



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14115 - Burnsville: Raise Existing Multi-Use Trail adjacent to I-35W from frontage road to Black Dog Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/13/2020 1:09 PM

Primary Contact

Name:* Jennifer Carroll Desrude
Salutation First Name Middle Name Last Name

Title: City Engineer

Department:

Email: jen.desrude@burnsvillemn.gov

Address: 100 Civic Center Parkway

* Burnsville Minnesota 55337
City State/Province Postal Code/Zip

Phone:* 952-895-4544
Phone Ext.

Fax:

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

Organization Information

Name: BURNSVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 100 CIVIC CTR PKY

* BURNSVILLE Minnesota 55337
City State/Province Postal Code/Zip
County: Dakota
Phone:* 952-895-4400
Ext.
Fax:
PeopleSoft Vendor Number 0000020927A1

Project Information

Project Name I-35W Frontage Trail /I-35W Minnesota River Crossing
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: Burnsville
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This application seeks funding to realign a segment of the I-35W Frontage Trail (a Tier 1 RBTN alignment), which is part of the Minnesota River Greenway. The Greenway is a paved trail that runs from just south of the Minnesota River adjacent to I-35W to the southern bank of the Minnesota River along West Black Dog Road. This regional trail is planned to travel 17 miles through Burnsville, Eagan, Mendota Heights, Mendota, and Lilydale before ending at Saint Paul's Lilydale Regional Park. Additionally, the trail provides access to the future Minnesota Valley State Trail and multiple trail loop opportunities within the river valley.

MnDOT is currently reconstructing the I-35W Bridge over the Minnesota River. As part of these improvements, the bridge will now provide a pedestrian/bicycle facility that will link to regional trails on both sides of the river. This connection is critical in helping overcome a major pedestrian/bicycle barrier (Minnesota River) that has limited north-south travel between Burnsville and Bloomington. A pedestrian and bicycle facility along I-35W over the Minnesota River has never existed before.

The I-35W Frontage Trail is a critical link to accessing the I-35W Bridge crossing. However, the I-35W Bridge improvements will not address the annual flooding issues along this portion of the route. Flooding occurs during the spring months (March ? May) and can take several weeks to subside. During those times, this segment acts as a pedestrian and bicycle barrier rather than a regional amenity. Pedestrian and bicycle investments to the I-35W Bridge may not be fully realized if the flooding issues are not addressed along this trail segment.

The trail segment being proposed for improvements is located adjacent to northbound I-35W east of the exit taper to the trail's convergent with Black Dog Road. The improvements include the raising of the trail from the current profile to an elevation, which

would lower the frequency and magnitude of tail closures due to flooding. Alternatives for raising the trail were evaluated and documented in a Feasibility Study (March 2020). The City has determined the preferred alternative is to construct a conventional earth embankment with a trail width of 10 feet and 2 foot shoulders on either side. This alternative provides the City with the lowest cost/highest benefit solution when compared to other alternatives.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

TRAIL, ADJACENT TO NORTHBOUND ONRAMP ONTO I-35W FROM WEST BLACK DOG ROAD, REALIGNMENT AND ELEVATION OF BLACK DOG TRAIL FOR PEDS AND BIKES

Project Length (Miles)

0.2

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$388,000.00

Match Amount \$97,000.00

Minimum of 20% of project total

Project Total \$485,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Burnsville

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2021, 2022, 2023

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

Project Information

County, City, or Lead Agency	City of Burnsville
Zip Code where Majority of Work is Being Performed	55337
(Approximate) Begin Construction Date	09/01/2021
(Approximate) End Construction Date	06/30/2022
Name of Trail/Ped Facility: <i>(i.e., CEDAR LAKE TRAIL)</i>	I-35W Frontage Trail
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	
To: (Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	Section of I-35W Frontage Trail adjacent to northbound ramp to I-35W from West Black Dog Road
Miles of trail (nearest 0.1 miles):	0.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0.2
Is this a new trail?	No
Primary Types of Work	Grade, Fill, Wetland Mitigation, Bit Base, Bike Path, turf establishment/restoration
<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.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

Briefly list the goals, objectives, strategies, and associated pages:

(Limit 2,800 characters; approximately 400 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 Black Dog Trail Flood Mitigation Feasibility Study (2020), by the City of Burnsville, studied the existing conditions in the project area and what mitigation measures would be necessary to have the trail out of flood waters for most of the year. Six different alignments and construction methods were analyzed, with a realignment of the trail and a conventional earth embankment being the most effective and economical option to reestablish the trail outside of flooded areas (pg. 14-15)

- The City of Burnsville 2040 Comprehensive Plan (2019) identifies I-35W Frontage Trail as an important link to existing and future trail networks within the city. The Transportation Chapter shows I-35W Frontage Trail being an important element in accomplishing the RBTN Tier 1 network (pg. 7-385). Future regional and local trails within the Minnesota River Quadrant (MRQ) area to the west of the project and along Nicollet Avenue to the south of the project will both rely on this segment to access Burnsville's trail networks (pg. 7-387).

