



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05275 - Minnesota Valley State Trail-Bloomington Section

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/12/2016 11:07 AM

Primary Contact

Name:*	Brandon	Helm		
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>	<small>Last Name</small>
Title:	Acquisition and Development Specialist			
Department:	Minnesota Department of Natural Resources			
Email:	brandon.helm@state.mn.us			
Address:	MNDNR Parks and Trails			
	1200 Warner Road			
*	St Paul	Minnesota	55106	
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
Phone:*	651-259-5601			
	<small>Phone</small>	<small>Ext.</small>		
Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: STATE OF MN

Jurisdictional Agency (if different):

Organization Type: State Government
Organization Website:
Address: MNDNR Parks and Trails
1200 WARNER RD

* ST PAUL Minnesota 55106
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-772-7910
Ext.
Fax:
PeopleSoft Vendor Number 0000024577A63

Project Information

Project Name Minnesota Valley State Trail-Bloomington Section
Primary County where the Project is Located Hennepin
Jurisdictional Agency (If Different than the Applicant): US Fish and Wildlife Service; City of Bloomington

The Minnesota Department of Natural Resources (MNDNR) proposes developing an approximately 12.5-mile dual treadway pedestrian and bicycle trail along the north side of the Minnesota River between the Bloomington Ferry Bridge (terminus of Crest Ave) and the Minnesota Valley National Wildlife Refuge Visitor Center (intersection of American Boulevard Interstate 494). The trail will be located primarily in the Minnesota River bottoms on land that is owned and managed by the City of Bloomington and the U.S. Fish and Wildlife Service (USFWS). Both government units acknowledge and support the extension of Minnesota Valley State Trail within their respective management plans. The Minnesota Legislature authorized the MN Valley State Trail, including this segment, in 1969.

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

This segment of the MN Valley State Trail is designed primarily for recreational biking, hiking, and wildlife watching. One trail in the corridor will be a multi-use paved trail constructed to be 14 feet wide, consisting of a 10 foot bituminous (asphalt) surface with 2 foot grass shoulders. The other will be a natural surface trail of varying widths and minimal construction footprint. The trail alignment is confined primarily to a corridor adjacent to the north bank of the Minnesota River. Motorized recreation will not be permitted throughout this segment.

In addition to recreational opportunities, the trail will provide a major east/west protected route for bicycle commuters and pedestrians traveling within the city of Bloomington, as well as those traveling to other cities in the Twin Cities metro area via trails and bike lanes that will connect to this trail segment. The City of Bloomington's draft Alternative Transportation Plan ranks development of this segment and connecting trails as its #1 priority Regional Trail and Community Corridor

project, based upon criteria such as community demand, safety, accessibility, and economic efficiency. There are no at-grade road crossings planned for this segment, therefore there is little to no chance of modal conflict.

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 Valley State Trail, Near Bloomington, Adjacent to Minnesota River, Crest Ave to Minnesota Valley National Wildlife Refuge Visitor Center, Construct 12.5 MI. Bike Trail

Project Length (Miles)

12.5

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

\$1,880,000.00

Match Amount

\$470,000.00

Minimum of 20% of project total

Project Total

\$2,350,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

State of Minnesota Capital Budget Appropriation

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:

2017, 2018

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

Project Information

County, City, or Lead Agency

Minnesota Department of Natural Resources

Zip Code where Majority of Work is Being Performed

55425

(Approximate) Begin Construction Date

07/02/2018

(Approximate) End Construction Date

12/31/2020

Name of Trail/Ped Facility:

Minnesota Valley State Trail

(i.e., CEDAR LAKE TRAIL)

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

From:

(Intersection or Address)

Crest Ave and Bloomington Ferry Rd, Bloomington MN 55438

To:

(Intersection or Address)

3815 American Blvd E, Bloomington, MN 55425

*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

Multiuse Bike Trail

*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.:

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	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00

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	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$2,133,667.00
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	\$0.00
Bicycle and Pedestrian Contingencies	\$216,333.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,350,000.00

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	\$2,350,000.00
Construction Cost Total	\$2,350,000.00
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 C Access to Destinations-Objectives 1,4,5-
Strategies C1, C2, C4,C8, C15, C16-pages 2.8-
2.10

Goal D Competitive Economy-Objective 2-
Strategies D3, D4-pages 2.11-2.12

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

Goal E Healthy Environment-Objectives 1, 3, 4-
Strategies E1, E2, E3, E4, E5, E7-pages 2.12-2.13

Goal F Leveraging Transportation Investment Land
Use-Objectives 1, 3, 4-Strategy F1, F7, F9-pages
2.14-2.16

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.

