



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05408 - Rosemount Greenway Downtown Connection

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 10:28 AM

Primary Contact

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***:** Rosemount Minnesota 55068
City State/Province Postal Code/Zip

Phone:* 651-322-6012
Phone Ext.

Fax:

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

Organization Information

Name: ROSEMOUNT, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

2875 145TH ST W

*

ROSEMOUNT

Minnesota

55068-4997

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-423-4411

Ext.

Fax:

PeopleSoft Vendor Number

0000020988A1

Project Information

Project Name

Rosemount Greenway Downtown Connection

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The City of Rosemount is seeking funding for a 2.2 mile gap in the Rosemount Regional Greenway, a critical transportation link for northwestern Rosemount. The segment will begin at the southern boundary of Lebanon Hills Regional Park on 120th Street West at the Eagan and Rosemount border. The trail travels south along Dodd Boulevard to connect to the existing Rosemount Greenway at Connemera Trail. The project includes an underpass of McAndrews Road (CSAH 38), a county highway with an AADT of more than 6,000 vehicles.

This missing segment of the Rosemount Greenway is an important transportation link as it is the only local road in northwest Rosemount that currently extends to the City's northern boundary and Lebanon Hills Regional Park. In addition, the Rosemount Greenway is the appropriate location for the Tier 2 Bicycle Route in this area as it parallels State Highway 3 just a quarter mile to the east. State Highway 3 (S. Robert Trail) is a two-lane highway with AADTs of nearly 14,000 and no multi-use trail. The Rosemount Greenway along Dodd Boulevard is a good alternative as it too connects from the City of Eagan border to Downtown Rosemount. In addition, the Greenway provides an added benefit as users are able to access an underpass of Highway 3 just north of Downtown Rosemount that allows them to travel safely and conveniently towards the east.

This trail project will provide a much needed pedestrian and bicycle connection to Rosemount's civic, business, and recreation heart. This includes the Rosemount Community Center, Rosemount high, middle, and elementary schools; Robert Trail Library, Rosemount Transit Center, Steeple Center, Downtown Rosemount, and four local parks. In addition, the direct connection to Lebanon Hills will connect Rosemount residents to Dakota County's largest park. With 2,000 acres, Lebanon Hills offers

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

miles of trails, a visitors center, five trailheads, beach, and campground.

The Rosemount Greenway is one of the county-wide network of regional greenway trails identified in the Dakota County Park System Plan. Planned for more than 200 miles, the greenway system will connect parks, schools, libraries, local trails, and other community destinations. When complete, the 13 miles of the Rosemount Greenway will connect Egan, Rosemount, and Empire Township, extending from Lebanon Hills Regional Park to the Mississippi, including the Mississippi River Regional Trail.

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)

Dodd Road, Rosemount, from 120th Street W to Connemera Trail, Construct Multi-Use Trail

Project Length (Miles)

2.2

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

\$1,360,000.00

Match Amount

\$340,000.00

Minimum of 20% of project total

Project Total

\$1,700,000.00

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

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:

2021

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

Additional Program Years:

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

Project Information

County, City, or Lead Agency	City of Rosemount
Zip Code where Majority of Work is Being Performed	55068
(Approximate) Begin Construction Date	07/01/2021
(Approximate) End Construction Date	09/30/2022
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	Rosemount Greenway Downtown Connection
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	Intersection of Dodd Boulevard and 120th Street W
To: (Intersection or Address)	Intersection of Dodd Boulevard and Connemera Trail
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Primary Types of Work	Grade, Aggregate Base, Bituminous Base, Bituminous Surface, Bike Path, Underpass, Pedestrian Ramps
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	Yes
Structure is Over/Under (Bridge or culvert name):	Under CSAH 38 - McAndrews Road

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$74,000.00
Removals (approx. 5% of total cost)	\$74,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$127,000.00
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	\$600,000.00
Totals	\$875,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$575,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
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	\$155,000.00
Other Bicycle and Pedestrian Elements	\$55,000.00
Totals	\$825,000.00

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	\$1,700,000.00
Construction Cost Total	\$1,700,000.00
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 Rosemount Pedestrian and Bicycle Master Plan was adopted by the City of Rosemount in 2010. The Master Plan calls for more convenient regional connections from Downtown Rosemount to regional destinations, such as the Lebanon Hills Regional Park (pg. 20). Throughout the Master Plan, Dodd Boulevard is highlighted as an important local route for bicycle users as an alternative to Highway 3, which is considered a barrier.

