs through 7 census tracts with poverty rates above the regional average; in South St Paul, Inver Grove Heights, and Hastings. With the completion of the Rosemount East segment, these low-income residents will be able to recreate and commute between St. Paul and Hastings.

Ultimately a completed Mississippi River Trail will serve as the backbone to the entire regional trail system providing access for all populations to parks, jobs, schools and residential developments near the river corridor. As a regional trail the Mississippi River Trail will provide an economical opportunity to enjoy and experience the cultural and natural resources of the Mississippi River for all.

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

Upload Map

MRRT Rosemount Socio-Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Rosemount	1.7
	2

Total Project Length

Total Project Length	1.7
----------------------	-----

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
Rosemount	1.7	1.7	61.0	1.0	61.0
		2	61	1	61

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.7
Total Housing Score	61.0

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

This project will complete the final 1.7 mile gap in the 27 mile Mississippi River Regional Trail within Dakota County. Over 20 years and \$25 million invested there will be light at the end of the tunnel. (actually, two tunnels!)

Due to the industrial land uses near this area, bicyclists and pedestrians are not accommodated on the local road system or nearby TH 52/55. This stretch is a barrier between the residential areas and local bikeways of Inver Grove Heights north of this project and the downstream areas, including Spring Lake Park Reserve and Downtown Hastings. The Rosemount East segment is a critical link for the overall MRRT project, providing connectivity through a challenging area characterized by industrial uses, railroads, and a busy highway that serves as the areas primary thoroughfare.

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

The Rosemount East segment will also provide two grade-separated crossings under Union Pacific Rail lines, creating a safe, pedestrian-friendly alternative to at-grade crossings along Pine Bend Road. Eliminating the at-grade crossings of the rail facilities will allow Dakota County to receive the necessary easements required from the Union Pacific. (see attached UP letter of support)

Measure B: Project Improvements

The Mississippi River Regional Trail Rosemount East will remove what MnDOT staff have described as the most challenging stretch for bicyclists along the Mississippi River Trail (MRT). Currently, bicyclist are encouraged to take a 10-mile detour on the interim national Mississippi River Trail (MRT) route to downtown Rosemount on the shoulders of high speed State and County roads.

In 2012 Dakota County turned back federal funding for this project due to our inability to secure the necessary easements from the Union Pacific Railroad. Since 2012 we have worked cooperatively with the Union Pacific to design two grade-separated crossing of their tracks that address railroad safety concerns. The proposed project provides a safe crossing of tracks, in addition the project will provide better separation from Pine Bend Road which serves the large CF Industries distribution center with as many as 200 semi-trucks a day.

Dakota Countys goal is to provide a safe pedestrian trail along the Mississippi River. Completion of the MRRT-Rosemount East project will achieve this 20 year plan/vision.

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

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
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	N/A
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	MRRT Rosemount Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

The Mississippi River Regional Trail Rosemount East segment will link several destinations within the National Park Service's Mississippi National River and Recreation Area. At the west end, the segment connects to the previously funded Rosemount West segment, providing access to Pine Bend Bluffs Scientific and Natural Area. To the east, it connects the Spring Lake Park Reserve segment of the Mississippi River Trail that will be under construction this winter. The Spring Lake Park segment will be a highlight and destination for all users of the Mississippi River Trail.

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

This segment provides connectivity through a problematic area characterized by industrial uses, high-quality natural resources, and a busy highway that serves as the area's primary thoroughfare. Completing this segment is essential for the MRRT, as the immediate area is unlikely to be served by other pedestrian or bicycle trails in the near future. At its endpoints, the full MRRT will connect to major bicycle-pedestrian trails in South St. Paul and in Hastings. It will function as a backbone to connect local bikeway systems and parks in five river communities of eastern Dakota County (South St. Paul, Inver Grove Heights, Rosemount, Nininger, and Hastings). Beyond Dakota County the Mississippi River Trail continues north through St. Paul and east to Prescott with funded projects in 2017.

Measure C: Multimodal Facilities

Completing the Mississippi River Trail - Rosemount East segment is essential for the overall Mississippi River Trail, as the immediate area is unlikely to be served by other pedestrian or bicycle trails in the near future.