Minnesota Valley National Wildlife Refuge
Comprehensive Conservation Plan and
Environmental Assessment
(<https://www.fws.gov/Midwest/planning/MinnesotaValley/finalccp.pdf>) Page 27

List the applicable documents and pages:

Minnesota Valley State Recreation Area
Management Plan
(http://files.dnr.state.mn.us/parks_recreation/mgmtplans/mn_valley_plan.pdf) Pages 45-54

City of Bloomington Minnesota River Valley
Strategic Plan
(https://www.bloomingtonmn.gov/sites/default/files/media/MNRV_Plan_Draft_web_2.pdf) Pages 5.3-5.4

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Yes

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

1466702159920_MNValleyBloom_BikeCorridors_6.16.16.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

47364

Existing Employment Within One Mile (Integer Only)

40608

Upload the "Population Summary" map

1466702263505_MNValleyBloom_PopEmploy_6.16.16.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:

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

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

The MN Valley State Trail-Bloomington Segment will provide numerous benefits to diverse socio-economic groups, particularly people with disabilities, children and the elderly. All 12.5 miles of the paved trail will be built to accommodate a variety of user groups, adhering to Minnesota DNR Trail Planning, Design and Development guidelines as well as other applicable safety and accessibility standards. The Americans with Disabilities Act (ADA) compliant paved trail will afford people of all ages and abilities the opportunity to use the trail for transportation as well as outdoor recreation. There are no at-grade crossings planned for this segment, meaning that those who have trouble negotiating crosswalks and busy streets can walk and ride the trail without interruption.

The trail will be accessible to a diverse cross-section of Minnesota's populations by both physical proximity to their homes as well as local and regional connecting trails. DNR does not anticipate negative impacts to low-income populations, people of color, children, people with disabilities, or the elderly.

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

Upload Map

1467212031450_MNValleyBloom_SocioEconomic_6.16.16.pdf

Measure B: Affordable Housing

City/Township

Segment Length in Miles (Population)

0

Total Project Length

Total Project Length (Total Population)

12.5

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0
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

Close a Gap: The entire geographic extent of the MN Valley State Trail-Bloomington project area lies within an undeveloped portion of the Regional Bicycle Transportation Network (RBTN). The westernmost terminus of this segment is the parking lot at Bloomington Ferry Bridge, just to the east of the intersection of highway 169 and the Minnesota River. At this location, the proposed trail will connect to both an existing segment of the Minnesota Valley State Trail, which contains a paved, multiuse trail running to the City of Chaska, as well as Bloomington Ferry Rd and Minnesota Bluffs Drive which have dedicated bike lanes. The Bloomington Ferry Road and Bluff Drive bike lanes (which are also in an RBTN), in turn provide direct access to the system of dedicated bicycle infrastructure in Eden Prairie and Bloomington, as well as regional points of interest such as Hyland Park Reserve (identified as a Highly Visited Regional Park in the 2040 TPP)

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

An existing Minnesota River Public Water Access at the intersection of Lyndale Ave and the Minnesota River, which was cooperatively developed and is cooperatively managed by DNR, US Fish and Wildlife Service and other local government units, will provide access to the trail and could be redeveloped as a trailhead approximately 6 miles east of Bloomington Ferry Bridge. Lyndale Ave is also within an RBTN Corridor.

US Fish and Wildlife Service and the City of Bloomington are working towards development of a trailhead at the Old Cedar Avenue Bridge location, approximately 1,000 feet west of the existing Cedar Avenue Bridge (hwy 77). When completed, this facility will provide access to the MN Valley State Trail via the refurbished old Cedar Ave bridge. This project is expected to be completed in 2017. Cedar

Ave to the north of the river is within an RBTN Corridor.

The Minnesota Valley State Trail is authorized to be developed beyond this project to Ft Snelling State Park. When this segment is funded and built, the trail will connect with many other trails in the existing Twin Cities trail network.

Connection between Jurisdictions: This segment of the MN Valley State Trail will connect lands owned and managed by the US Fish and Wildlife Service and the City of Bloomington. State management of the trail corridor will allow for continuity in the management of pedestrian and bicycle activities on these lands.

Measure B: Project Improvements

Deficiency: At present, there is not a major east-west, dedicated bicycle trail in the City of Bloomington.

Deficiency Reduction: This project will provide a major east-west, dedicated bicycle trail. The trail will be constructed entirely on lands that are undeveloped. There will be no street crossings for the entire length of the trail, and no automobile traffic within .5 miles of the vast majority of the trail. This project will give walkers, runners, and bicyclists the option to use the trail as an east-west travel route with access to bike/ped friendly roads and limited possibility of modal conflict.

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

Measure A: Multimodal Elements

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

The Minnesota Valley State Trail-Bloomington Segment, as well as existing and planned access points, is adjacent to numerous bus stops. Route 597 follows Bluff Drive towards the west end of the project. Route 18 stops on Lyndale Ave near the existing public water access describer earlier. Route 539 stops near the planned trailhead at Cedar Ave.

