



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05420 - West St. Paul Wentworth Avenue Trail Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 1:59 PM

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## Primary Contact

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Salutation First Name Middle Name Last Name

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**Department:** Community Development

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**Address:** 1616 Humboldt Ave

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

**Phone:\*** 651-552-4134  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** WEST ST PAUL, CITY OF

**Jurisdictional Agency (if different):**

Organization Type:

City

Organization Website:

Address:

1616 Humboldt Ave

\*

West St Paul

Minnesota

55118

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:\*

651-111-2000

Ext.

Fax:

PeopleSoft Vendor Number

000002999A1

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## Project Information

Project Name

West St. Paul Wentworth Avenue Trail Gap

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

Dakota County

The Wentworth Avenue Trail Gap project will expand the non-motorized transportation network for the City of West St. Paul in northern Dakota County. The project will construct an 8-foot bituminous trail for nearly one mile on the north side of Wentworth Avenue (CSAH 8) from Delaware Avenue (CSAH 63) to Humboldt Avenue. The improvement will contribute significantly to the surface transportation network as currently there are no off-road facilities on Wentworth Avenue, an arterial with AADTs of more than 5,000 vehicles. Bicyclists and pedestrians, including those using transit, currently need to use the street or the 2 foot shoulder in order to reach their destination. The project is being proposed to coincide with a planned reconstruction of Wentworth Avenue (CSAH 8) from Delaware Avenue to Livingston Avenue.

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

Wentworth Avenue (CSAH 8) is an east-west, two-lane undivided rural roadway (one lane in each direction) without shoulders or narrow two foot shoulders along the roadway and a posted speed limit of 35 miles per hour (mph). CSAH 8 is classified as a B Minor Arterial roadway. Minor arterial roadways complement and support the principal arterial system, but are primarily oriented toward travel within and between adjacent sub-regions. Year 2015 average annual daily traffic (AADT) was approximately 6,100 east of CSAH 63.

The Wentworth Avenue Trail Gap project addresses a need identified in local and county plans regarding enhanced pedestrian and bicycle connectivity. The project provides a safe route for Mendota Heights and West St. Paul residents to reach Robert Street, the major commercial, civic, and employment area of the community. The trail also connects with Dakota County's River to River Greenway, an eight mile greenway extending from Lilydale to South St. Paul that connects to the

greater Twin Cities regional trail system. The City's Pedestrian and Bicycle Master Plan completed in 2011 identified this connection as a critical element of the city-wide non-motorized transportation framework. While commuters will be able to reach employment centers in other communities, recreational users will be able to travel east on the greenway to Thompson County Park, Kaposia Park, and the Mississippi River Trail which connects St. Paul to Hastings, and west to Mendota Heights, Lilydale, historic Mendota, and the Minnesota River.

*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)**

CSAH 8, West St. Paul, from CSAH 63 to Humboldt Avenue, Construct Off-road Multiuse Trail

**Project Length (Miles)**

1.0

## 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**

\$984,000.00

**Match Amount**

\$247,000.00

*Minimum of 20% of project total*

**Project Total**

\$1,231,000.00

**Match Percentage**

20.06%

*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** City of West St. Paul  
**Zip Code where Majority of Work is Being Performed** 55118  
**(Approximate) Begin Construction Date** 07/01/2020  
**(Approximate) End Construction Date** 11/01/2021  
**Name of Trail/Ped Facility:** West St. Paul Wentworth Avenue Trail Gap  
*(i.e., CEDAR LAKE TRAIL)*

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

**From:** Intersection of Wentworth Avenue W (CSAH 8) and Delaware Avenue (CSAH 63)  
**(Intersection or Address)**  
**To:** Intersection of Wentworth Avenue W (CSAH 8) and Humboldt Avenue  
**(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, Aggregate Base, Bituminous Base, Bituminous Surface, Multi-use trail, Pedestrian Ramps, Retaining Walls

*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.:** N/A  
**New Bridge/Culvert No.:** N/A  
**Structure is Over/Under (Bridge or culvert name):** N/A

