



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05168 - Minnesota River Greenway - Eagan

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 11:48 AM

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

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

County: Dakota

Phone:* 952-891-7100
Ext.

Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name Dakota County Minnesota River Greenway Eagan South

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.

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

Minnesota River Greenway, Eagan, from Cedar Avenue to Lone Oak Road ? Construct Multi-use Trail

Project Length (Miles)

3.2

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

\$4,016,000.00

Match Amount

\$1,004,000.00

Minimum of 20% of project total

Project Total

\$5,020,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Dakota County CIP

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

Preferred Program Year

Select one:

2020

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

Additional Program Years: 2019

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

Project Information

County, City, or Lead Agency Dakota County

Zip Code where Majority of Work is Being Performed 55121

(Approximate) Begin Construction Date 05/01/2020

(Approximate) End Construction Date 11/30/2021

Name of Trail/Ped Facility: Dakota County Minnesota River Greenway Eagan South

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: CSAH 26 and TH 13
(Intersection or Address)

To: Nicols Road and TH 77 (under TH 77 river bridge)
(Intersection or Address)

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

Or At:

Primary Types of Work Grade, Agg Base, Bit Base, Bit Surf, Boardwalk

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: No

New Bridge/Culvert No.: Yes

Structure is Over/Under 600' boardwalk over wetland area
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$246,000.00
Removals (approx. 5% of total cost)	\$246,000.00
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	\$100,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$100,000.00
RR Crossing	\$400,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$3,077,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,400,000.00
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	\$1,943,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$5,020,000.00
Construction Cost Total	\$5,020,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal: Healthy Environment (pg. 66)

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

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

List the goals, objectives, strategies, and associated pages:

Goal: Access to Destinations (pg. 62)

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

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

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

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

(Limit 2500 characters; approximately 750 words)

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

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)

List the applicable documents and pages:

- 2014 Minnesota River Greenway - Eagan Feasibility Study (all pages)

- 2030 Regional Parks Policy Plan (2013) (p. 3-69)

-Dakota County 2030 Park System Plan (2008) (p. 7, 2.15, 4.6-4.7)

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

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

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1468523321234_MN River RBTN.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 20510

Existing Employment Within One Mile (Integer Only) 26163

Upload the "Population Summary" map 1468523401640_MN River Pop.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty:

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 Bloomington's 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. Additionally, this trail will also provide excellent recreational connections to many regional parks and trails.

Response (Limit 2,800 characters; approximately 400 words)

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

Upload Map

1468523466015_MN River SE.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Eagan	3.2

Total Project Length

Total Project Length (Total Population) 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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 3.2

Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

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

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The proposed trail will eliminate a significant gap in the regional trail system along the Minnesota River in Dakota County. The nearest parallel route is a 4 mi. stretch of Hwy13 (55 MPH speed limit, 19,500 AADT in 2010). Currently the highway lacks bike/pedestrian facilities, so 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. The trail will also include a grade-separated crossing under the Union Pacific Railroad corridor. This separation will eliminate any conflict between highway traffic and cyclists. Furthermore this separation will allow cyclists to feel comfortable on the trails and improve accessibility and safety for recreational and novice cyclists.

Response (Limit 2,800 characters; approximately 400 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. This link is crucial to the connectivity of the region as there are currently 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 and the soon to be completed Nokomis-Minnesota River Regional Trail with a connection to the Minneapolis Grand Rounds

and Downtown Minneapolis. This trail corrects a current deficiency in the local and regional trail system and drastically improves regional access for the community.

Measure B: Project Improvements

Currently, there are no bicycle and pedestrian facilities along or parallel to State Highway 13. This lack of pedestrian and bicycle facilities creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along State Highway 13 would be a large risk to cyclist and pedestrian safety. 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).

Response (Limit 2,800 characters; approximately 400 words)

The 3-mile proposed trail corrects a large deficiency in the Dakota County Regional trails as well as the overall regional trails. The proposed trail does not cross any roadways and will likely eliminate the potential for any pedestrian and cyclist conflict with vehicles. An underpass is proposed at the crossing with the Union Pacific Railroad, which will eliminate conflicts between trains and pedestrians / bicyclists. The construction of this trail and underpass will improve regional connectivity and accessibility. The separation provided by the trail and underpass will allow users of all ages and abilities to safely travel without having to worry about navigating vehicular traffic.