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 Yes

EA Yes

PM

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 12/30/2016

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

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes 100%

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

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

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

Anticipated date or date of completion of historic/archeological review: 09/30/2016

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

Yes

50%

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

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

01/31/2017

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

Yes

40%

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

0%

Anticipated date or date of executed Agreement

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 07/31/2017

10)Letting

Anticipated Letting Date 10/02/2017

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$2,350,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,350,000.00

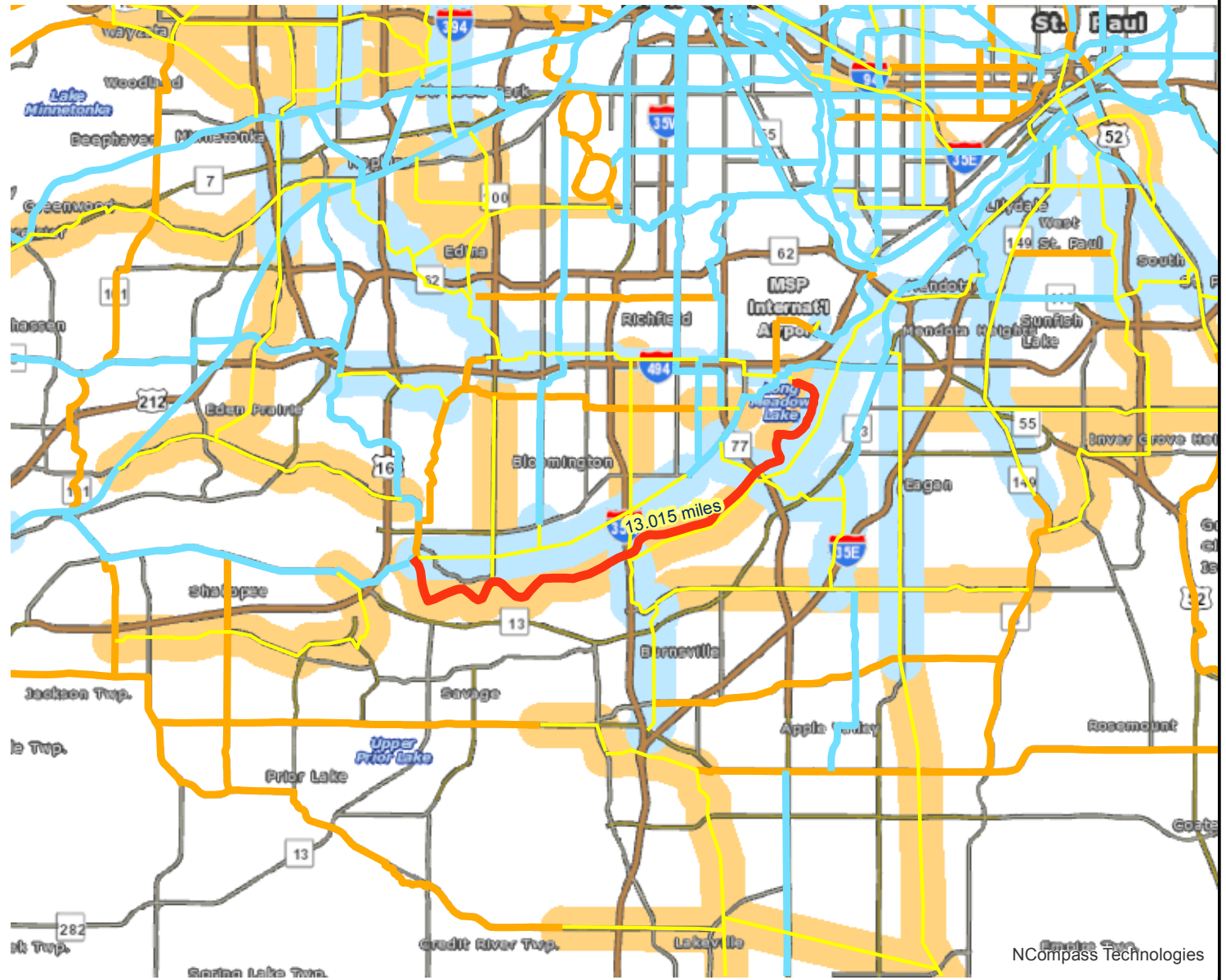
Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Bloom Support Res.pdf	This project will be constructed on lands owned and Managed by the US Fish and Wildlife Service and the City of Bloomington. This attachment is a support letter from the City of Bloomington, as well as a resolution of support passed by the Bloomington City Council.	822 KB
MVST Factsheet Final.pdf	This attachment is a factsheet about the trail. It includes a map showing the proposed trail alignment. Construction plans available upon request.	1.5 MB
TAP Fund Letter USFWS.pdf	This project will be constructed on lands owned and Managed by the US Fish and Wildlife Service and the City of Bloomington. This attachment is a support letter from the US Fish and Wildlife Service. DNR also has an active cooperative agreement with Us Fish and Wildlife Service, which allowed DNR to complete engineering for the trail.	406 KB