Transit will not directly serve the Rosemount East segment but as part of the overall Mississippi River Trail transit is integrated. Transit hubs at Hastings and Newport along with transit services along Concord Ave. will provide direct access to portions of the Mississippi River Trail in Dakota County. Future Red Rock Corridor transit will ultimately serve as a parallel mode between Hastings and St. Paul providing the ability to bike one-way and take transit the other.

Along its route, the MRRT also will function as a backbone to connect local bikeway systems and parks in five river communities of eastern Dakota County (South St. Paul, Inver Grove Heights, Rosemount, Nininger, and Hastings). The MRRT within Dakota County is a 10ft. off road paved trail that is grade separated from most major road and railroad crossings.

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.

Check Here if Your Transit Project Does Not Require Construction

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 10/31/2016

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/listed 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/archaeological 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: 10/31/2016

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 Yes

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

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 Yes

50%

Right-of-way or easements required, parcels identified

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 10/31/2016

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

Yes

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

10/31/2016

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

10/31/2016

9)Letting

Anticipated Letting Date

05/01/2017

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.

Mississippi River Regional Trail Rosemount East

Regional Greenways

- Existing / Funded MRT
- Planned
- Grade-Separated Crossings





N 0 1,000 2,000 Feet

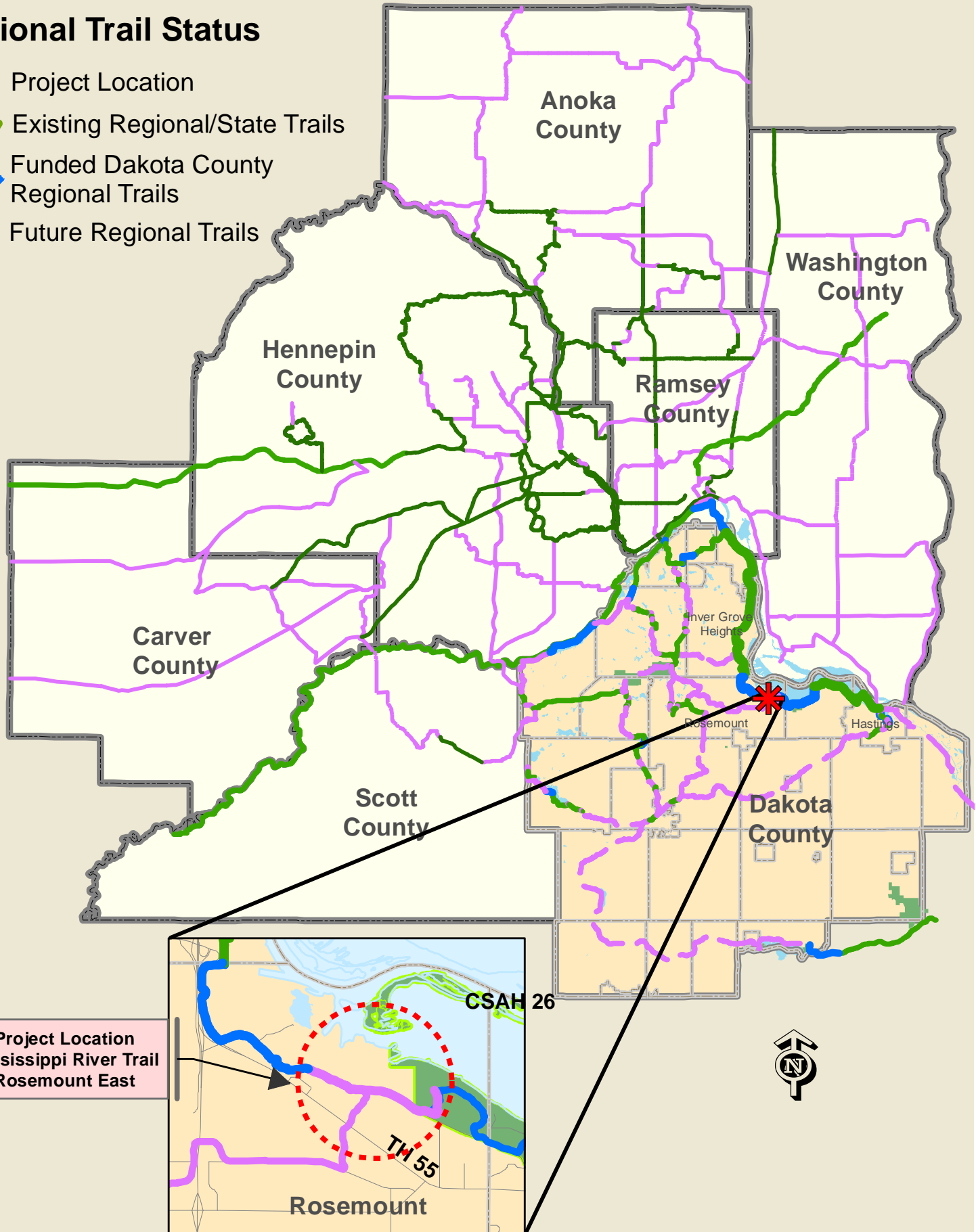


ROSEMOUNT
NINGER TWP