Measure A: Multimodal Elements

The proposed regional trail will function as an element of the intermodal transportation system in Eagan and Burnsville. It will extend 3 miles through Fort Snelling State Park, creating a safe and scenic route for pedestrians and cyclists. The extension has been identified in many local and regional plans.

The planned 10-foot regional trail will provide the space for varying skill levels to safely share the trail. In addition to its primary benefit to non-motorized users, the trail benefits motorists by removing conflicts with cyclists on Highway 13. The extension will improve access to two major transit facilities: the Cedar Grove Red Line BRT station and the Eagan Transit Center. The separation of the trail and connections to destinations and transit will help to improve the viability of active living in the local community and encourage transportation mode choice changes.

Connections to transit and regional trails provides access to major mixed use pedestrian destinations and employment centers like the MSP airport, Twin Cities Premium Outlet Mall and Mall of America. The Eagan gap will also improve accessibility to recreation destinations like Lilydale Regional Park, Fort Snelling State Park, Minnesota Valley National Wildlife Refuge and the Minneapolis Grand Rounds.

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

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form.

These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

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

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

11/30/2019

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

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

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%

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

0%

Anticipated date or date of completion of historic/archeological review: 11/30/2019

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

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

100%

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

80%

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

50%

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

30%

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

0%

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

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

100%

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

100%

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

75%

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

50%

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

Yes

25%

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

0%

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

0%

Anticipated date or date of acquisition

09/30/2019

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

09/30/2019

8)Interchange Approval (15 Percent of Points)*

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

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

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

100%

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

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 11/30/2019

10) Letting

Anticipated Letting Date 05/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$5,020,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$5,020,000.00

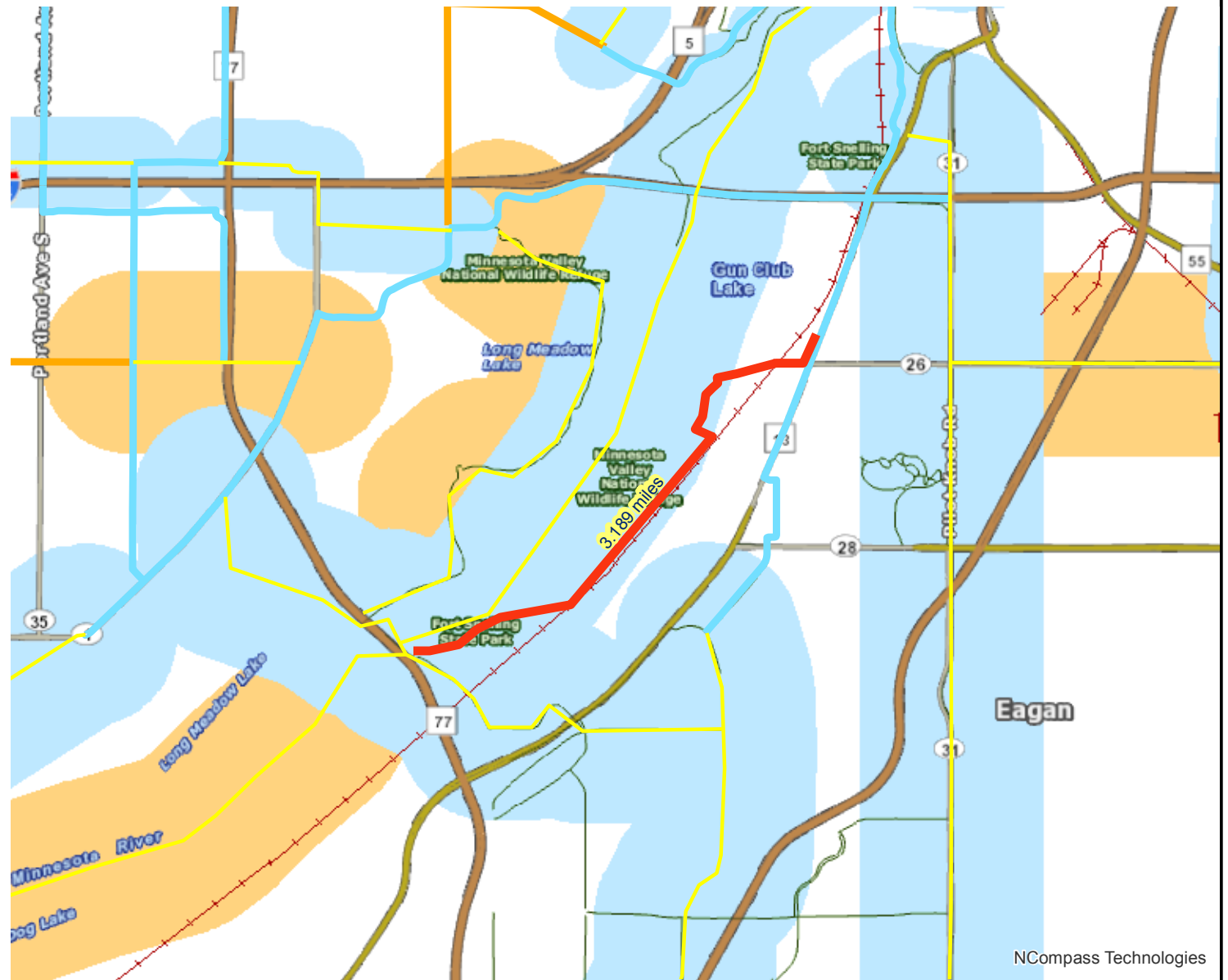
Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