Project to RBTN Orientation



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- RBTN Tier 1
- RBTN Tier 2



Created: 6/16/2016
LandscapeRSA1



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

NCompass Technologies

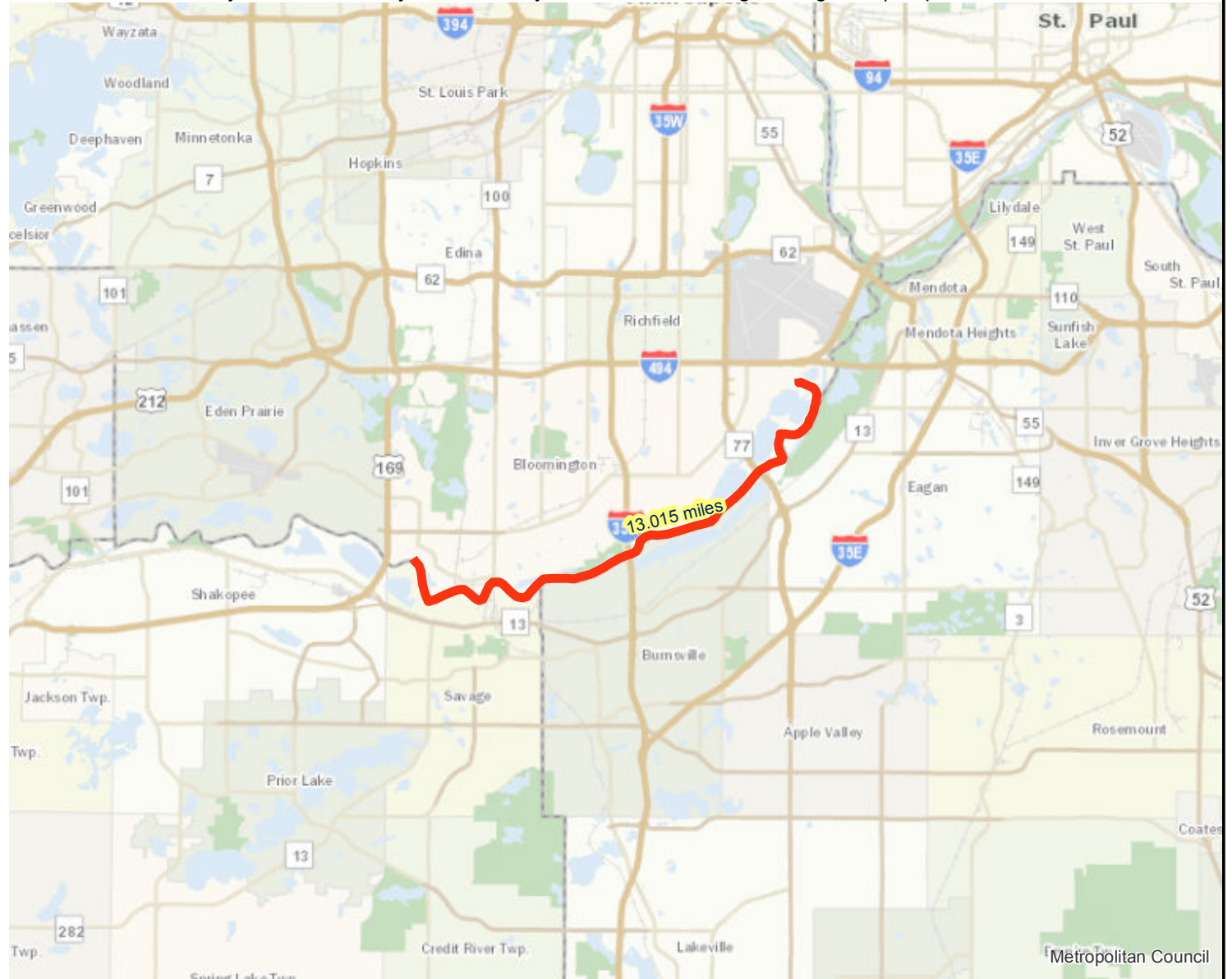


Population Summary

Multiuse Trails and Bicycle Facilities Project: MN Valley State Trail-Bloomington Segment | Map ID: 1466104029439