- The 2040 Regional Parks Policy Plan by the Metropolitan Council identifies the proposed project as linking future parts of the full build-out of the Minnesota River Greenway (pg. 46)

- The Dakota County Pedestrian Bicycle Study (2018) identifies the project area as a "Shared-Use Trail Gap on the RBTN" (pg. 2-14). This plan also has a stated goal of "Ensure Safety of Bicycle and Pedestrian Facilities Based on Context" (pg. 2-25).

List the applicable documents and pages:

(Limit 2,800 characters; approximately 400 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 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 State Aid 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: \$250,000 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 03/30/2020

Link to plan:

<http://burnsvillemn.gov/DocumentCenter/View/2137/9/03-30-2020-Burnsville-ADA-Transition-Plan-Update?bidId=>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. 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.

5. 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

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 (not calculated 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	\$485,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00

Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$485,000.00

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	\$485,000.00
Construction Cost Total	\$485,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1588701468939_1A_Map_Project to RBTN Orientation.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 10305

Existing Employment Within One Mile (Integer Only) 14125

Upload the "Population Summary" map 1588701530985_2A_Map_Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

The City recognizes that low income, people of color, disabled, youth, and the elderly will directly benefit from this project. The City and MnDOT engaged these groups during the I-35W Bridge design process, and during the City's Comprehensive Plan Update. The City and MnDOT used the following strategies to engage with these groups:

- Created an interactive program to integrate bridge architecture, design and engineering into school curriculum.

- Provided regular project updates and online engagement activities through MnDOT's project website.

- Listening sessions with trail users and organized bicycle groups, identifying the need to address flooding in project area.

- Engaged all residents during the I-35W Environmental Assessment, which determined Finding of No Significant Impact (FONSI)

- Online and in-person questionnaire for Comprehensive Plan, distributed at International Festival of Burnsville, Night to Unite, and the Burnsville Fire Muster events.

- Open Houses for residents, businesses, and employees in Heart of the City.

The City has scheduled additional engagement for the proposed project for Spring 2020. However, due to the State's "stay-at-home" order, the engagement is being transformed from an in-person approach to an online and print approach, which will focus on under-represented groups.

Response:

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The I-35W Frontage Trail is heavily relied on by bicycle commuters and will become a more prominent regional commuter trail between Bloomington and Burnsville, and eventually linking to Downtown Saint Paul on the South Side of the MN River once the I-35W Bridge is open. A pedestrian and bicycle facility along I-35W over the Minnesota River has never existed before. Combined, these projects will give Burnsville and Bloomington residents, particularly those populations above the regional average of race or poverty that are close to this area, greater access to employment centers and transit routes that link to other key designations.

Response:

Planned trail connections along Nicollet Avenue between Cliff Road and County Highway 13 will also connect this segment of trail to an existing Park and Ride facility, and the future location for a Bus Rapid Transit (BRT) station (i.e., METRO Orange Line) within the Heart of the City neighborhood. This connection is planned for the year 2021. The Heart of the City contains employment opportunities, affordable housing options, schools (e.g., Burnsville High School, and cultural institutions (e.g., Ames Center).

The project will provide public health benefits. It will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of students do not engage in the recommended 60 minutes of daily physical activity (2019) and the 12.2% of adults reported no leisure-time activity during the previous month in 2019. Nationally, older adults, women, African-American adults, and Hispanic adults are at risk for not getting enough physical activity.

Examples of populations that will directly benefit

from this project on both sides of the river include:

- Populations above the regional average of race or poverty

- An aging demographic. Since 2010 to 2018, Burnsville's population over the age of 65 has increased from 11.67 percent to 15.43 percent. Bloomington's population over the age of 64 has increased from 16.5 percent to 20.7 percent

- A community growing in diversity. Since 2010 to 2018, Burnsville's Black/African American population has increased from 9.83 percent to 13.36 percent. Bloomington's Black/African American population has increased from 6.2 percent to 8.5 percent.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

There are no known long-term negative externalities associated with the project for low-income populations, people of color, children, people with disabilities, or the elderly. The project will not displace residents or businesses, and will provide positive outcomes by enhancing the local and regional trail network, as well as increasing safety and comfort along the existing facility life.