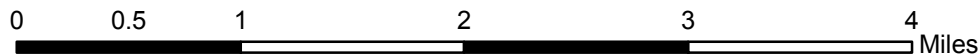
File Name	Description	File Size
6 - 2016 - Dakota County Minnesota River Greenway Eagan South SMALL.pdf	1) Project Map 2) Google Street View: Sibley Memorial Highway facing south at Lone Oak Road 3) MN River Greenway Photos - existing conditions 4) MnDOT Letter	2.7 MB
Dakota County Resolution June 21 2016.pdf	Dakota County Resolution	178 KB

Project to RBTN Orientation



NCompass Technologies

- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 7/12/2016
LandscapeRSA1

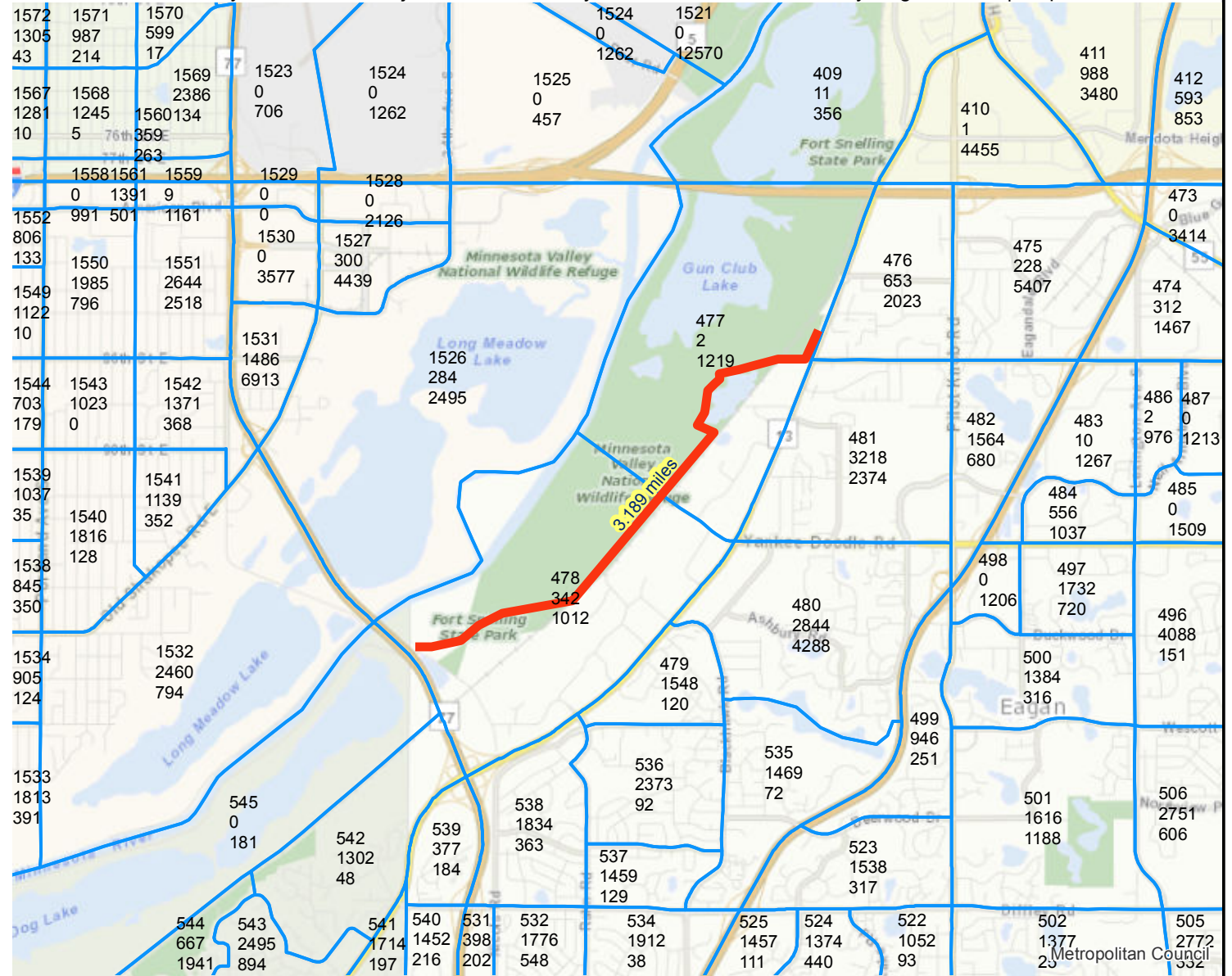


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population Summary

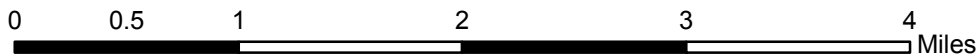
Multiuse Trails and Bicycle Facilities Project: Dakota County Minnesota River Greenway Eagan South | Map ID: 1468340608048