The Rosemount Greenway Master Plan was adopted by Dakota County in 2012. The Master Plan calls for a greenway trail along Dodd Boulevard as an important link to the County's greenway system, and as a way to connect the Lebanon Hills Regional Park to Rosemount's downtown and further to the natural resources of the Mississippi River Trail system. The Rosemount Greenway Downtown Connection trail is specifically referenced and planned on pages 28-31, with CIP estimates on pages 60-61 of the Rosemount Greenway Master Plan.

List the applicable documents and pages:

Both of the above Master Plans have support of the City of Rosemount 2030 Comprehensive Land Use Plan, adopted in 2009, which includes the 2008 Rosemount Parks, Trails and Open Space System Plan as an appendix. The trail plan for the city is designed to connect neighborhoods, parks, schools and commercial areas (pg. 17).

The Dakota County 2030 Park System Plan highlights the Rosemount River Access Regional Trail as an essential connection to the County's trail system (page 2.15).

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

Tier 2, RBTN Alignment Yes

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 1468516716984_Rosemount_RBTN Orientation.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 20885

Existing Employment Within One Mile (Integer Only) 2437

Upload the "Population Summary" map 1468516784078_Rosemount_Socio Economic Conditions.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

The Rosemount Greenway Downtown Connection project is adjacent to areas within Rosemount that are above the regional average in terms of low-income populations and/or concentrations of people of color, as seen in the Socio-Econ map. The proposed trail will fill an important gap in the regional trail network, connecting residential areas to the amenities of Downtown Rosemount as well as the Lebanon Hills Regional Park. Underserved populations, such as low-income households, children, the elderly, and disabled populations will have greater access to the civic facilities of Downtown Rosemount, including the Rosemount Community Center; high, middle, and elementary schools; and Robert Trail Library. In addition to serving as a transportation route, this trail will provide a free and convenient recreational amenity for low-income populations in Rosemount and adjacent communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors, including people with disabilities, with a safe and enjoyable experience.

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

This trail addresses a local and regional gap along the Rosemount Regional Greenway and addresses a safety concern crossing a county highway, particularly for children, elderly, and the disabled. Currently there are limited options for those who want to travel north-south in northwest Rosemount. In this area there are only two roads that connect Downtown Rosemount to the City's boundary with Eagan to the north, both have only two lanes and neither have off-road pedestrian or bicycle facilities. The proposed trail will eliminate the 2.2 mile gap and provide an underpass of CSAH 38 (McAndrews Road), the only underpass in the area that will enable barrier free north-south travel.

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

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Rosemount	2.2
	2

Total Project Length

Total Project Length (Total Population)	2.2
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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)	2.2
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 Rosemount Greenway Downtown Connection Project provides a Critical Bicycle Transportation Link addressing system gaps identified in the 2040 Transportation Policy Plan. This project will complete a priority gap in the Rosemount Greenway as it provides a multi-use trail that connects users to commercial, civic, and educational uses in and around Downtown Rosemount, as well as the more than 2,000 acre Lebanon Hills Regional Park in Eagan. The multi-purpose trail should be considered the Tier 2 Bicycle Corridor for this area as it is located on a road that is only a quarter of a mile to the west of State Highway 3, a two-lane highway with an average daily traffic of more than 13,500 vehicles. The proposed route along Dodd Boulevard has sufficient right-of-way to accommodate all modes of transportation and offers an improved experience with an AADT of less than 2,500 vehicles and a direct connection to the underpass of Highway 3 that allows additional safe east-west movement through the community. The nearest alternative transportation route is located another half-mile to the west and does not extend fully to the City's northern boundary. The project will address a physical barrier through the construction of the only underpass of CSAH 38/McAndrews Road in Rosemount. CSAH 38 is a two-lane Minor Arterial road with an average daily traffic amount of 6900 vehicles in 2013. The construction of the underpass has the potential to be advanced constructed with the rebuilding of McAndrews by Dakota County in 2018. The trail project also improves connections between jurisdictions as this project begins at the City's boundary with Eagan and provides connectivity for residents of both communities.

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

Measure B: Project Improvements

Currently, there are no bicycle or pedestrian facilities that connect 120th street to Connemara Trail on Highway 3, nor existing facilities along Dodd Road. This lack of pedestrian and bicycle facilities creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along State Highway 3 would be a large risk to cyclist and pedestrian safety. On the segment of Highway 3 between 120th Street and Connemara Trail, there was one crash involving a bicyclist reported between 2011 and 2015. Even though Highway 3 has been designated as the RBTN Tier 2 Alignment, there is little right-of-way and difficult access for bicycling facilities. This project proposes a multi-use trail on a parallel corridor which will accomplish the same goals as the RBTN Tier 2 Alignment.

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

The 2.2 mile proposed trail corrects a large deficiency in the Dakota County Regional trail system as well as the transportation system of Rosemount. 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 McAndrews Road (CSAH 38), which will eliminate conflicts between vehicles and bicyclists/pedestrians. The construction of this trail will improve regional connectivity and accessibility. The separation provided by the trail will allow users of all ages and abilities to safely travel without having to worry about navigating vehicular traffic.