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$33,600.00
Removals (approx. 5% of total cost)	\$6,600.00
Roadway (grading, borrow, etc.)	\$26,040.00
Roadway (aggregates and paving)	\$39,300.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$17,400.00
Traffic Control	\$1,400.00

Striping	\$3,072.00
Signing	\$1,850.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$25,788.00
Bridge	\$0.00
Retaining Walls	\$990,800.00
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
<b>Totals</b>	<b>\$1,145,850.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$85,472.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$85,472.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

### 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	\$1,231,322.00
Construction Cost Total	\$1,231,322.00
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 Wentworth Avenue Trail Gap addresses a need identified in local and county plans regarding enhanced pedestrian and bicycle connectivity. The City of West St. Paul's Comprehensive Plan, adopted in 2010, identifies the need for enhancing the off-street network and increasing the range of transportation options for residents (pg. 79-80). The City began working towards the goal by completing a Pedestrian and Bicycle Master Plan in 2011. The plan specifically identifies Wentworth Avenue as a critical element of the city-wide pedestrian and bicycle framework and recommends off-road trails to connect the City's western border with the River to River Greenway at Humboldt Avenue (pg. E-10).

**List the applicable documents and pages:**

In addition to West St. Paul, Dakota County's Comprehensive Plan (approved May 2009) identifies a lack of pedestrian and bicycle facilities (especially in urban areas of the county) as a problem. The plan identifies on Page 3.4.14 a scenario similar to that of Wentworth Avenue (CSAH 8): "Some urban areas of the County may not see reconstruction of County roads for a long time. Therefore, the County should evaluate which County roads in urban areas lack pedestrian infrastructure and are not scheduled for construction in a satisfactory timeframe to accommodate pedestrians. Since this language was written in 2008, the County has evaluated pedestrian and bicyclist demand and gaps in the system, as mentioned in the previous excerpt; Wentworth Avenue (CSAH 8) emerged as a priority location. The County's Comprehensive Plan also discusses the need to provide places in the County where people can live without relying on a private automobile (pages 3.1.12, 4.1.12, 4.2.14, 4.3.14 and elsewhere). The County's Comprehensive Plan offers rationale for improving its non-motorized transportation infrastructure, including sustainability, social equity, increasing regular

physical activity, increasing number of non-driving trips and quality of life on pages 3.4.3 and 3.4.4.

*(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.

**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**

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## 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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 1468594994609\_WSP Wentworth\_RBTN.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 23427

Existing Employment Within One Mile (Integer Only) 8989

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## 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:

The Wentworth Avenue Trail Gap Project is located in an area above the regional average for population in poverty or population of color, as seen in the Socio-Economic Conditions map. Low-income populations are more likely to need alternatives to personal vehicles, including non-motorized transportation and transit. Currently, this portion of Wentworth Avenue does not have off-street facilities resulting in users having to travel in the street or along the narrow 2 foot shoulder. This project proposes the addition of off-street multi-use trails to serve pedestrians and bicyclists, as well as provide off-street waiting areas and connections for transit users.

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

The project will also provide a much needed connection for underserved populations, such as children, the elderly, and disabled populations, by providing safe, off-street facilities that connect to community facilities such as City Hall and Marthaler Park, as well as the Robert Street commercial and employment corridor. The project would also create an important connection between high-density housing north of Wentworth Avenue and the Garlough Environmental Magnet School south of Wentworth on Charlston Street.

The proposed project is not anticipated to negatively impact low-income populations, people of color, or children, the elderly, and disabled populations in the long-term. Short-term impacts from construction activities such as increased noise and dust may impact these populations more than the general population. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with Dakota County's standards.

*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)
West St. Paul	1.1
	1

### Total Project Length

Total Project Length (Total Population)	1.0
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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)	1.1
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 Wentworth Avenue Trail Gap Project provides a critical bicycle transportation link addressing gaps identified in the 2040 Transportation Policy Plan. This project will complete a Tier 2 priority gap in the existing regional trail network by eliminating a 1.1 mile gap between the Mendota Heights border and West St. Paul's Robert Street corridor, a primary commercial and employment corridor in northern Dakota County. The project also supports Dakota County's regional greenway system by connecting residential neighborhoods to the River to River Greenway. This eight mile greenway extends from Lilydale to South St. Paul, connecting the Minnesota River to the Mississippi River.

