



Application

01972 - 2014 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

02132 - West St. Paul Oakdale and Marie Bicycle and Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 4:00 PM

Primary Contact

Name:* Benjamin Arthur Boike
Salutation First Name Middle Name Last Name

Title: Assistant Community Development Director/City Planner

Department: Community Development

Email: bboike@wspmn.gov

Address: 1616 Humboldt Ave

* West St. Paul Minnesota 55118
City State/Province Postal Code/Zip

Phone:* 651-552-4134
Phone Ext.

Fax:

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

Organization Information

Name: WEST ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1616 Humboldt Ave

*

West St Paul

Minnesota

55118

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-111-2000

Ext.

Fax:

PeopleSoft Vendor Number

000002999A1

Project Information

Project Name

West St. Paul Oakdale and Marie Streetscaping

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The West St. Paul Oakdale and Marie Streetscaping Project will address the lack of off-street non-motorized facilities in a primary employment, commercial, and high-density residential area of the community. With nearly 8,000 jobs and 19,000 residents within a half mile of the project area, the lack of off-street transportation options forces those walking, biking, and connecting to transit to share these busy roads with vehicles. Funding will be used to construct nearly one mile of improvements on Oakdale Avenue from Mendota Road to Wenworth Avenue and 0.55 miles on Marie Avenue between Oakdale Avenue and Robert Street. The project will include streetscaping elements, such as pedestrian-scale lighting, benches, vegetation, and high-visibility crossings to provide safety and a pleasant user experience.

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

The Oakdale and Marie Streetscaping Project addresses a need identified in local, county, and regional plans regarding enhanced connectivity. Despite the lack of off-street facilities on either street, 387,000+ pedestrian and 36,000 bicycle trips were recorded annually in 2013 along Oakdale and Marie Avenues. Located in the Tier 1 Bicycle Transport Corridor, the streetscape improvements proposed in this project will contribute significantly to the surface transportation network, and to the safety of residents and commuters in this area. The City's Pedestrian and Bicycle Master Plan, completed in 2011, identified both connections as critical elements of the city-wide non-motorized transportation framework. The 2012 study completed for the federally funded Robert Street Improvement Project, currently underway, found that the trail gap on Marie is a high priority to bring about Robert Streets transformation to a pedestrian-oriented district. The City has nearly completed a feasibility study for this project that will

provide specific details about the location and extent of the proposed improvements needed along Marie and Oakdale Avenues.

Oakdale Avenue has been widely identified as a bicycle route for northern Dakota County. In addition to using Oakdale to reach St. Paul, it directly connects trail users to the River to River Greenway at Wentworth Avenue. The Oakdale and Marie Streetscape Projects connection to the greater regional trail system will allow commuters to be able to reach employment centers in other communities, and recreational users to travel east on the River to River Greenway to Thompson County Park, Kaposia Park, and the Mississippi River Trail, and west to Mendota Heights, Lilydale, historic Mendota, and the Minnesota River.

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

Project Length (Miles)

1.5

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.

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

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

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

- Marie Avenue/Oakdale Avenue Pedestrian and Bicycle Infrastructure Feasibility Study (underway)

- 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.

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	\$1,000,000.00
Match Amount	\$250,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$1,250,000.00
Match Percentage	20.0%
<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 and West St. Paul
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	Dakota County
Zip Code where Majority of Work is Being Performed	55118
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	10/01/2018
LOCATION	
From: (Intersection or Address)	Oakdale Avenue From Mendota Road; Marie Avenue From Oakdale Avenue
<i>Do not include legal description;</i> <i>Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	Avenue To Wentworth Avenue; Marie Avenue To Robert Street (TH 952)
Type of Work	Grade, aggregate base, bituminous surface, ped ramps, pedestrian-scale lighting, streetscaping
<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?	No
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
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	\$29,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$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	\$29,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$565,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$28,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$8,000.00
Bicycle and Pedestrian Contingencies	\$113,000.00
Other Bicycle and Pedestrian Elements	\$507,000.00
Totals	\$1,221,000.00

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	\$1,250,000.00
Construction Cost Total	\$1,250,000.00
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
WSP Oakdale Marie Attachments_Fall2014.pdf	Local match resolution, project overview, project context, and cross-sections from Feasibility Study currently underway.	1.3 MB

Measure A: Project Location Relative to Jobs, Manufacturing and Education

Select all that apply:

Direct connection into, on an adjacent street, or within a Job Concentration

Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location

Direct connection into, on an adjacent street, or within an Educational Institution

Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan Yes

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

The regional economy map does not capture this areas importance. Robert Street is West St. Pauls main street; with the area on either side the commercial and employment backbone. The Citys Comprehensive Plan shows the area around Oakdale and Marie as the Citys industrial employment center. The Robert Street Renaissance Plan encourages continued commercial and employment redevelopment to add to the 700,000 sf of commercial space that exists south of Wentworth on either side of Robert. With nearly 8,000 jobs and 19,000 residents within 1/2 mile of the project area, providing pedestrian and bicycle facilities is essential.

Upload Map

Regional-Economy_Oakdale-Marie_WSP.pdf

Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only) 30034

Existing Employment Within One-Half Mile (Integer Only) 10928

Completed by Metropolitan Council Staff

Total Project Cost \$1,250,000.00

Cost Effectiveness for Population \$41.62

Cost Effectiveness for Employment \$114.39

Upload Map

Population-Summary_Oakdale-Marie_WSP.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 Yes

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.

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

Currently, no pedestrian or bicycle facilities serve this area of concentrated poverty, making for an unsafe environment for those must rely on non-motorized transportation. There are also safety concerns for those who use one of three existing bus routes or the West St. Paul park and ride facility. This project will mitigate the situation, providing disadvantaged populations with improved access to neighborhood employment and retail, and safer connections to transit services located on Oakdale and Marie Avenues, and Robert Street. It also will help users to safely reach community destinations, including the Wentworth library, City Hall, YMCA, and West St. Paul Sport Complex. Off-street trail and streetscape enhancements on both Oakdale and Marie Avenues are key to enabling non-drivers including children, older adults, and individuals with disabilities, to access daily needs along the Robert Street corridor safely and without conflicts with vehicles. Accessibility and safety were considered as part of the feasibility study currently underway. The selection of the south side of Marie for the improvements was, in part, due to the presence of more transit stops and the fewer industrial/commercial driveways. Similarly on Oakdale, the selection of the east side of the road was, in part, due to the direct access to adjacent housing complexes and the West St. Paul Sports Complex.