Measure A: Multimodal Elements

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

Eliminating the 2.2 mile gap in Rosemount's trail network will provide a direct connection to the Rosemount Transit Station, located just south of Connemera Trail. Minnesota Valley Transit Authority operates three routes from the Rosemount Transit Station, including an express bus to Downtown Minneapolis, a fixed route through Apple Valley to Downtown Minneapolis, and a flex route to Apple Valley. Consistent, high-quality design will elevate the trail experience above that of a utilitarian trail to a first-class transportation corridor and regional trail destination. The project will include many pedestrian elements, including benches, bumpouts, wayfinding, and pedestrian ramps. The proposed underpass of CSAH 38/McAndrews will provide a safe and more enjoyable way of crossing the only minor arterial along the route. Slopes will be designed to equally accommodate pedestrians and bicyclists. Conceptual design plans for this trail segment include a 20 to 40 foot ditch with native plantings to separate the trail from the road and improve safety for pedestrians, bicyclists, and motorists. Trailhead facilities for this trail already exist at Lebanon Hills Regional Park and at Central Park in Downtown Rosemount.

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

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 01/31/2019

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

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 01/31/2020

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: 01/31/2020

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 Yes

100%

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

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 01/31/2021

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)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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 03/31/2021

10) Letting

Anticipated Letting Date 05/01/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,700,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,700,000.00

Points Awarded in Previous Criteria

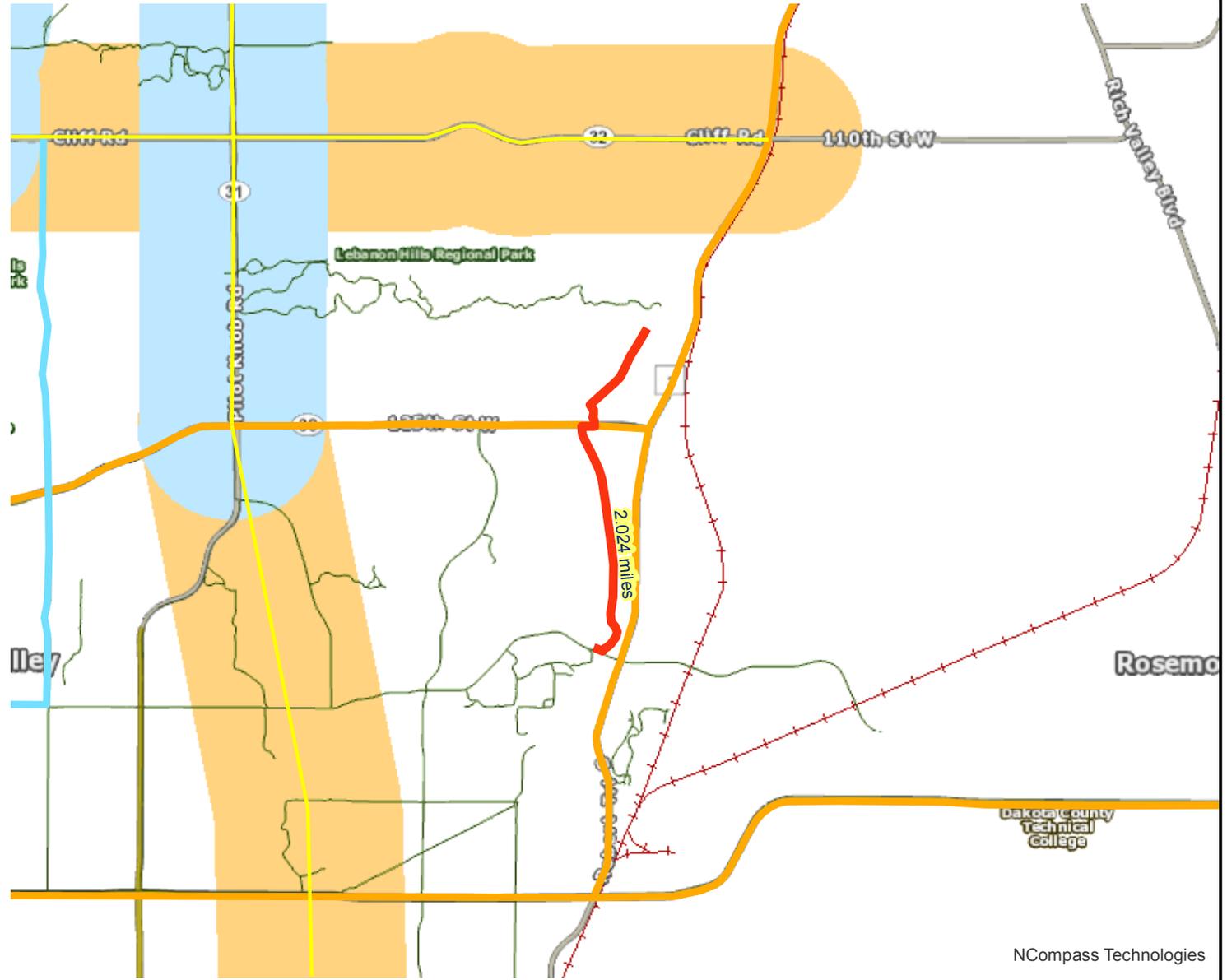
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Attachment 1_Project Maps_Rosemount Greenway.pdf	Project Maps showing the proposed improvements of the Rosemount Greenway Downtown Connection	4.3 MB
Attachment 2_Streetview_Rosemount Greenway_Dodd Road.pdf	Streetview of existing conditions along Dodd Road in Rosemount	9.5 MB
Attachment 3_Resolution of Support_Dakota County_Rosemount Greenway.pdf	Resolution of Support from the Dakota County Board supporting the City of Rosemount to pursue funding for the Rosemount Greenway Downtown Connection.	497 KB

Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Rosemount Greenway Downtown Connection | Map ID: 1465836012878



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



Created: 6/13/2016
LandscapeRSA1



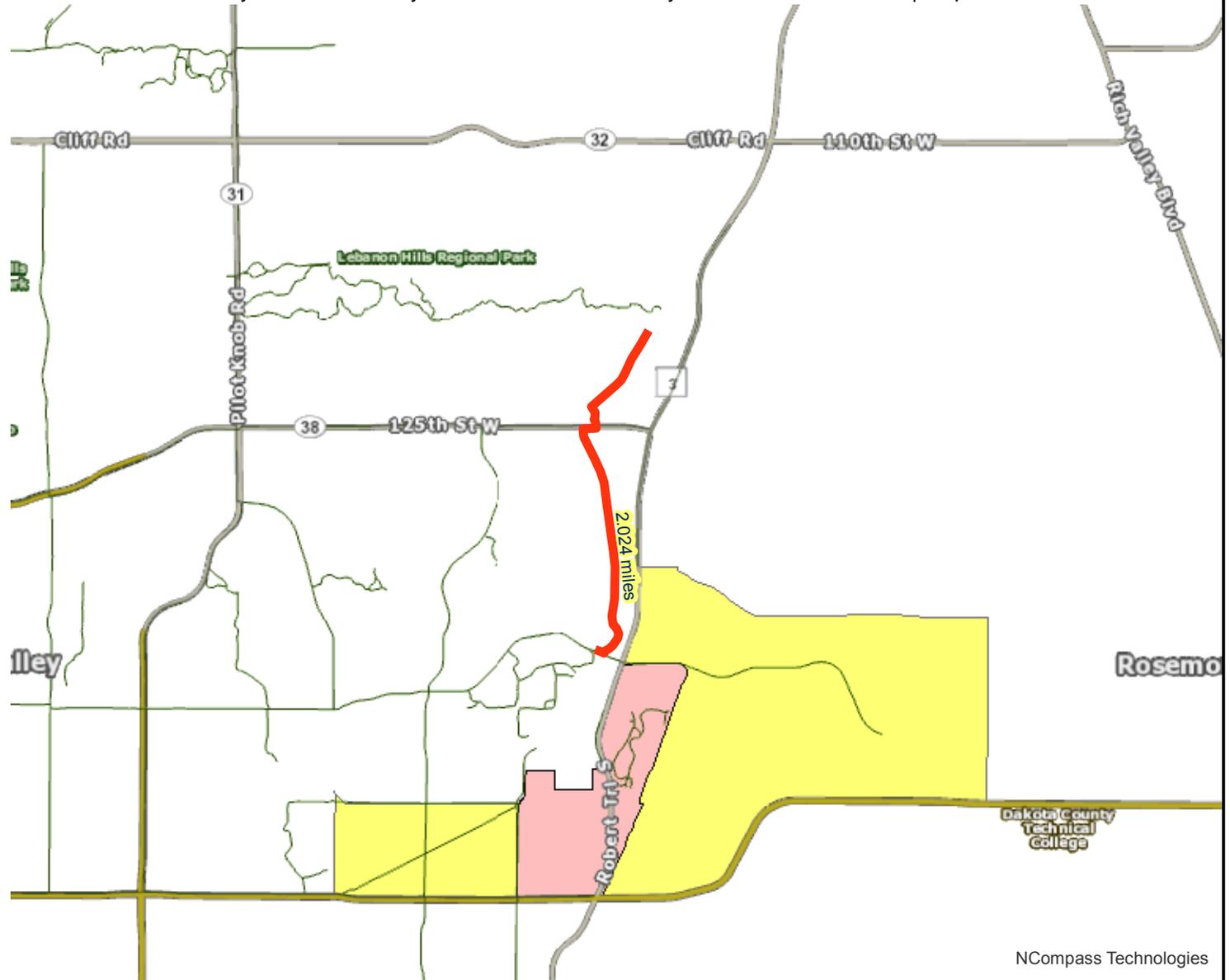
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Results