During the construction of the project, there may be minor inconveniences that impact the general population. Mitigation measures shall be taken during construction to minimize the impact of elements that disproportionately negatively impact vulnerable populations, such as increased dust and noise, in compliance with the City of Burnsville and Dakota County's mitigation standards. As this project is proposing the realignment of existing trail facilities that are no longer useful because of frequent flooding of the facilities. As such, disruption of everyday activities by under-represented populations during construction are expected to be minimal at most. No existing street crossings or other access for non-vehicle travelers are expected to be disrupted during construction.

Response:

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1588701598793_3A_Map_Socio-Economic Conditions.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Burnsville	0.2	1.0	100.0	100.0

Total Project Length

Total Project Length 0.2

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.2

Total Housing Score 100.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

The City of Burnsville is a community committed to promoting affordable housing development. For example, there are approximately 18 non-subsidized multi-family buildings totaling over 2,460 units located within 2 miles south of the project. Notable housing complexes within a mile include Raven Hills and Summit Park.

Subsidized developments within ½ mile of the project include:

- Heart of the City (34 units) is located along Nicollet, just south of County Highway 13, is part of the CDA's work force housing program. Applicants must meet minimum income levels to qualify. The development is affordable for households with 50% AMI with children under the age of 18 and provides one-, two- or three-bedroom options. 68% of current residents are people of color and the average income of a resident is \$26,427.

Response:

- Eagle Ridge Place (60 units) and Park Ridge Place (66 units), both located within the Heart of the City neighborhood, are part of the CDA's senior housing program. Applicants are income-restricted for those meeting 80% AMI and for ages 62+.

Planned Development: Currently there are two apartment buildings under construction in the Heart of the City neighborhood. The Maven has 137 units and all units are affordable to 80% AMI. The Gallery on the Parkway has 133 units with many of the units being affordable to 80% AMI. Additional projects in the HOC neighborhood are expected in the near future.

Future Development: As the Minnesota River Quadrant (MRQ) area, directly to the west of this project, develops in the coming decades, the City has planned for more intense land uses in the area,

including high density residential uses (8 to 40 units per acre). The MRQ is an area of opportunity that supports a mix of uses that will create new jobs and affordable housing options that is within proximity to the project.

The existing and planned developments within this area all depend on a well-connected trail system. More importantly, this project will help enhance neighborhood connections to jobs and transit routes, reducing the demand for vehicles in the area.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588701690617_3B_Map_Affordable Housing_I35W Frontage Trail.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

MnDOT is currently reconstructing the I-35W Bridge over the Minnesota River between Burnsville and Bloomington. As part of these improvements, the bridge will now provide a pedestrian/bicycle facility that will link to regional trails on both sides of the river. This connection is critical in helping overcome a major pedestrian and bicycle barrier (Minnesota River) that has limited north-south travel between Burnsville and Bloomington. A pedestrian and bicycle facility along I-35W over the Minnesota River has never existed before. The next closest river crossing that can accommodate pedestrians and bicyclists is over three miles to the east at the Old Cedar Bridge crossing.

I-35W Frontage Trail is a critical link to accessing the I-35W Bridge crossing. However, the I-35W Bridge improvements will not address the annual flooding issues along this portion of the route. Flooding typically occurs during the spring months (March ? May) and can take several weeks to subside. During those times, this trail segment acts as a pedestrian and bicycle barrier rather than a regional amenity. If the flooding issues are not addressed along this trail segment, pedestrian and bicycle investments to the I-35W Bridge may not be fully realized. In that respect, this is a unique opportunity to address a safety need within a Tier 1 RBTN corridor.

Response:

The overall project, in conjunction with the I-35W Bridge investment, will overcome a major transportation barrier (Minnesota River) and finally link Burnsville and Bloomington to the following regional destinations:

- Job centers in Bloomington, including the I-35W and 98th Street industrial area

- Future Metro Orange Line Bus Rapid Transit (BRT) Stations in the Heart of the City neighborhood

- Future Minnesota River Quadrant (MRQ) development

- Minnesota River Valley and Minnesota Valley National Wildlife Refuge

- Fort Snelling State Park in Eagan

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The proposed trail segment is currently deficient based on reoccurring flooding along the Minnesota River Valley. As a result, the trail is unusable for several months of the year as floodwaters can exceed over three feet in depth. Flooding typically occurs during the spring months (March - May) and can take several weeks to subside. During those times, trail users are faced with two options: traverse outside of the trail corridor and along the embankments or forge the flood waters. Either option is extremely dangerous. Organized bicycle groups and regular trail users have expressed these safety concerns directly to City of Burnsville and Dakota County staff. In that respect, both Burnsville and Dakota County have made this a priority project, including ensuring it coincides with the reconstruction of the I-35W bridge improvements.