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

The project will provide off-street trail access for bicyclists and pedestrians along Wentworth Avenue, which currently does not have any bicycle or pedestrian facilities. Wentworth Avenue has one lane in each direction, with a two foot shoulder on each side; there are no sidewalks or off-street trails on the project corridor. The speed limit along the project area is 35 mph. The average daily traffic count in 2011 was 5,600 trips. This corridor presents a major gap within the bicycle transportation network because there are no safe bicycle or pedestrian facilities.

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## **Measure B: Project Improvements**



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

Currently there are no off-street facilities for pedestrians or bicyclists along Wentworth Avenue (CSAH 8) between Delaware Avenue (CSAH 63) and Humboldt Avenue. Thus, pedestrians and bicyclists must share the street with vehicles on the onemile urban segment of Wentworth Avenue, lacking even a shoulder for safety. The lack of crosswalks, signage, and other pedestrian facilities, make travel both dangerous and unpleasant. Conditions are especially problematic in snow cover, when snow storage and roadway debris increase potential hazards to the bicyclists, pedestrians, and wheelchair users travelling in the roadway. Between 2011 and 2015, there were three vehicle crashes involving pedestrians on Wentworth Avenue between Delaware Avenue and Humboldt Avenue. Moving pedestrians off the street and onto a trail will directly improve safety.

The Wentworth Area Trail Gap project will be constructed simultaneously with a road improvement project that will add a center turning lane that will reduce the conflict between motorists and allow motorists to slow before turning. ADA pedestrian ramps and intersections will make crossings easier. The installation of a four-foot boulevard between the multi-use trail and Wentworth Avenue will further buffer pedestrians and bicyclists from vehicle traffic, adding to the safety of the corridor.

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## Measure A: Multimodal Elements

The Wentworth Avenue Trail Gap Project is a priority component for the development of a non-motorized transportation network in West St. Paul. Although there are transit stops on Wentworth at Smith, Charlston, and Bellows, none have off-road facilities for pedestrians or bicyclists. Transit users must walk or bicycle in the street to reach their stops, which is particularly dangerous in the winter when transit users must wait in the street or in snowbanks. Creating 1.1 miles of off-road trails where there are none currently will be of direct benefit to users of all transportation modes through improved safety and reduced conflicts between motorized and non-motorized users.

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

The project area has two transit routes, Route 62 and Route 75, which connect users to St. Paul, Shoreview, Mendota Heights, and Inver Grove Heights. Route 75 crosses the project at Charlston Street and connects to the Robert Street commercial corridor. Improvements to this corridor already underway will shift it from being automobile-oriented to transit- and pedestrian-oriented. Creating pedestrian and bicycle routes on local streets like Wentworth Avenue is important to bring users into the corridor area safely and pleasantly.

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## 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**

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## 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**

50%

**Document not started**

Yes

0%

**Anticipated date or date of completion/approval**

**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:**

**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** 11/08/2019

**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%

<b>Construction plans in progress; at least 30% completion</b>	Yes
50%	
<b>Construction plans have not been started</b>	
0%	
<b>Anticipated date or date of completion</b>	10/04/2019
<b>10)Letting</b>	
<b>Anticipated Letting Date</b>	02/18/2018

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## Measure A: Cost Effectiveness

<b>Total Project Cost (entered in Project Cost Form):</b>	\$1,231,322.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$1,231,322.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

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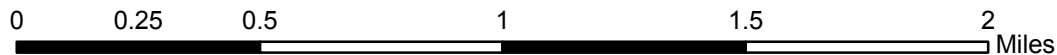
## Other Attachments