Upload Map

Socio-Econ_Oakdale-Marie_WSP.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
West St. Paul	1.5
	2

Total Project Length

Total Project Length 1.5

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
West St. Paul	1.5	1.5	61.0	1.0	61.0
		2	61	1	61

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.5
Total Housing Score	61.0

Measure A: Gaps, Barriers and Continuity/Connections

The project is in a Tier 1 Regional Bike Transport Corridor. County and regional planning has identified Oakdale as an important non-motorized route into St. Paul given insufficient right-of-way in nearby corridors like Robert Street and Highway 52. In addition, the 2012 study for the federally funded Robert Street Improvement project found that the trail gap on Marie is a high priority to address for the overall function of the area, while the Oakdale Avenue gap is a medium priority.

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

The need for the proposed facilities is also supported by an analysis completed by Dakota County that found Oakdale and Marie Avenues have some of the highest demand for non-motorized transportation based on housing density, household income, transit routes, and commercial density. The area is one of only two places in the county where there are no facilities in an area of high demand. The lack of facilities is challenging as Oakdale is a three-lane county road with a 2009 AADT of around 9,300, while Marie is a four-lane local street with a 2009 AADT of 6,700. Despite the lack of facilities, annual counts show Oakdale and Marie are already being used as non-motorized routes with more than 300,000 users on Oakdale and 100,000 users on Marie.

Measure B: Project Improvements

Currently there are no off-street facilities along either Oakdale or Marie Avenues. Along Oakdale Avenue, where 2 bicycle-vehicle and 3 pedestrian-vehicle collisions occurred from 2009-2013, users are forced to share the road with vehicles. Marie Avenue lacks even a shoulder, a contributing factor to the 3 bicycle-vehicle and 3 pedestrian-vehicle collisions during that same time period. In addition to an off-street trail, the roads lack crosswalks and signage, making travel both dangerous and unpleasant. Conditions are especially problematic in snow cover, when snow storage and roadway debris increase the number of potential conflict points.

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

Despite the unsafe conditions, 2013 counts found over 295,000 pedestrians and 24,000 bicyclists annually on Oakdale Avenue and 92,000 pedestrians and 12,000 bicyclists on Marie Avenue. Marie is an important east-west connector between Robert Street and Oakdale Avenue, particularly between the high-density housing, employment, and retail uses within the project area. Oakdale Avenue has been identified as a priority because Robert Street is unable to accommodate bicyclists safely. The feasibility study currently underway is not only identifying needed pedestrian and bicycle facilities, but also identifying crossing enhancements to improve visibility, slow traffic, and address the overall lack of safety along these corridors.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	68, 75, 452
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	Robert Street BRT
Existing Routes Indirectly Connected Within One-Half Mile of the Project	68, 75, 452, N/A

Planned Transitways Indirectly Connected Within One-Half Mile of the Project (alignment and mode determined and identified in the 2030 TPP)

Robert Street BRT

Upload Map

Transit-Connectivity_Oakdale-Marie_WSP.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	1382495.0
Transitway Ridership Directly Connected	995200.0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure: Bicycle Connections

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

The project will provide a direct connection to the River to River Greenway, an 8 mile regional trail connecting West St. Paul to South St. Paul, Lilydale, and Mendota Heights. Users will be able to use the River to River Greenway to safely and easily reach a number of community destinations, including Wentworth Library, West St. Paul City Hall, Henry Sibley High School, Dodge Nature Center, Thompson County Park, the Mississippi River Regional Trail, and local community parks. The Oakdale Avenue component of this project is also important for bicycling as Oakdale Avenue has been identified by local, county, and regional planners as a primary north-south route for bicycling through West St. Paul since Robert Street does not have sufficient right-of-way to accommodate bicycles. There are few stop signs/traffic signals so users can ride from northern Dakota County to Cesar Chavez Street in St. Paul and only encounter 7 stop signs/traffic signals along the 3.3 mile route. This project is in a designated Tier 1 Bicycle Transport Corridor, making this projects connections to the local and regional non-motorized transportation system all the more crucial.

Measure: Multimodal Facilities

Currently neither Oakdale nor Marie provides any non-motorized transportation facilities. As shown in the included proposed cross-sections prepared as part of a feasibility study currently underway, the project will include a trail as well as an on-road bicycle lane. In addition, facilities that will be constructed as part of this project to improve safety, security, and the experience for all modes of transportation include benches, street trees, pedestrian-scale lighting, and additional crosswalks. Improvements to both Marie and Oakdale Avenues were identified as a priority in the City's Pedestrian and Bicycle Master Plan as they are critical connector routes within the community in an area severely lacking off-street facilities. The proposed streetscape enhancements along Marie Avenue will complement the federally funded Robert Street Improvement Project that is currently underway. STP funding is being used to remake Robert Street into a pedestrian-friendly environment, and eventually it is slated to become a BRT Arterial. The proposed streetscape enhancements will help support increased transit usage at Marie and Oakdales numerous existing transit stops (two of which have no off-road trails available), making it easier and safer for transit users to reach and wait for their buses.

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

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 01/31/2017

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 01/31/2017

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/listed on the National Register of Historic Places 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%

Unknown impacts to historic/archaeological resources

0%

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

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 Yes

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

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 01/31/2018

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

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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 01/31/2018

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.