Results

Within ONE Mile of project:
Total Population: 47364
Total Employment: 40608



 Project



Created: 6/16/2016
LandscapeRSA4

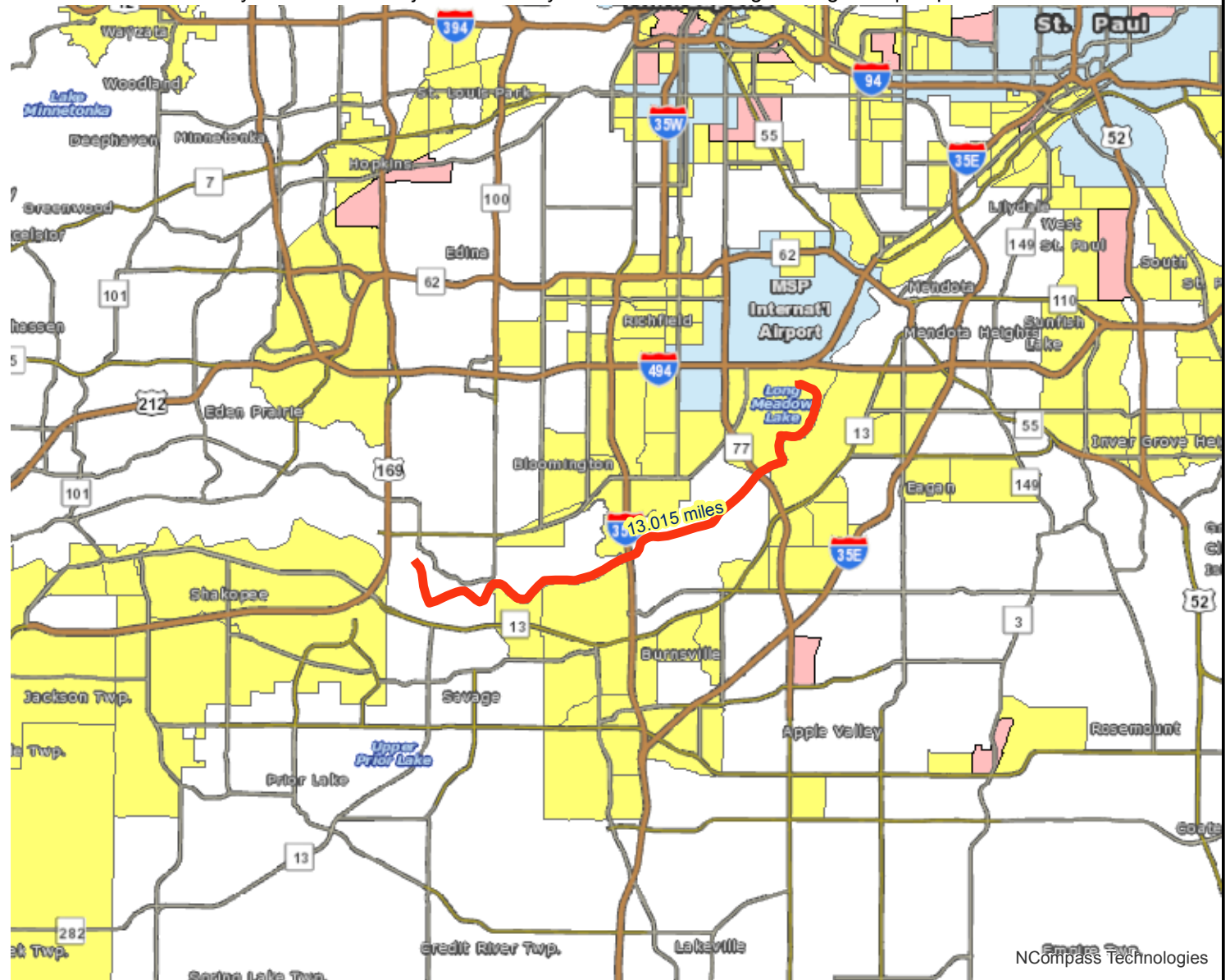


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



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



Created: 6/16/2016
LandscapeRSA2



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





July 8, 2016

Kent Skaar
Acquisition and Development Section Lead
Minnesota Department of Natural Resources
500 Lafayette Road
St Paul, MN 55155

Re: City of Bloomington Supports the Minnesota Valley State Trail--Bloomington Segment Project

Dear Mr. Skaar,

The City of Bloomington supports Minnesota Department of Natural Resources' application to the Metropolitan Council for construction of the Bloomington Segment of the Minnesota Valley State Trail. The Bloomington segment runs from Bloomington Ferry Bridge to the Minnesota River Valley National Wildlife Refuge Visitor Center.