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:
(0 to 12 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: 6/13/2016
LandscapeRSA2

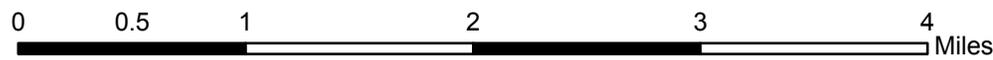
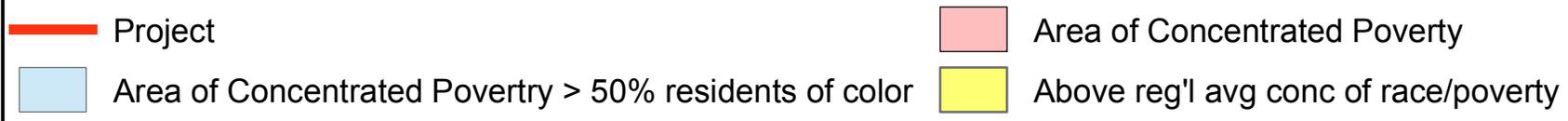
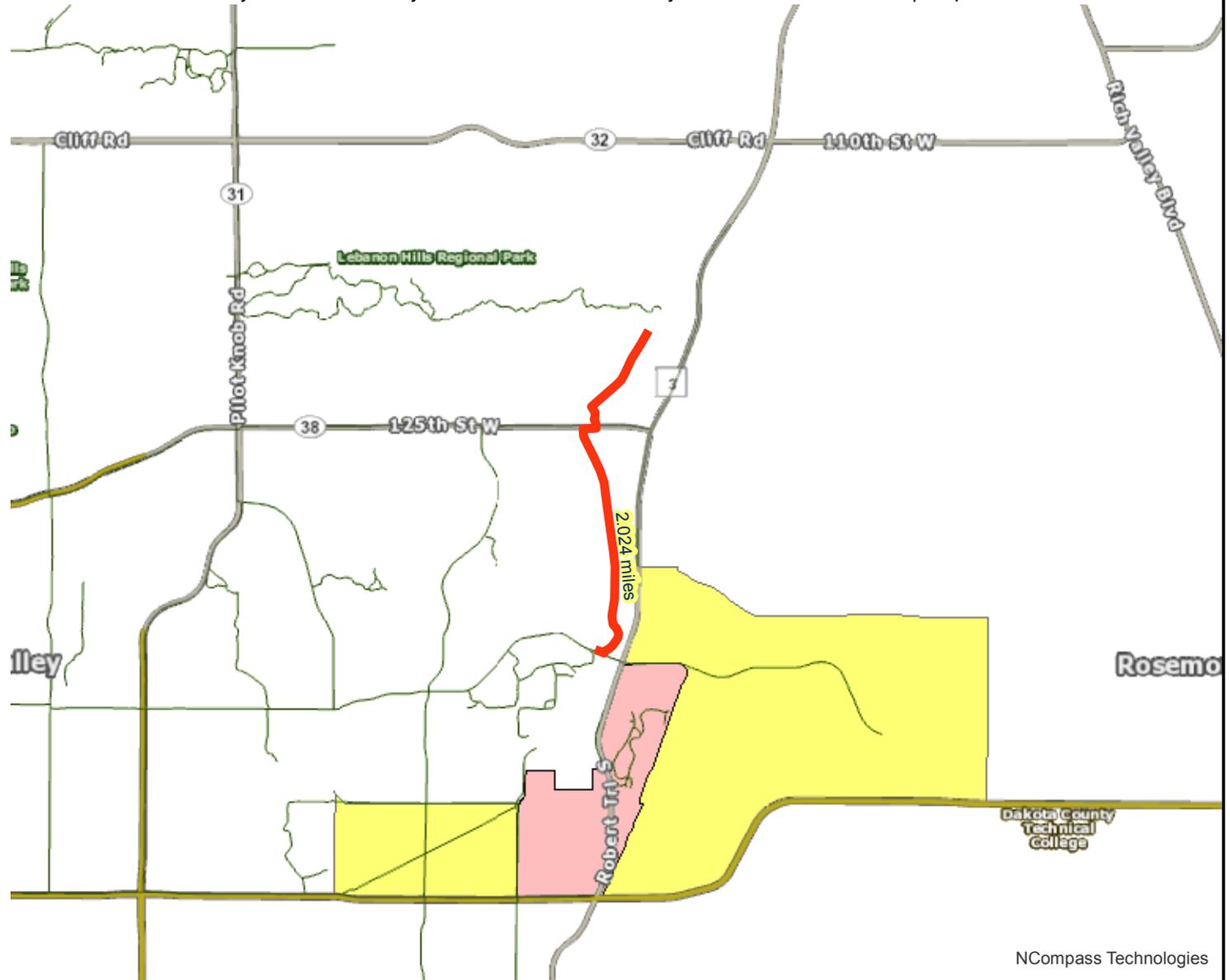