Mississippi River Regional Trail - Rosemount East Regional Context Map

Regional Trail Status

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



Project Location
Mississippi River Trail
Rosemount East

UNION PACIFIC RAILROAD
101 N. Wacker Dr. Suite 1910
Chicago, Illinois 60606

Wesley J. Lujan Assistant Vice President - Public Affairs

P 312 777 2002
F 312 777 2020

November 25, 2014

Mr. Steve Mielke
Physical Development Director
Dakota County Physical Development Division
14955 Galaxie Avenue
Apple Valley, MN 55124

Subject: Moving Ahead for Progress (MAP-21) Grant Application for
Mississippi River Regional Trail - Rosemount East Segment

Dear Mr. Mielke:

On behalf of the Union Pacific Railroad, I am writing to support Dakota County's Regional Solicitation application for federal funding through the Moving Ahead for Progress (MAP-21) program.

In collaboration with Dakota County, Union Pacific supports the safe design and construction of the Mississippi River Regional Trail – Rosemount East project. Over the past year Union Pacific has participated in a feasibility study to develop a project that meets our safety, engineering, and operating specifications and requirements. If funding is secured, Union Pacific will work with Dakota County to provide the necessary permits and easements in accordance with our real estate practices and policies.

We are pleased to support projects like the Rosemount East project that separate trail and pedestrian uses from active railroad right of ways.

Sincerely,



(WJL/Mississippi River Trail)

RBTN Evaluation and Major Barriers

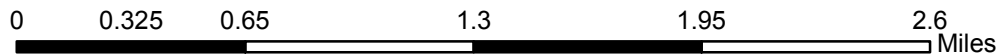
Multise Trails and Bicycle Facilities Project: MRRT Rosemount | Map ID: 1415813331867

Results

Project IN TIER 2 Bicycle Transport Corridor.



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



Created: 11/12/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population Summary

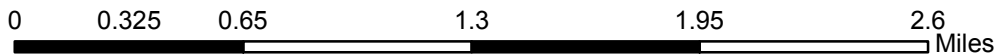
Multiuse Trails and Bicycle Facilities Project: MRRT Rosemount | Map ID: 1415813331867