File Name	Description	File Size
Attachment 1_Project Map_WSP Wentworth Ave Trail.pdf	Project Map showing proposed improvements of the West St. Paul Wentworth Avenue Trail Gap Project	2.8 MB
Attachment 2_Streetview_WSP Wentworth Ave Trail_Wentworth facing West at Humboldt.pdf	Google Streetview of existing conditions on Wentworth Avenue (CSAH 8) in the project corridor	2.0 MB
Attachment 3_Letter of Support_Dakota County DOT_WSP Wentworth Ave Trail.pdf	Letter of Support from the Dakota County Department of Transportation for funding the West St. Paul Wentworth Avenue Trail Gap Project	599 KB
Attachment 4_Resolution of Support_Dakota County_WSP Wentworth Ave Trail.pdf	Resolution of support from the Dakota County Board supporting the City of West St. Paul's pursuit of funding for the Wentworth Avenue Trail Gap Project	177 KB

# Project to RBTN Orientation



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



Created: 7/15/2016  
LandscapeRSA1



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



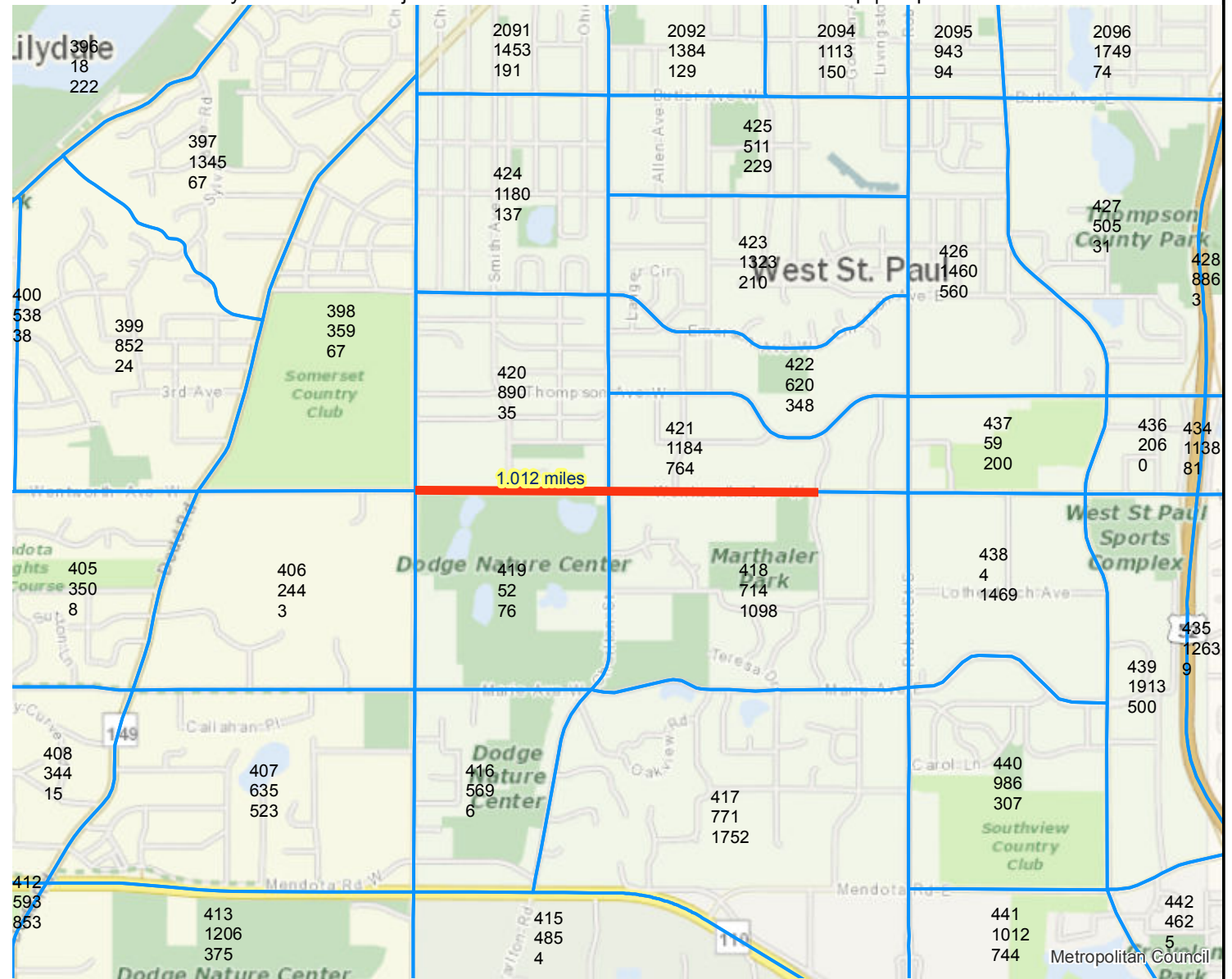
NCompass Technologies

# Population Summary

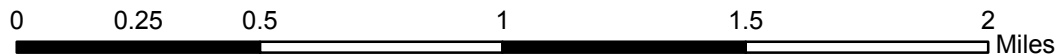
Multiuse Trails and Bicycle Facilities Project: West St. Paul Wentworth Avenue Trail Gap | Map ID: 1468594895017

## Results

Within ONE Mile of project:  
 Total Population: 23427  
 Total Employment: 8989



Project  
 2010 TAZ



Created: 7/15/2016  
 LandscapeRSA4



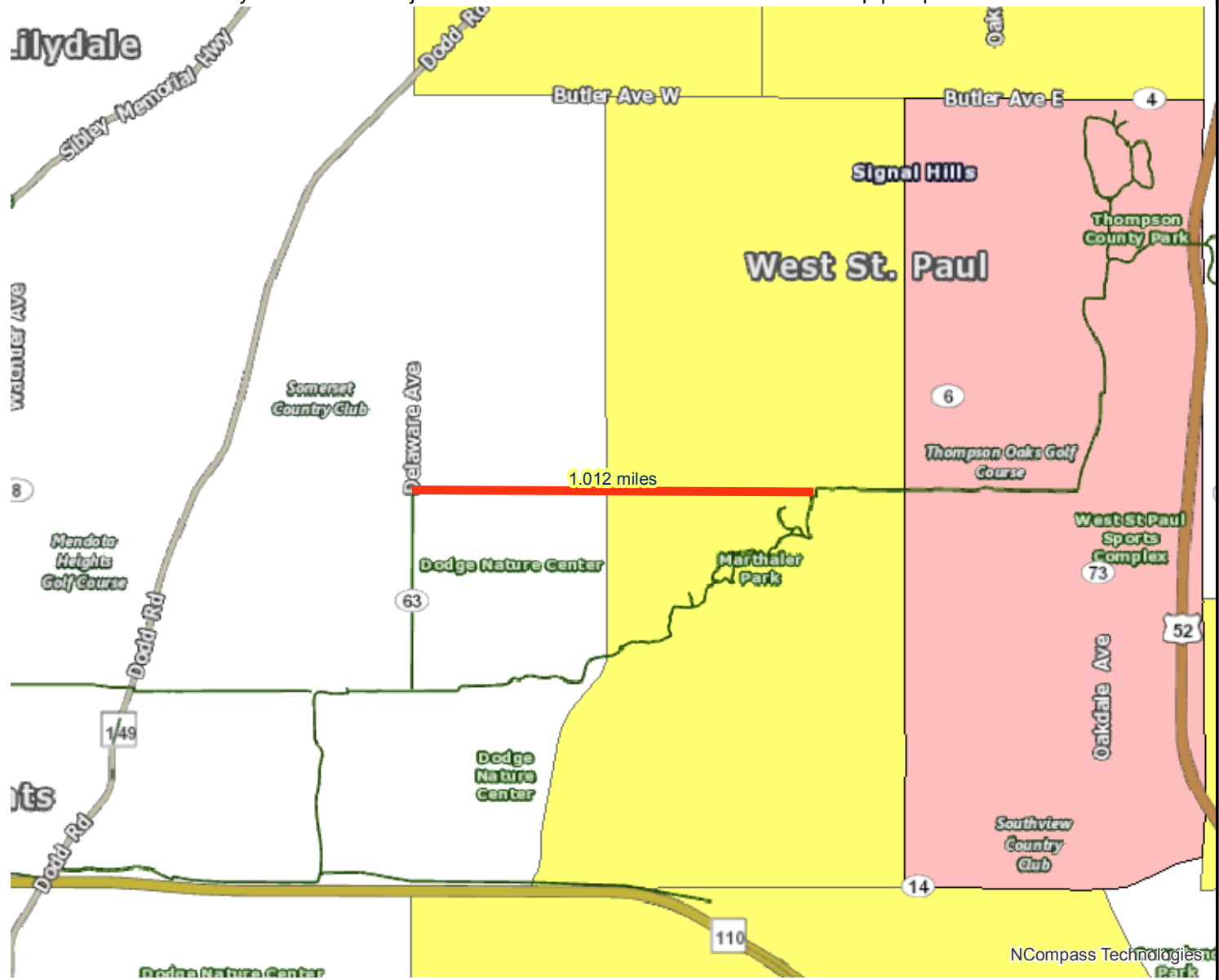
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