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Results

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:
(0 to 12 Points)



Created: 6/13/2016
LandscapeRSA2



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



NCompass Technologies

LEBANON HILLS REGIONAL PARK

120th St W

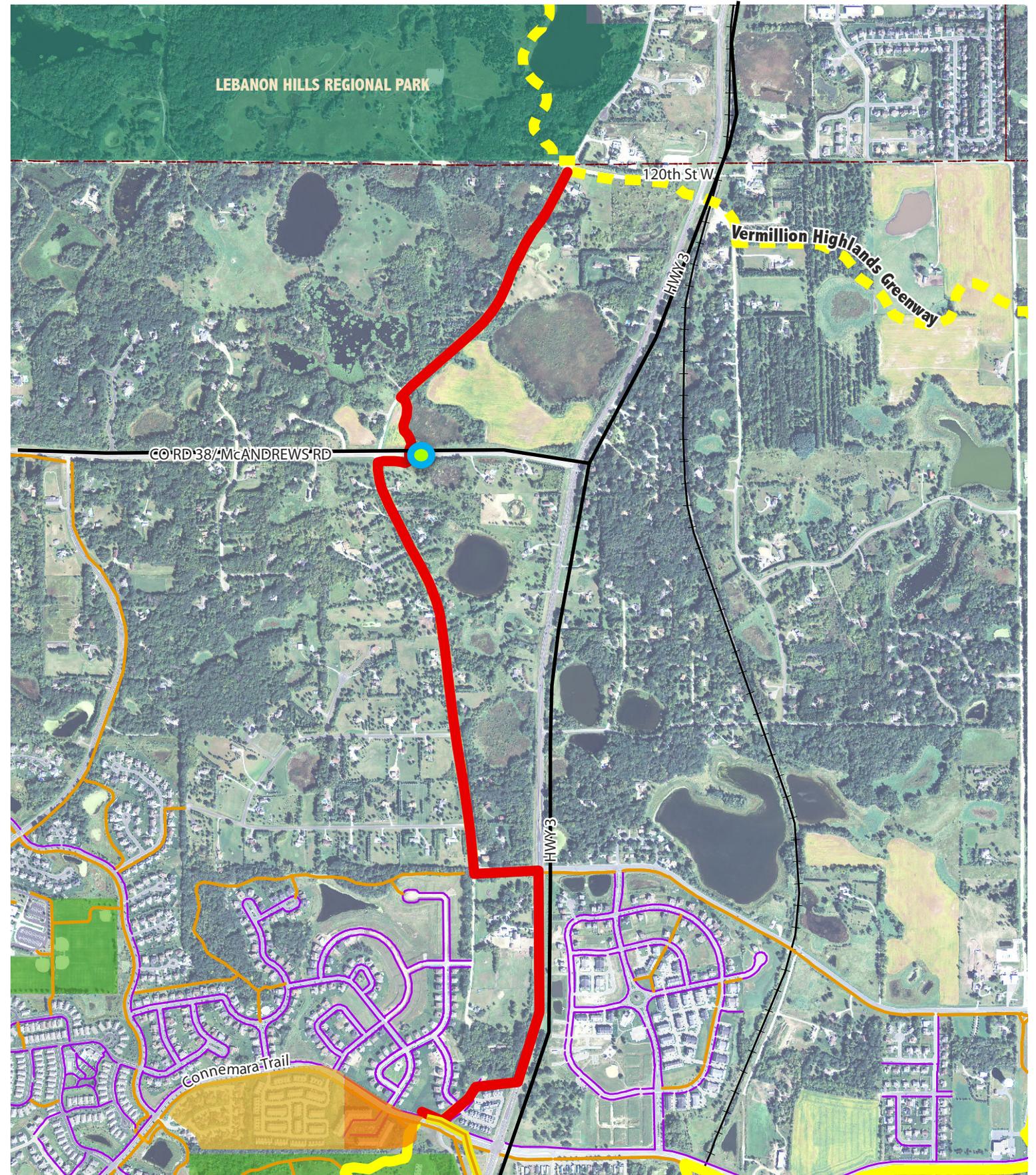
Vermillion Highlands Greenway

CO RD 38/McANDREWS RD