**CITY OF WEST ST. PAUL
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 14-

**RESOLUTION AUTHORIZING THE SUBMISSION OF TWO
APPLICATIONS FOR A FEDERAL TRANSPORTATION
ALTERNATIVES (TAP) GRANT**

WHEREAS, the Metropolitan Council and the Transportation Advisory Board has announced a solicitation for 2018/2019 Federal Transportation Alternatives Program (TAP) funds; and

WHEREAS, the program will fund up to 80 percent of project right of way and construction costs; and

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

WHEREAS, an application must be submitted by December 1, 2014 for consideration; and

WHEREAS, City Staff have identified two projects: 1) proposed streetscape improvements (implementation of trail) to portions of Oakdale and Marie Avenues as a project that may qualify for funding under this program, and 2) funding the gap remaining for the proposed grade separated crossing of Robert St; and

WHEREAS, both proposed projects are identified in the Pedestrian and Bicycle Master Plan; and

WHEREAS, the Dakota County Transportation Cost Share Policy states that matching funds may be available for the portion of the proposed streetscape project on Oakdale Avenue from Mendota to Wentworth; and

WHEREAS, the Dakota County Board of Commissioners passed a resolution on January 14, 2014, stating that if federal funding are awarded, Dakota County will provide matching funds for the Oakdale Avenue portion of the grant consistent with the Dakota County Transportation Cost Share Policy.

NOW, THEREFORE BE IT RESOLVED, by the City Council for the City of West St. Paul hereby approves the submittal of two Federal Transportation Alternatives Program applications as described above.

Passed by the City Council of the City of West St. Paul this 24th day of November, 2014.

Ayes: Nays:





Attest:

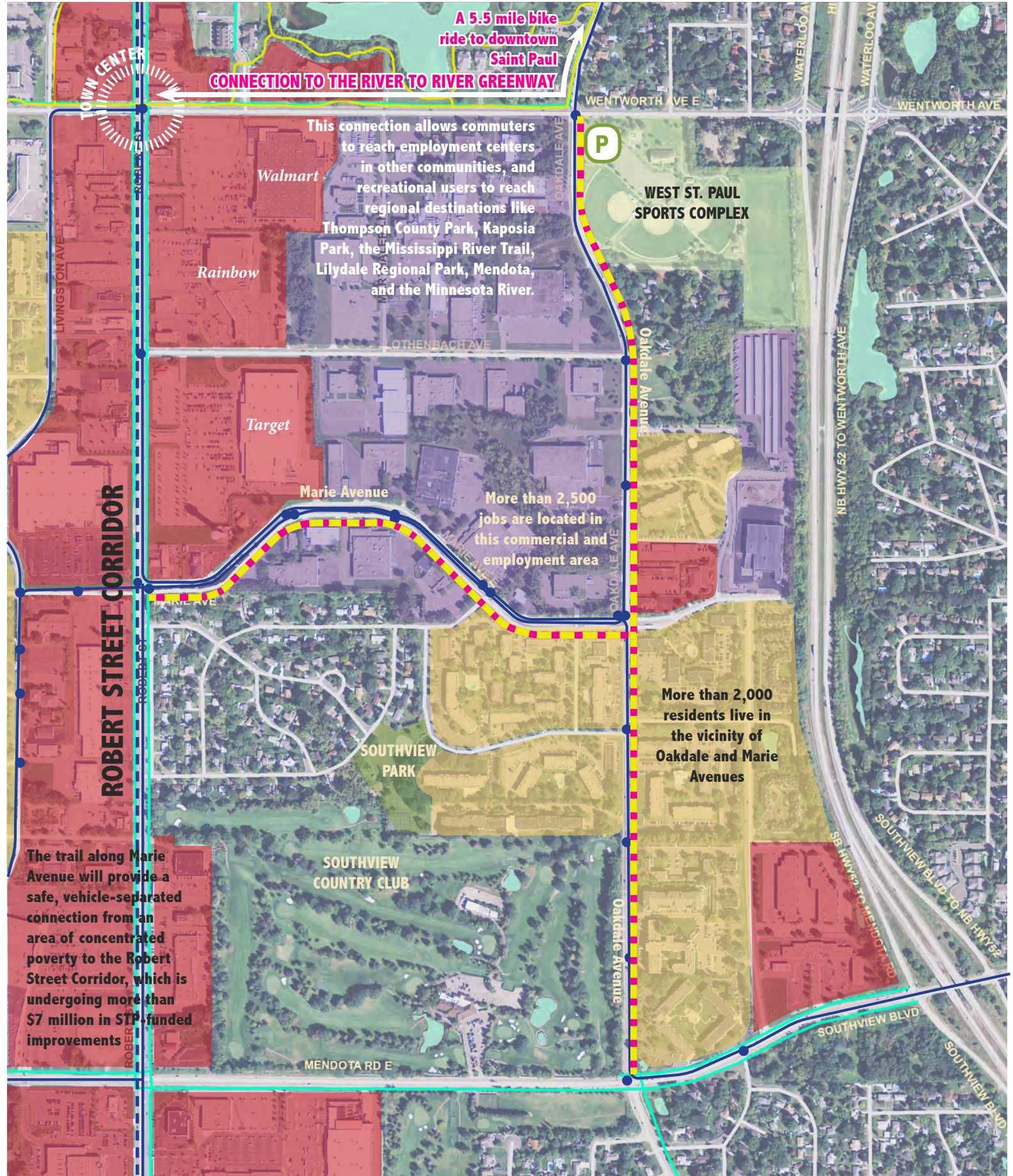
John A. Zanmiller, Mayor

Chantal Doriott, City Clerk



OAKDALE/MARIE STREETSCAPING PROJECT

-  Proposed Bike Parking
-  Sidewalks
-  Regional Trails
-  Proposed 10-foot Trail



A 5.5 mile bike ride to downtown Saint Paul
CONNECTION TO THE RIVER TO RIVER GREENWAY

This connection allows commuters to reach employment centers in other communities, and recreational users to reach regional destinations like Thompson County Park, Kaposia Park, the Mississippi River Trail, Lilydale Regional Park, Mendota, and the Minnesota River.