Results

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



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



Created: 7/15/2016  
LandscapeRSA2

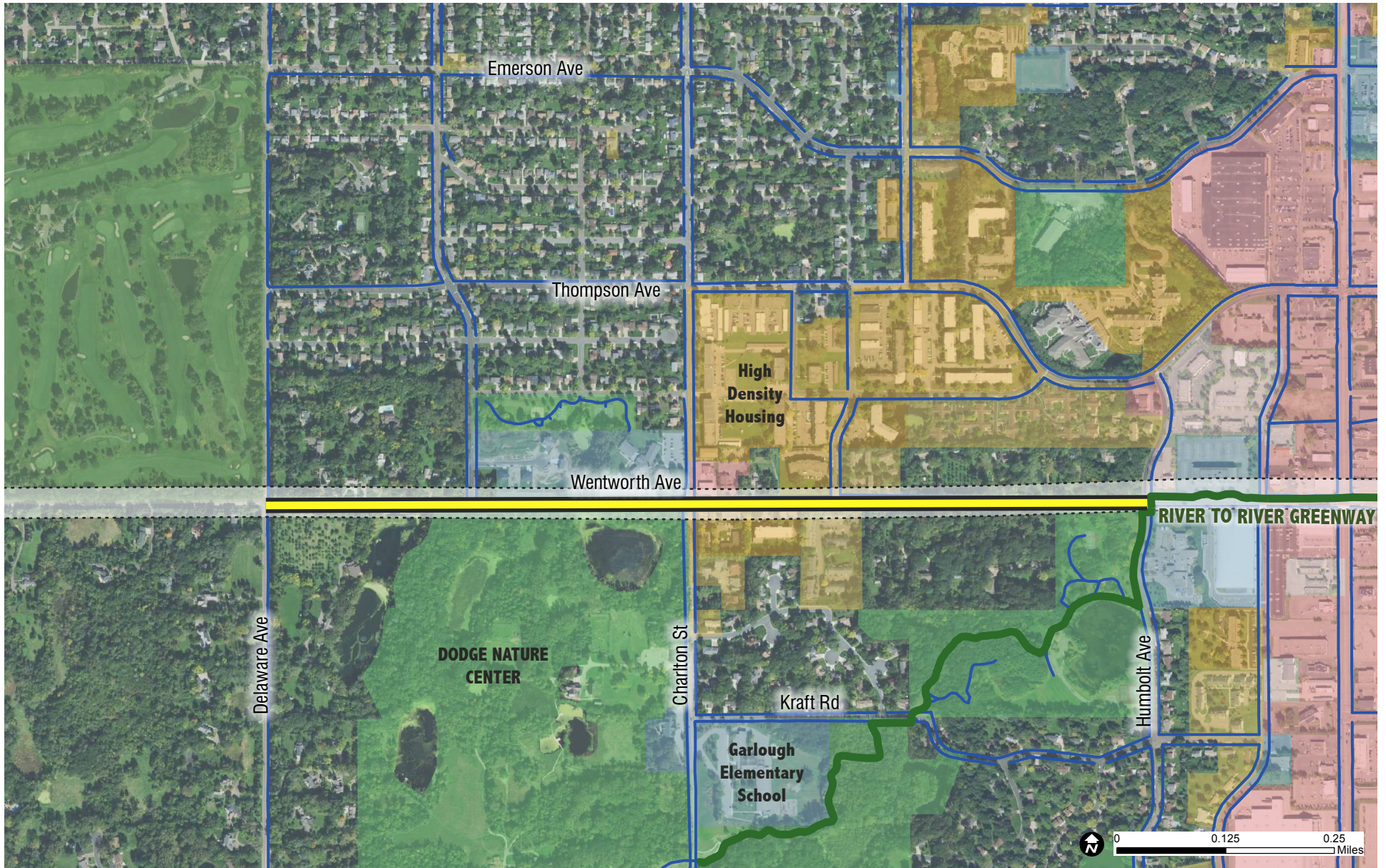


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NCompass Technologies















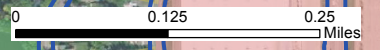


**LEGEND**

-  Proposed Multi-Use Trail
-  Existing Regional Trail
-  Existing Sidewalks
-  Regional Bicycle Transportation Network

**Land Use 2010**

- |                                                                                                                    |                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
|  Single Family Attached         |  Mixed Use Residential          |
|  Multifamily                    |  Mixed Use Industrial           |
|  Office                         |  Mixed Use Commercial and Other |
|  Retail and Other Commercial    |  Industrial and Utility         |
|  Park, Recreational or Preserve |  Extractive                     |
|  Golf Course                    |  Institutional                  |



**West St. Paul Wentworth Avenue Trail Gap Project Summary**





Wentworth





July 13, 2016

**Physical Development Division**

**Steven C. Mielke, Director**

Dakota County  
Western Service Center  
14955 Galaxie Avenue  
Apple Valley, MN 55124-8579

952.891.7000  
Fax 952.891.7031  
[www.dakotacounty.us](http://www.dakotacounty.us)

**Environmental Resources**

*Land Conservation  
Groundwater Protection  
Surface Water  
Waste Regulation  
Environmental Initiatives*

**Office of Planning**

**Operations Management**

*Facilities Management  
Fleet Management  
Parks*

**Transportation**

*Highways  
Surveyor's Office  
Transit Office*

Elaine Koutsoukos, Transportation Coordinator  
Transportation Advisory Board  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

RE: Federal STBGP Letter of Funding and Maintenance for CSAH 8

Dear Ms. Koutsoukos:

The County Board of Commissioners has committed to fund and construct the proposed project for a multi-use trail along CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue. This project will expand the non-motorized transportation network for the City of West St. Paul in northern Dakota County. The project is being proposed to coincide with the counties planned reconstruction of CSAH 8 (Wentworth Avenue) from Delaware Avenue to Humboldt Avenue. The project addresses a need identified in local and county plans regarding enhanced pedestrian and bicycle connectivity.

Dakota County is aware of and understands the proposed project being submitted. Dakota County has jurisdiction over CSAH 8 and commits to working with the City of West St. Paul to operate and maintain the proposed facilities along CSAH 8 for its useful design life. A combination of City and County funds will be used to cover the local match consistent with the County's cost participation policy.

Dakota County appreciates efforts to secure funding for trail improvements along CSAH 8, and is supportive of the City of West St. Paul moving forward with this project.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

Mark J. Krebsbach, P.E.  
Transportation Director/County Engineer

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

June 21, 2016  
Motion by Commissioner Workman

Resolution No. 16-337  
Second by Commissioner Holberg

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**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:

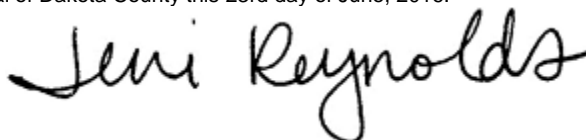
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 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**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Schouweiler</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	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

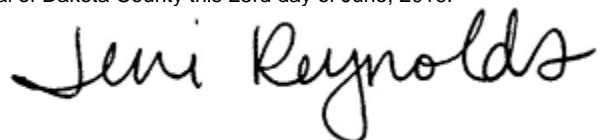
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota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

**STATE OF MINNESOTA  
County of Dakota**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Schouweiler</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	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