HWY 3

HWY 3

Connemara Trail

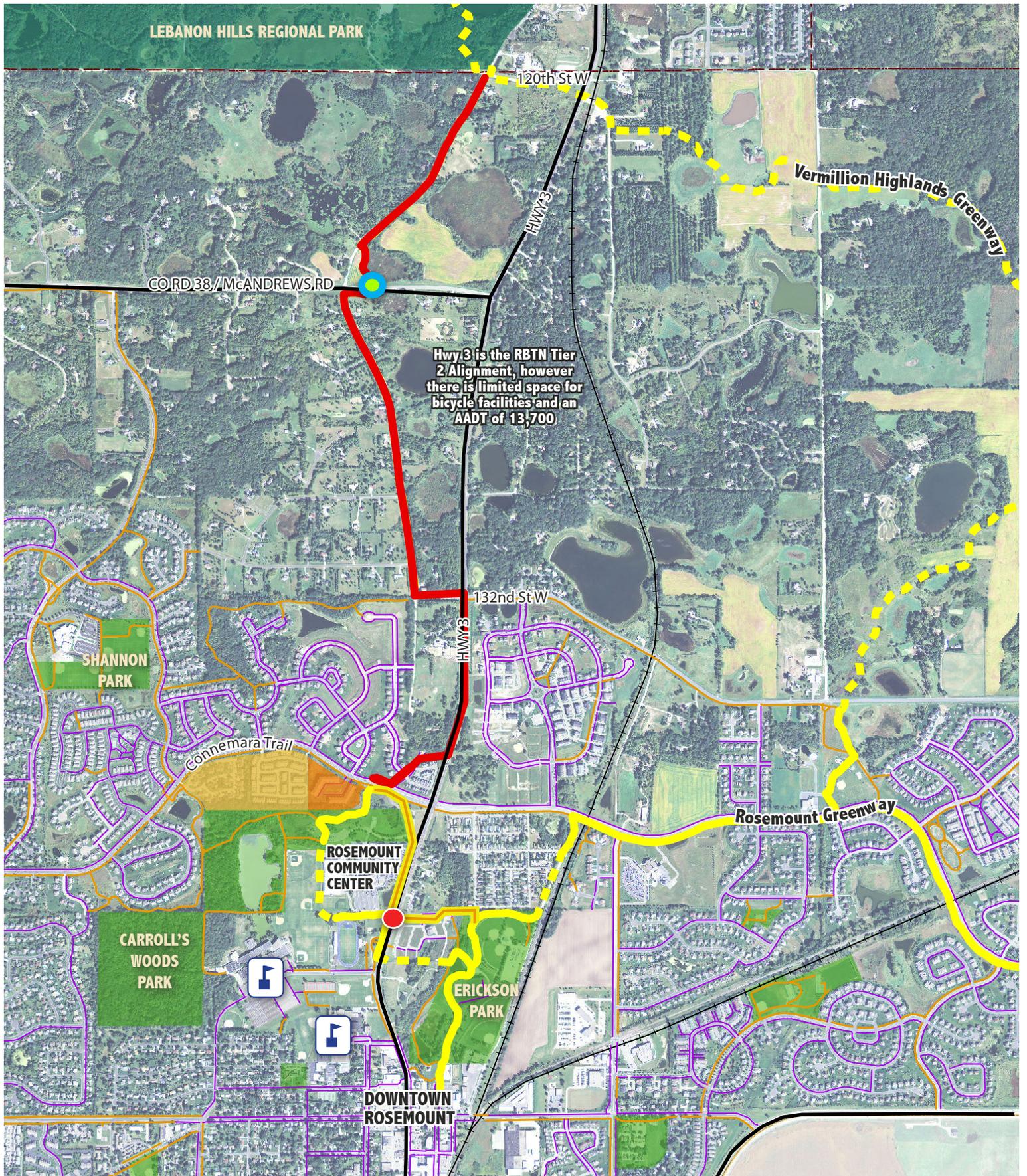


- Proposed Trail
- Existing Regional Greenway
- Interim Greenway Route
- Proposed Regional Greenway
- Local Trail
- Sidewalk

- Regional Bicycle Transportation Network
- Regional/ County Park
- City Park
- Multi-Family Residential
- Single Family Attached Residential

 Future Underpass (Dakota County 2018)