Approximately half of the trail miles to be constructed in this project will be on land owned and managed by the City of Bloomington. The City has long supported the State Trail project and has made access improvements anticipating the future trail. Both the community and regional users eagerly anticipate the state trail's recreation and alternative transportation benefits. The City is working with DNR so that the trail will appropriately balance public access to the River Valley while also ensuring stewardship of the natural environment. When completed, we expect the facility to be very popular with Bloomington residents as well as visitors and people working in Bloomington.

The trail corridor is listed as an important public facility in several City plans, including the Alternative Transportation Plan and the Parks and Recreation Master Plan. In January 2015, the Bloomington City Council passed a resolution of support for the trail (copy attached).

We look forward to continued collaboration and coordination with the Minnesota Department of Natural Resources on design and implementation of the Minnesota Valley State Trail—Bloomington segment. If you have any questions, please contact the City Manager's office at 952-563-8780.

Sincerely,

Larry Lee, Acting City Manager
City of Bloomington

STATE OF MINNESOTA

COUNTY OF HENNEPIN

CITY OF BLOOMINGTON

The undersigned duly qualified and acting City Clerk of the City of Bloomington hereby certifies that attached hereto is a true and correct copy of the original Resolution No. 2015-3, a resolution of support of the Minnesota Valley State Trail in Bloomington, Minnesota. Passed and adopted January 5, 2015. This resolution is on file in the office of the City Clerk, City of Bloomington, Minnesota.



Janet K. Lewis

Janet K. Lewis, CMC, City Clerk

Dated this 12th day of January, 2015.

RESOLUTION NO. 2015 – 3
RESOLUTION OF SUPPORT OF THE MINNESOTA VALLEY STATE TRAIL
IN BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington (City); and

WHEREAS, the Minnesota River Valley comprises the south and east border of the City and is a unique and valuable natural, cultural, and recreational resource for the City, Region, and State; and

WHEREAS, providing public access to the Minnesota River Valley is a shared goal of the City, the Region, and the State; and

WHEREAS, in 1969 the State Legislature authorized the establishment of the Minnesota Valley State Trail (State Trail) extending from Fort Snelling to Le Sueur, MN; and

WHEREAS, the State Legislature, in its 2014 Bond Appropriations bill, authorized \$2.165 million to the Minnesota Department of Natural Resources (DNR) to develop the segment of the State Trail in Bloomington from the Minnesota Valley National Wildlife Refuge Visitor Center to the Bloomington Ferry Bridge; and

WHEREAS, the State Trail is intended to allow all members of the public to access and enjoy the Minnesota River Valley and will be designed in compliance with the Americans with Disabilities Act and local, state, and federal trail requirements; and as such, the State Trail corridor as proposed by the DNR is comprised of one corridor that incorporates both a natural surface trail and a hard surfaced multiple-use trail; and

WHEREAS, the State Trail corridor location and alignments of the two trails are yet to be determined by the DNR; and

WHEREAS, the City of Bloomington has identified the State Trail as an important public facility in several of its plans, including the Alternative Transportation Plan (adopted 2008, currently being updated), the Parks and Recreation Master Plan (adopted 2010), and the Minnesota River Valley Master Plan (in progress); and

WHEREAS, the DNR is seeking general support from the City and U.S. Fish and Wildlife Service (USFWS) to proceed with preliminary and final engineering plans for the Bloomington segment of the State Trail, which will be located on land owned by the City and USFWS; and

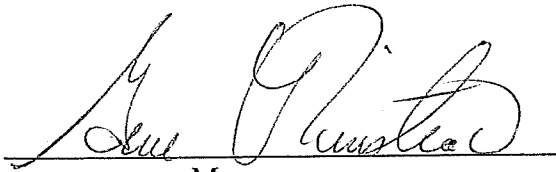
WHEREAS, the DNR, in partnership with the City and the USFWS, will develop and implement a public communication plan to provide ongoing information regarding the design and implementation of the State Trail and identify opportunities to solicit public input.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled, adopts this Resolution in support of the DNR efforts to proceed with preparation of preliminary and final plans and specifications for the State Trail through Bloomington, including, but not limited to, trail alignment and design, acquisition of needed right-of-way or easements, and peripheral improvements (e.g., bridges, culverts), at no cost to the City; and

BE IT FURTHER RESOLVED, that after detailed plans are completed and prior to the start of construction, the DNR will execute a cooperative agreement with the City of Bloomington addressing City review and approval of the final State Trail alignment; DNR obligations for construction, operations and maintenance; and any special provisions needed for the project; and

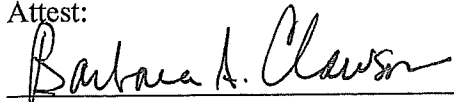
BE IT FURTHER RESOLVED, that a copy of this Resolution be provided to the DNR Representative, Cynthia Wheeler, at 1200 Warner Road in St. Paul, MN 55106

Passed and adopted this 5th day of January 2015.