More than 2,500 jobs are located in this commercial and employment area

More than 2,000 residents live in the vicinity of Oakdale and Marie Avenues

The trail along Marie Avenue will provide a safe, vehicle-separated connection from an area of concentrated poverty to the Robert Street Corridor, which is undergoing more than \$7 million in STP-funded improvements

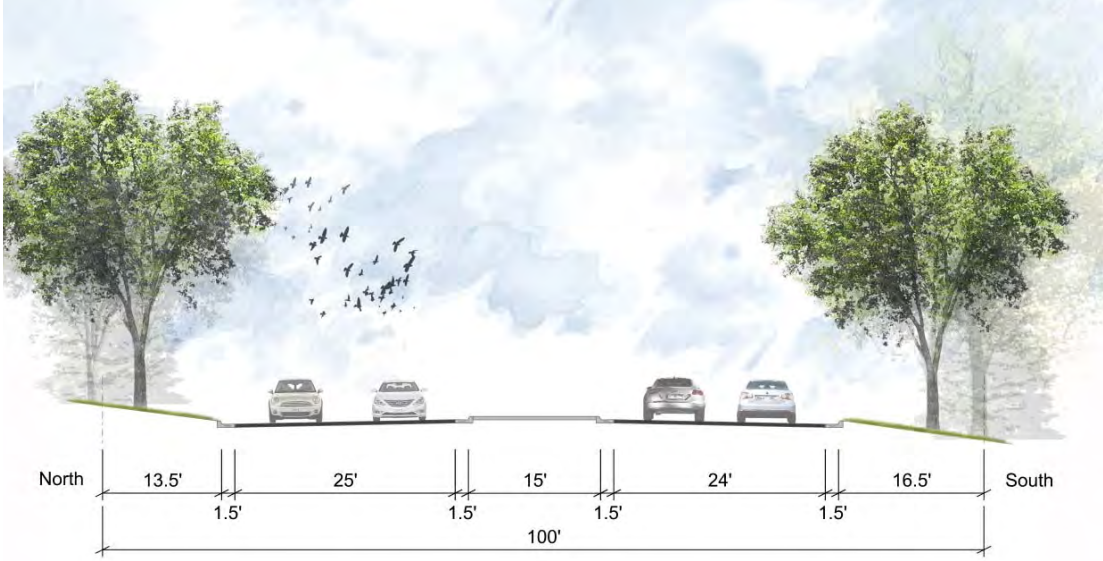


- Park & Ride
- Sidewalks
- Regional Trails
- Bus Routes
- Proposed BRT

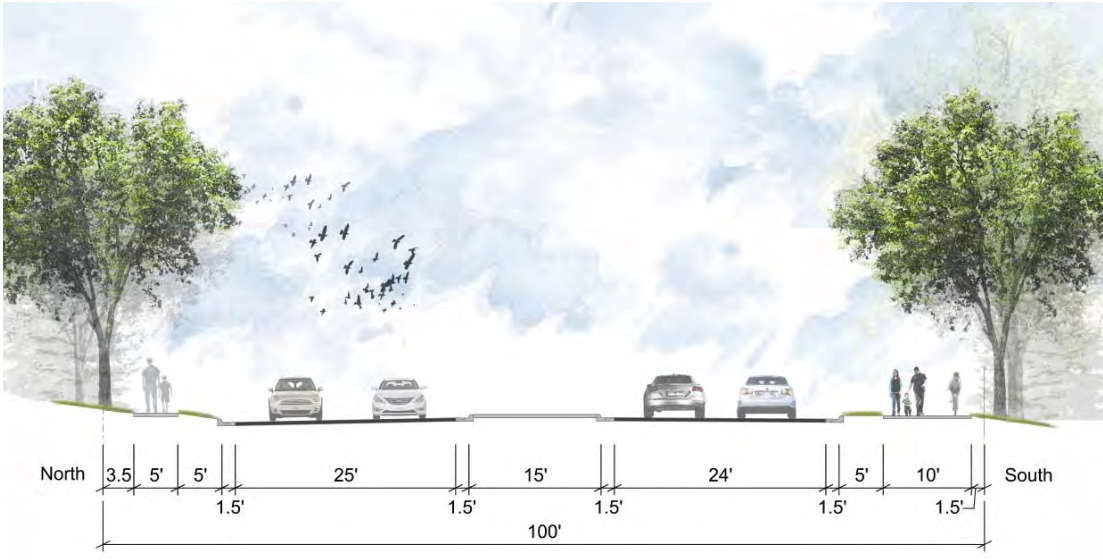
- Higher Density Housing
- Employment Areas
- Commercial