Results

Within ONE Mile of project:
 Total Population: 1147
 Total Employment: 1203



- Project
- 2010 TAZ



Created: 11/12/2014
 LandscapeRSA4

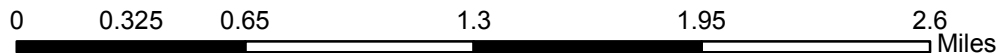
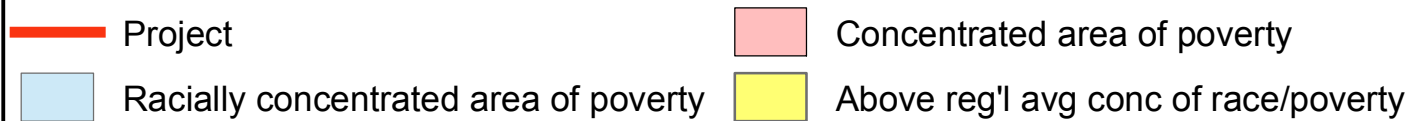
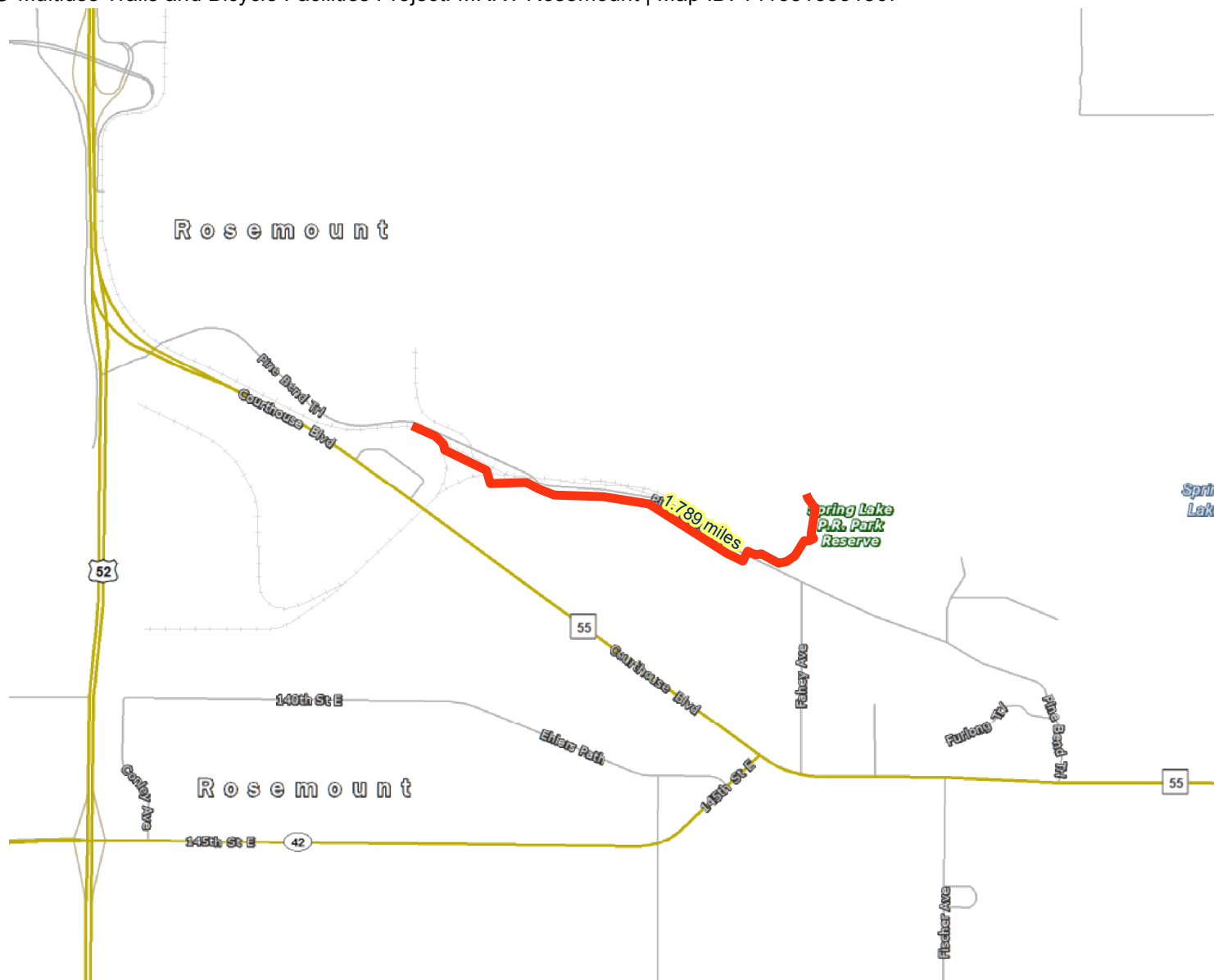


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project **NOT IN** any area of concentrated poverty.



Created: 11/12/2014
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Transit with a Direct Connection to project:
-- NONE --

Transit within QTR mile of project:
-- NONE --

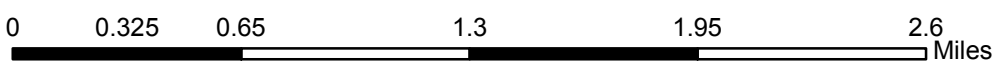
Transit within HALF mile of project:
-- NONE --

Transit within ONE mile of project:
-- NONE --

**indicates Planned Alignments*



 Project



Created: 11/12/2014
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