Mayor

Attest:



Secretary to the Council



Resolution Number 2015- 3

The attached resolution was adopted by the City Council of the City of Bloomington on January 5, 2015.

The question was on the adoption of the resolution, and there were 7 YEAS and 0 NAYS as follows:

COUNCILMEMBERS:	YEA	NAY	OTHER
Gene Winstead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cynthia Bemis Abrams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jack Baloga	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tim Busse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Andrew Carlson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dwayne Lowman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jon Oleson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESOLUTION ADOPTED.

ATTEST:

Barbara A. Claus

Secretary to the Council



Minnesota Valley State Trail (MVST)

Bloomington Section

Authorization, 1969 (M.S.85.015, Subd. 6)

“The trail shall originate at Fort Snelling State Park and thence extend generally southwesterly along the Minnesota River Valley through Hennepin, Dakota, Scott, Carver, Sibley, and Le Sueur Counties to the city of Le Sueur, and there terminate”

Amended, 2015

“The trail shall be developed primarily for riding and hiking.... That portion of the trail on the north side of the Minnesota River, lying between the Bloomington Ferry Bridge pedestrian crossing and the Cedar Avenue Bridge, must be a paved trail developed primarily for hiking and bicycling.”

Trail in Context

Since 1969, DNR has worked to develop MVST section by section, providing new recreational opportunities and improved access to the Valley, as described in the 1984 Comprehensive Plan and as revised in the 2006 MVST Management Plan.

- ◆ Ft Snelling State Park: Paved Trail
- ◆ Bloomington Ferry to Memorial Park (Shakopee): Paved Trail
- ◆ Memorial Park (Shakopee) to Chaska: Paved Trail first 6 miles, natural surface thereafter

In 2013, the Minnesota Legislature appropriated \$2.1 million to develop the section between Bloomington Ferry Bridge and the Minnesota Valley National Wildlife Refuge Visitor Center as a multiuse trail. The total cost for the project is estimated at \$4.1 million based on the preliminary design. This includes \$300,000 for improvements to the natural surface trail currently utilized by mountain bikers, bird watchers, and trail runners (among others).

This key segment will be constructed on lands principally owned and managed by the City of Bloomington and the US Fish and Wildlife Service. The trail has long been a part of management plans covering these lands. The Bloomington City Council recently reaffirmed its support for the trail by unanimously passing a Resolution of Support as well as an updated Strategic Plan that includes the trail.

Dual Treadway Trail Design

The proposed trail design is being carried out in accordance with the 2006 MVST Management Plan which established a set of principal goals, including the establishment of (1) a continuous trail corridor from Ft Snelling State Park to LeSueur; (2) a trail that will serve as the backbone of a larger system; (3) a trail that may accommodate different users groups and have differing characteristics such as surface types in discrete segments; and (4) a trail alignment that follows the existing trail corridor where possible.

This section’s trail corridor is proposed to contain a paved trail as well as a natural surface trail. The two trails will run parallel to each other for the length of the section, diverging where possible, and occasionally crossing each other when necessary (e.g. water crossings). The present trail design efforts are being conducted in consultation with land managers and user groups, including US Fish and Wildlife Service, the City of Bloomington, Friends of the Minnesota Valley, Minnesota Off Road Cyclists (MORC), and Save the River Bottoms.

Maintenance

This section of trail is in the Minnesota River floodplain, which poses unique but manageable maintenance challenges. The trail will be engineered to withstand flood events. This includes laying out the trail so that it is positioned parallel to the river flow and reinforcing the trail’s shoulders, among other techniques. Debris, silt, sand, and wood left by flood events will be removed by routine maintenance activities, as they have been in Fort Snelling State Park for many years.

The division currently estimates yearly trail maintenance at \$2,400/mile.