OAKDALE/MARIE Project Context

Marie Avenue Cross-Section 3

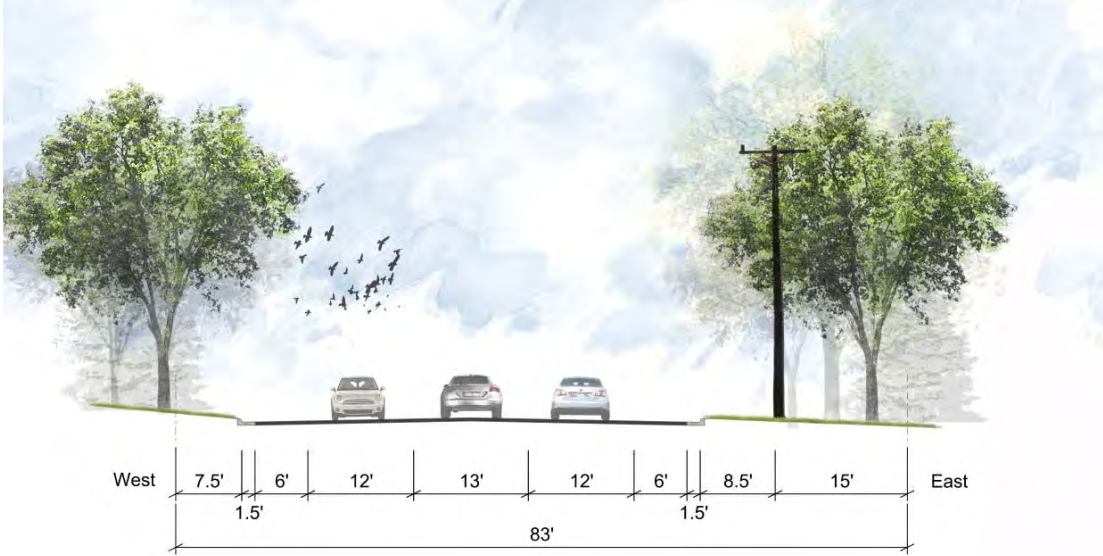


Existing Conditions

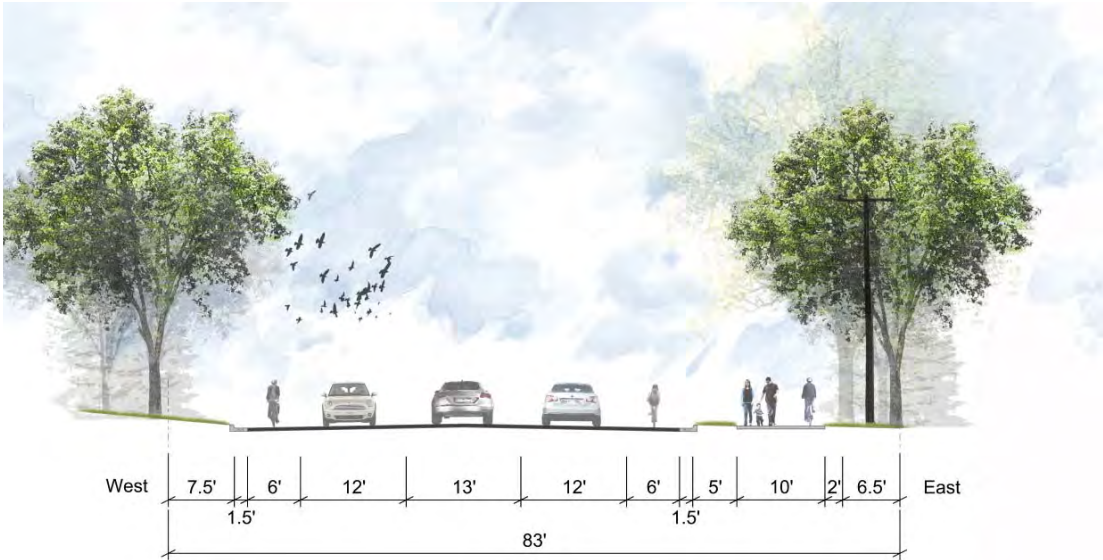


Proposed Conditions

Oakdale Avenue Cross-Section 1

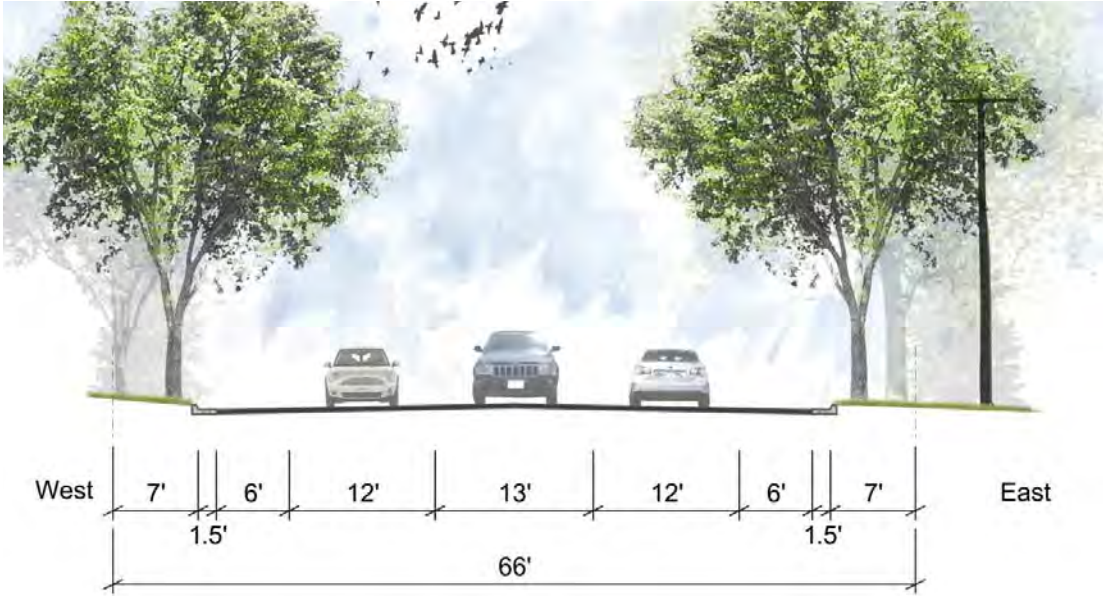


Existing Conditions

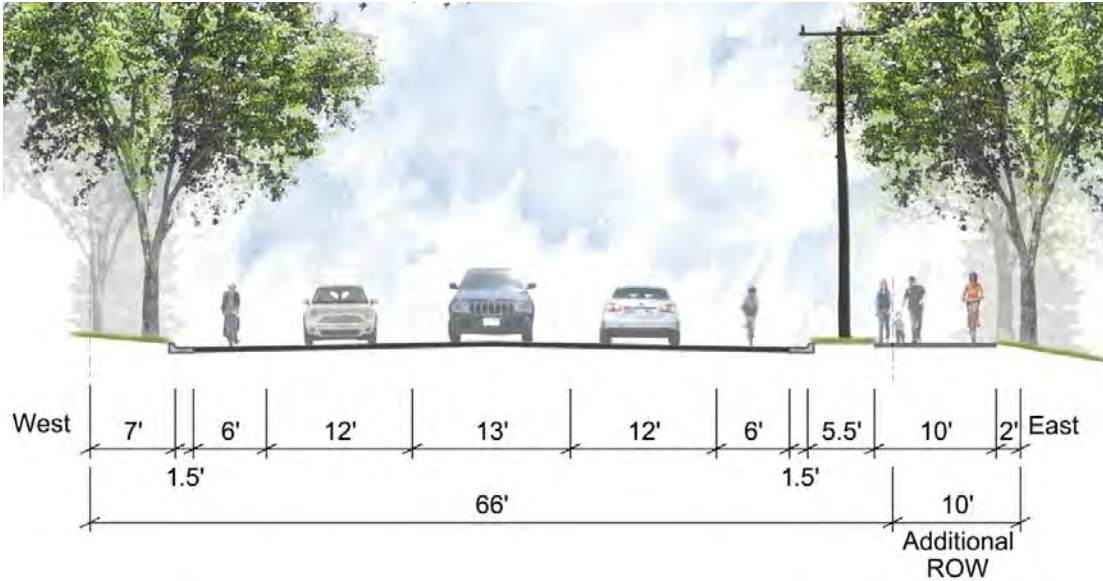


Proposed Conditions

Oakdale Avenue Cross-Section 2



Existing Conditions