Results

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

- Project
- 2010 TAZ



Created: 7/12/2016
 LandscapeRSA4

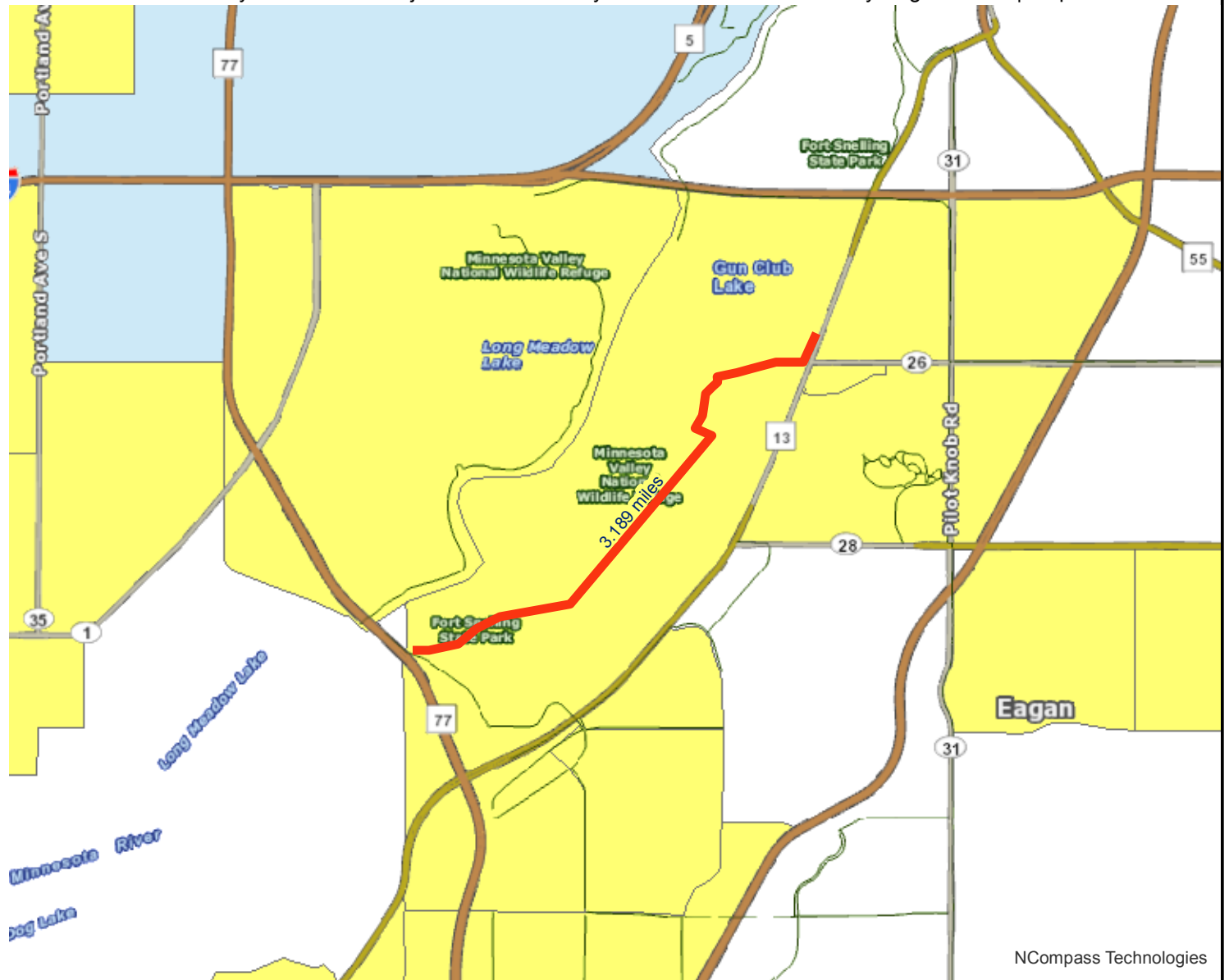


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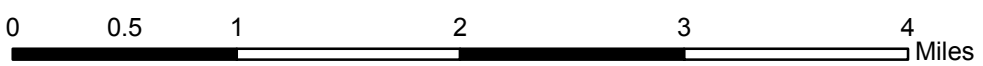
Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



NCompass Technologies

- Project
- Area of Concentrated Poverty
- Area of Concentrated Poverty > 50% residents of color
- Above reg'l avg conc of race/poverty