**ROSEMOUNT GREENWAY
DOWNTOWN CONNECTION
PROJECT SUMMARY**



Hwy 3 is the RBTN Tier 2 Alignment, however there is limited space for bicycle facilities and an AADT of 13,700

- | | | |
|---|---|---|
|  Proposed Trail |  Regional Bicycle Transportation Network |  Municipal Boundary |
|  Existing Regional Greenway |  Regional/ County Park |  School |
|  Interim Greenway Route |  City Park |  Existing Underpass |
|  Proposed Regional Greenway |  Multi-Family Residential |  Future Underpass (Dakota County 2018) |
|  Local Trail |  Single Family Attached Residential | |
|  Sidewalk | | |

**ROSEMOUNT GREENWAY
DOWNTOWN CONNECTION
PROJECT CONTEXT**



SPEED
LIMIT
40

DAKOTA COUNTY BOARD OF COMMISSIONERS

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

Meeting Date: 7/12/2016	Fiscal/FTE Impact:
Item Type: Consent-Action	<input type="checkbox"/> None <input checked="" type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Transportation	<input type="checkbox"/> New FTE(s) requested
Contact: Krebsbach, Mark	Board Goal: A Great Place to Live
Contact Phone: (952) 891-7102	
Prepared by: Sorenson, Brian	

PURPOSE/ACTION REQUESTED

Approve projects to be submitted to the Transportation Advisory Board (TAB) for Federal Funding through Fixing America's Surface Transportation (FAST) Act.

SUMMARY

The TAB is requesting project submittals for FAST Act funding through the Regional Solicitation process. FAST Act funding provides up to 80 percent of the project construction cost. Agencies applying for funding must commit to providing local funds to match the federal funds and maintaining the constructed facilities for their useful life. Projects are being considered for federal fiscal years 2019, 2020 and 2021. Projects are submitted and evaluated based on mode (Roadways, Bicycle and Pedestrian Facilities, and Transit) and are evaluated based on criteria established through the TAB process. Project submittals are due July 15, 2016.

At its June 21, 2016 Board meeting, the County Board approved twelve applications for County submittal and approved writing support letters for an additional seven projects to be submitted by partner agencies. Since that time, partner agencies have requested Dakota County support an additional five project submittals (Attachment A). These include:

1. County State Aid Highway (CSAH) 32 trail along the north side from Trunk Highway (TH) 13 to Cinnamon Ridge Trail in Burnsville and Egan (Submittal by the City of Burnsville)
2. Concord Boulevard from Hardman Avenue to Annapolis Street (Submittal by the City of South St Paul)
3. Rosemount Greenway – Downtown Connection in Rosemount from Connemara Trail to 120th Street West (Submittal by the City of Rosemount)
4. Local transit service expansion to the Dakota County Technical College in Rosemount (Submittal by Minnesota Valley Transit Authority)
5. Increased frequency of service for Route 444 (Submittal by Minnesota Valley Transit Authority)

After July 15, the project applications will be scored by committees involving Minnesota Department of Transportation (Mn/DOT), Met Council, and local agency representatives. Dakota County staff will be involved in these committees. The scores and project award recommendations are then submitted to TAB for their consideration, with TAB selecting the final list of projects to receive federal funds.

RECOMMENDATION

Staff recommends supporting five additional project applications to the TAB for federal funding through the FAST Act Regional Solicitation to be submitted by cities and MVTA.

EXPLANATION OF FISCAL/FTE IMPACTS

Local match is at least 20 percent and will be provided out of the Transportation or Parks Capital Improvement Program consistent with County cost participation policies.

Supporting Documents:

Attachment A – Location Map: County Supported Applications

Previous Board Action(s):

RESOLUTION

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.

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

1. County State Aid Highway (CSAH) 32 trail along the north side from Trunk Highway (TH) 13 to Cinnamon Ridge Trail in Burnsville and Eagan (Submittal by the City of Burnsville)
2. Concord Boulevard from Hardman Avenue to Annapolis Street (Submittal by the City of South St. Paul)
3. Rosemount Greenway – Downtown Connection in Rosemount from Connemara Trail to 120th St W (Submittal by the City of Rosemount)
4. Local transit service expansion to the Dakota County Technical College in Rosemount (Submittal by Minnesota Valley Transit Authority)
5. Increased frequency of service for Route 444 (Submittal by Minnesota Valley Transit Authority)

County Manager’s Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney’s Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

2016 Regional Solicitation Applications

Attachment A County Supported Applications

 City Bike/Pedestrian Applications

- 1. CSAH 32 - Burnsville
- 2. Concord - South St. Paul
- 3. Rosemount Regional Greenway - Rosemount

 MVTA Transit Applications

- 4. DCTC Transit Service Expansion - MVTA
- 5. Route 444 Frequency Increase - MVTA