Proposed Conditions

Regional Economy

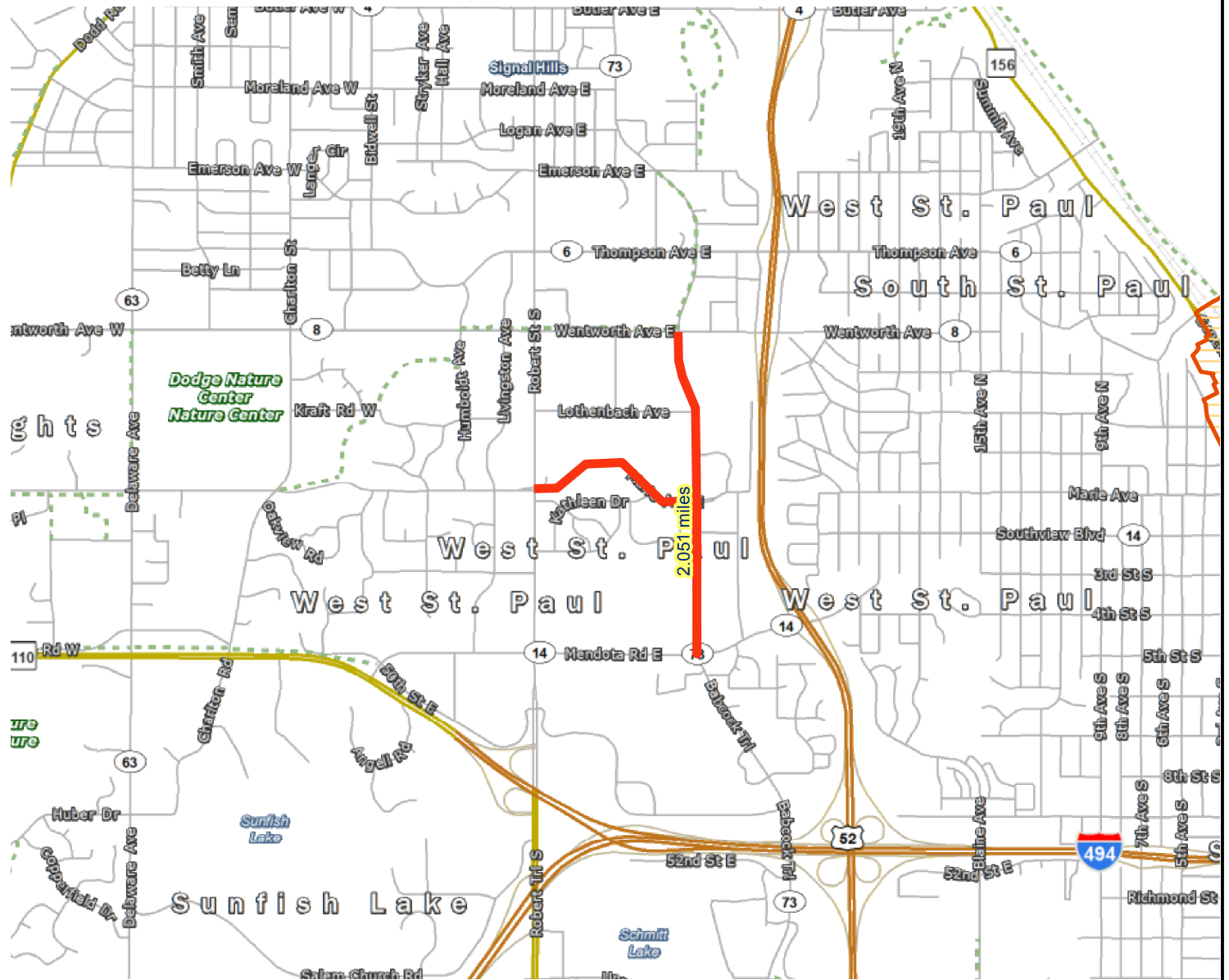
Pedestrian Facilities Project: Oakdale/Marie Connection | Map ID: 1415218073517

Results

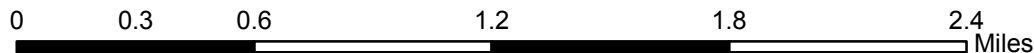
Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



-  Project
-  PostSecondary Education Centers
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 11/5/2014
LandscapeRSA5