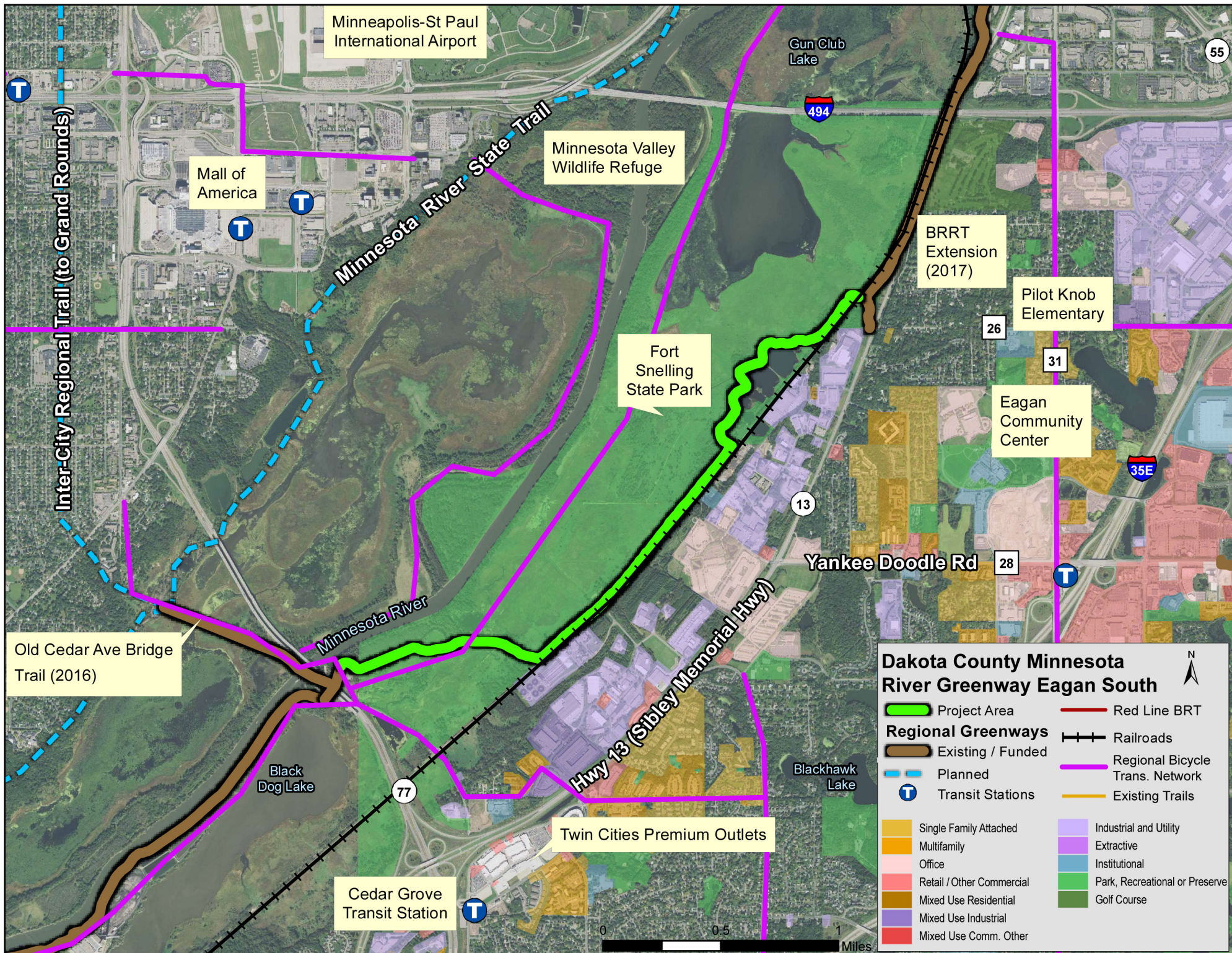


Created: 7/12/2016
LandscapeRSA2



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Minneapolis-St Paul International Airport

Gun Club Lake

Mall of America

Minnesota Valley Wildlife Refuge

Minnesota River State Trail

BRRT Extension (2017)

Pilot Knob Elementary

Fort Snelling State Park

Eagan Community Center

Inter-City Regional Trail (to Grand Rounds)

Minnesota River

Yankee Doodle Rd

Old Cedar Ave Bridge Trail (2016)

Hwy 13 (Sibley Memorial Hwy)

Black Dog Lake

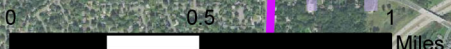
Blackhawk Lake

Twin Cities Premium Outlets

Cedar Grove Transit Station

Dakota County Minnesota River Greenway Eagan South

- █ Project Area
- █ Red Line BRT
- Regional Greenways**
- Existing / Funded
- Planned
- Regional Bicycle Trans. Network
- Existing Trails
- T Transit Stations
- Railroads
- Single Family Attached
- Multifamily
- Office
- Retail / Other Commercial
- Mixed Use Residential
- Mixed Use Industrial
- Mixed Use Comm. Other
- Industrial and Utility
- Extractive
- Institutional
- Park, Recreational or Preserve
- Golf Course



Google Street View: Sibley Memorial Highway facing south and Lone Oak Road



6. Minnesota River Greenway – Photos:



Quarry Lake



Gun Club Lake



Floodway – Boardwalk Area



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

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

RE: Regional Solicitation Application for Minnesota River Greenway - Eagan Gap Segment

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Minnesota River Greenway - Eagan Gap Segment impacts MnDOT right of way on TH 77.

MnDOT, as the agency with jurisdiction over TH 77, would allow the improvements included in the application for Minnesota River Greenway - Eagan Gap Segment. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

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

Sincerely,

A handwritten signature in blue ink that reads "Scott R. McBride".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Jon Solberg, MnDOT Metro District – South Area Manager

An Equal Opportunity Employer



**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

June 21, 2016
Motion by Commissioner Workman

Resolution No. 16-337
Second by Commissioner Holberg

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

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

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

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

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

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

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

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

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

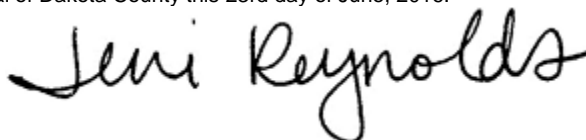
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

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

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



Clerk to the Board

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

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

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

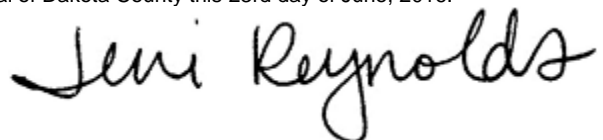
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota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

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

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

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Clerk to the Board