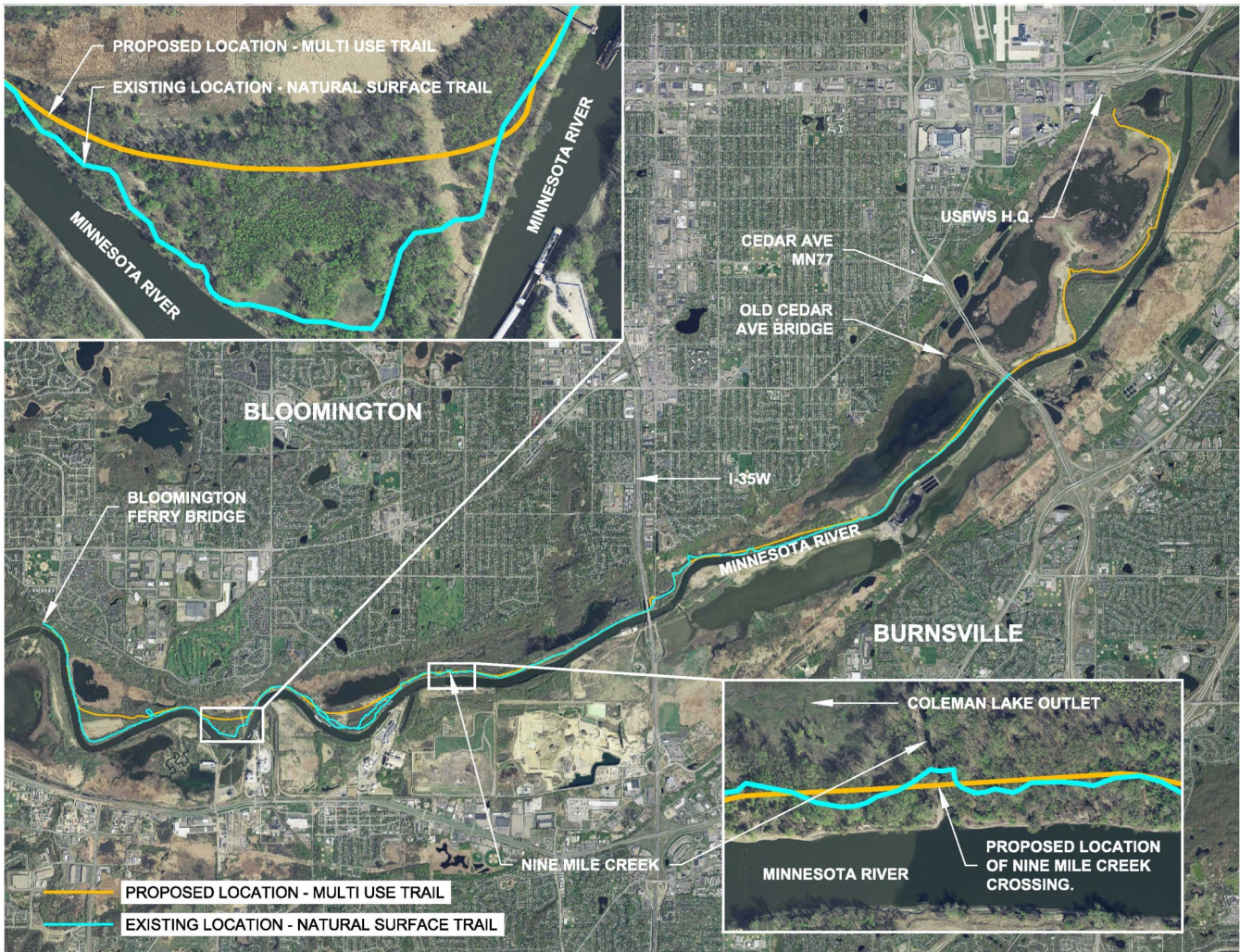


Minnesota Valley State Trail Project

Project Timeline

2016	2017	2018
<ul style="list-style-type: none"> • Engineering, environmental review, cultural and natural resource investigations • Complete design work sessions with project partners and advocate/user organizations • Conduct open house sessions to provide opportunities for direct user input 	<ul style="list-style-type: none"> • Prepare final plans and specifications • Permitting • Initiate corridor phased construction 	<ul style="list-style-type: none"> • Trail construction complete, dependent on appropriation/ allocation of necessary funding

Project Map-Preliminary Dual Alignments



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Minnesota Valley National Wildlife Refuge
and Wetland Management District
3815 American Blvd East
Bloomington, MN 55425



July 6, 2016

Kent Skaar
Acquisition and Development Section Lead
Minnesota Department of Natural Resources
500 Lafayette Road
St. Paul, MN 55155

Dear Mr. Skaar:

The Minnesota Valley National Wildlife Refuge fully supports the Minnesota Department of Natural Resource's grant application to the Metropolitan Council for federal transportation funding to design and construct the Minnesota Valley State Trail Project (Bloomington Segment). The Trail's Bloomington Segment will course for approximately 12 miles from below the Minnesota Valley National Wildlife Refuge Visitor Center to the Bloomington Ferry Bridge.

The Minnesota Valley National Wildlife Refuge is mandated to provide a corridor for the Minnesota Valley State Trail and has supported its development for over 40 years. The Trail will provide excellent outdoor recreational opportunities for a multitude of users including birdwatchers, cyclists, hikers, and nature lovers alike.

We look forward to continued collaboration and cooperation with the Minnesota Department of Natural Resources on the design and development of the Minnesota Valley State Trail (Bloomington Segment).

If you have questions or concerns please contact me at 952-858-0701.

Regards

Tim Bodeen
Refuge Manager