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

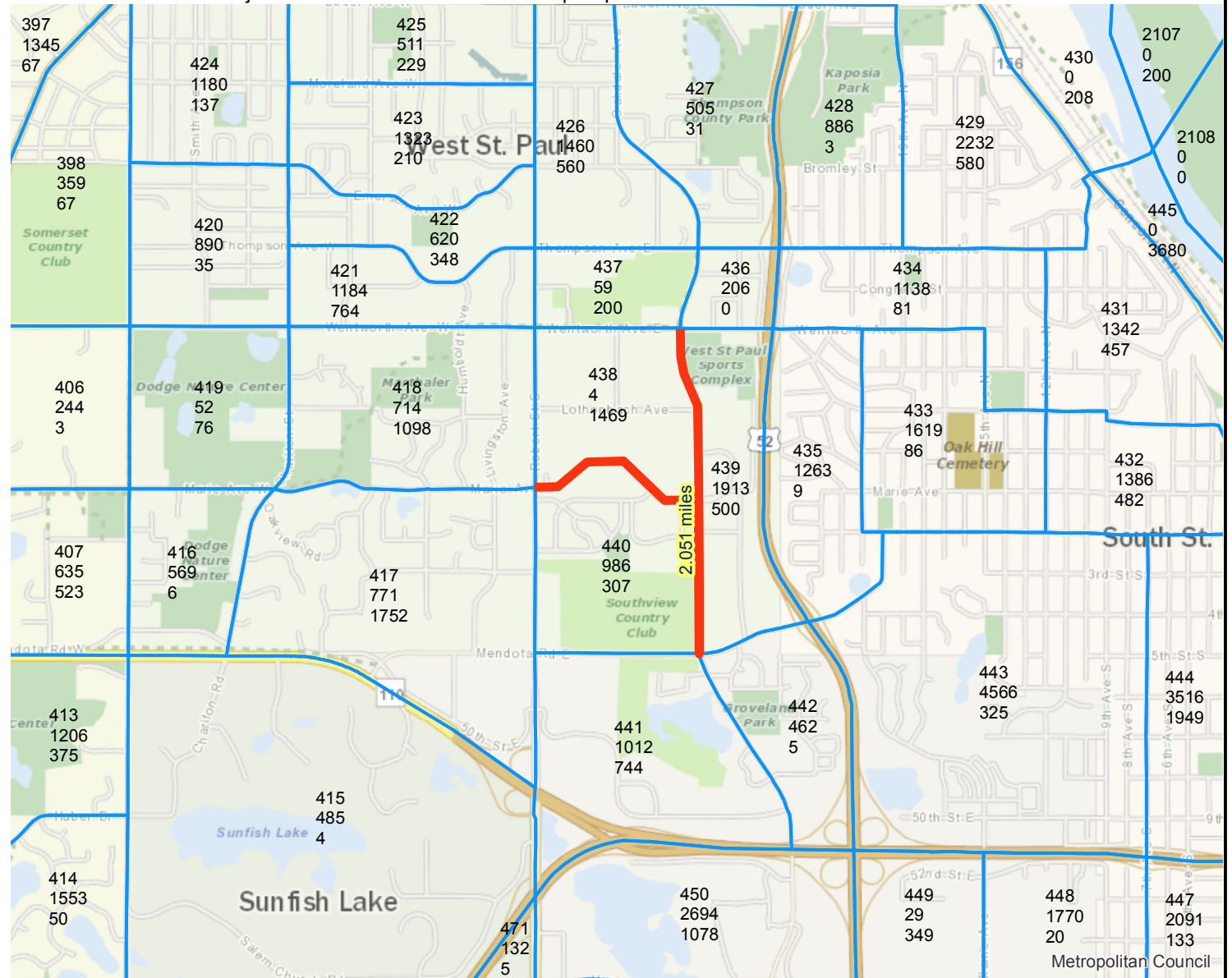


Population Summary

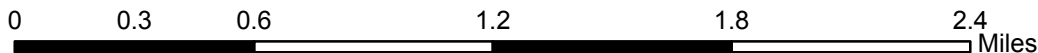
Pedestrian Facilities Project: Oakdale/Marie Connection | Map ID: 1415218073517

Results

Within HALF Mile of project:
 Total Population: 18748
 Total Employment: 7934



- Project
- 2010 TAZ



Created: 11/5/2014
 LandscapeRSA4

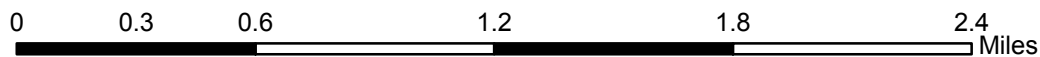
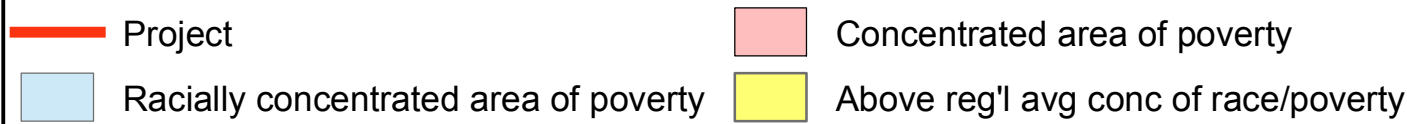
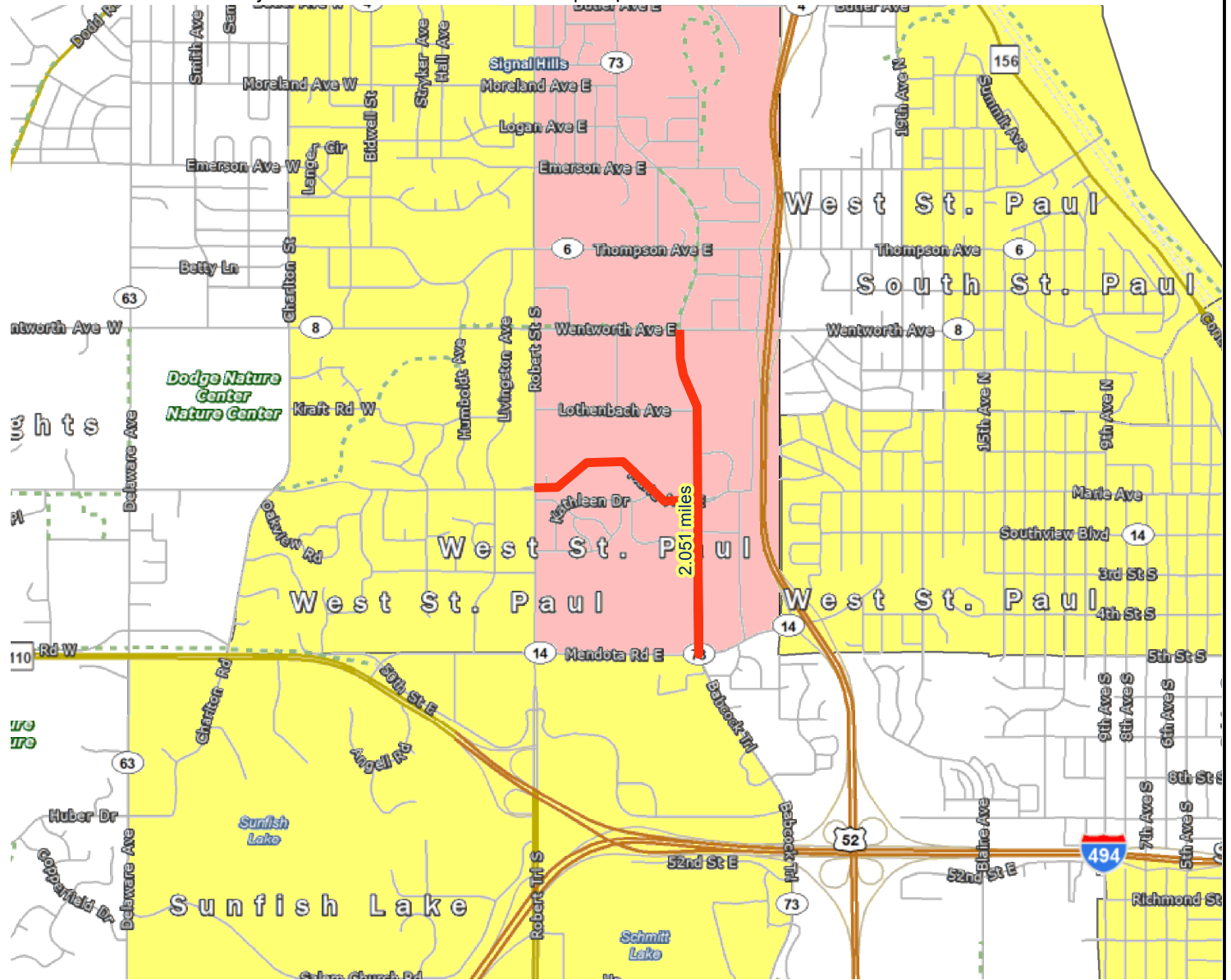


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN a concentrated area of poverty.



Created: 11/5/2014
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:

68 75 452

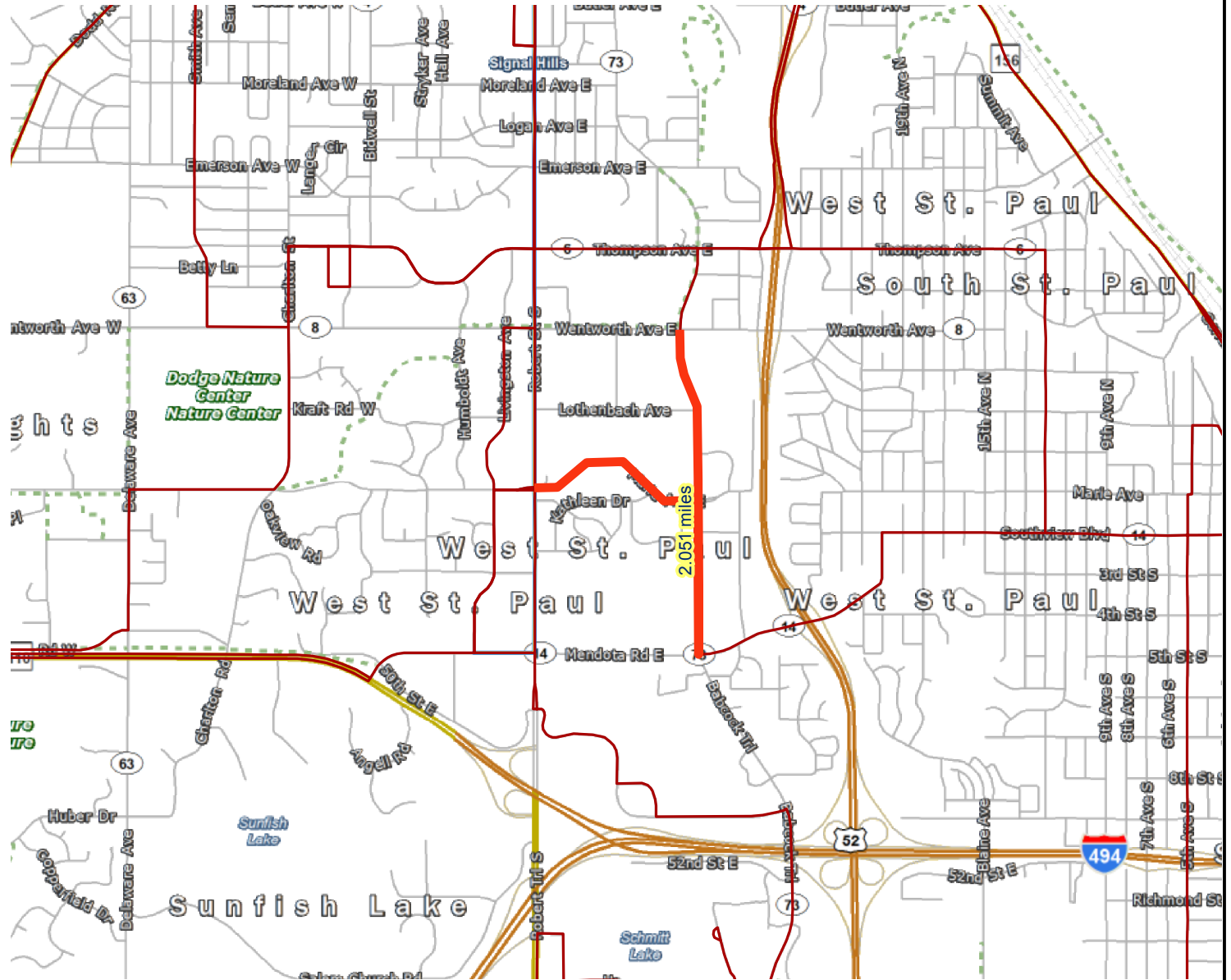
*Robert

Transit within HALF mile of project:

68 75 452

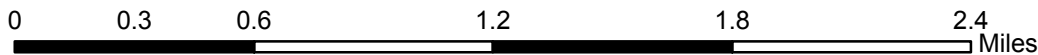
*Robert

*indicates Planned Alignments



Project **Planned Alignments**

Transit Routes Arterial BRT



Created: 11/5/2014
LandscapeRSA3



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