Response:

Crashes involving bicyclists and pedestrians are not typically associated with this segment of I-35W Frontage Trail. I-35W Frontage Trail is a separated off-road trail facility that doesn't interact with vehicles. Ten years of crash records (MnCMAT) did not include any vehicle crashes with pedestrians or bicyclists.

The proposed project is primarily addressing bicycle and pedestrian safety needs as it relates to reoccurring floods. Alternatives for raising the trail were evaluated and documented in a Feasibility Study (March 2020). The City has determined the preferred alternative is to construct a conventional earth embankment with a trail width of 10 feet and 2 foot shoulders on either side. This design will help separate pedestrians and bicyclists from one another, providing a safe pathway for various trail users.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The I-35W Frontage Trail is heavily relied on by bicycle commuters accessing transit routes within proximity to its location. The most notable transit destinations include transit stops along Cliff Road and County Highway 13. Planned trail connections along Nicollet Avenue between Cliff Road and County Highway 13 will also connect this segment of trail to an existing Park and Ride facility, and the future location for a Bus Rapid Transit (BRT) station (i.e., METRO Orange Line). This connection is planned for the year 2021.

The proposed improvements will also enhance the pedestrian and bicyclists experience and safety along the trail corridor. For example, this segment of trail experiences reoccurring flooding that forces trail users to traverse outside the corridor and along embankments. Organized bicycle groups and regular trail users have expressed this safety concern directly to City and MnDOT staff. Raising the trail above flood levels will address these concerns and will improve the trail user's experience from a reliability and safety perspective. More importantly, these improvements will be integrated with the I-35W bridge reconstruction project, which is scheduled to open in 2021. Combined, these projects will address pedestrian and bicycle needs (safety and connectivity) between Burnsville and Bloomington.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout

1589220421231_6A1_I35W Frontage Trail Exhibit & Layout support.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 12/31/2020

2)Review of Section 106 Historic Resources (15 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/23/2020

Meeting with partner agencies: 08/14/2019

Targeted online/mail outreach: 03/17/2020

Number of respondents: 9

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

The City has launched an online survey and mailing to engage residents regarding this project to replace in-person meetings during these unprecedented times. This engagement effort was in the early stages when the grant application was being submitted. The City plans to continue to keep the online survey open until the end of June 2020.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$485,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$485,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Att1a_One-page Project Summary_I35W Frontage Trail.pdf	One page summary	1.4 MB
Att1b_Existing Conditions_I35W Frontage Trail.pdf	Existing Conditions photograph	641 KB
Att2a_Map Exhibit_I35W Frontage Trail.pdf	Map Exhibit	861 KB
Att2b_Met Co Maps_I35W Frontage Trail.pdf	Project Information maps generated through the Metropolitan Council Make-A-Map	7.7 MB
Att3a_DC_LetterofSupport_I35W Frontage Trail.pdf	Letter of Support: Dakota County	78 KB
Att3b_Burnsville_Resolution 2020-6721.pdf	Resolution of support from Burnsville City Council	1.5 MB
MnDOT SupportLetterI35WFrontageTrail.pdf	Letter of Support: MnDOT	541 KB
Req B&P3_WinterMaintCommitment-I35WFrontage-signed.pdf	Winter Maintenance Commitment Letter	53 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Preliminary Black Dog Trail Realignment | Map ID: 1585929860990

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 4/3/2020
LandscapeRSA6



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





NCompass Technologies

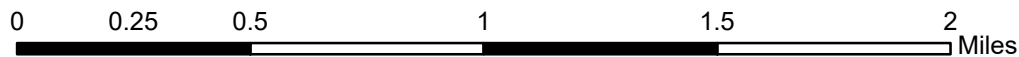
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 10305
 Total Employment: 14125



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/3/2020
 LandscapeRSA4



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

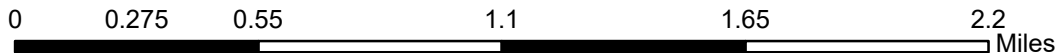
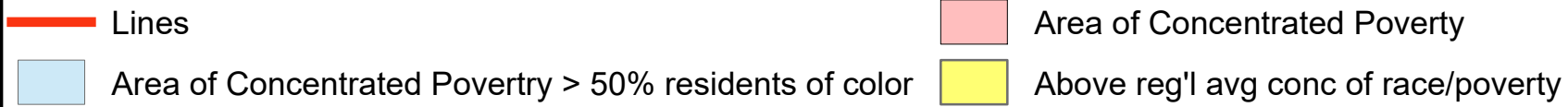
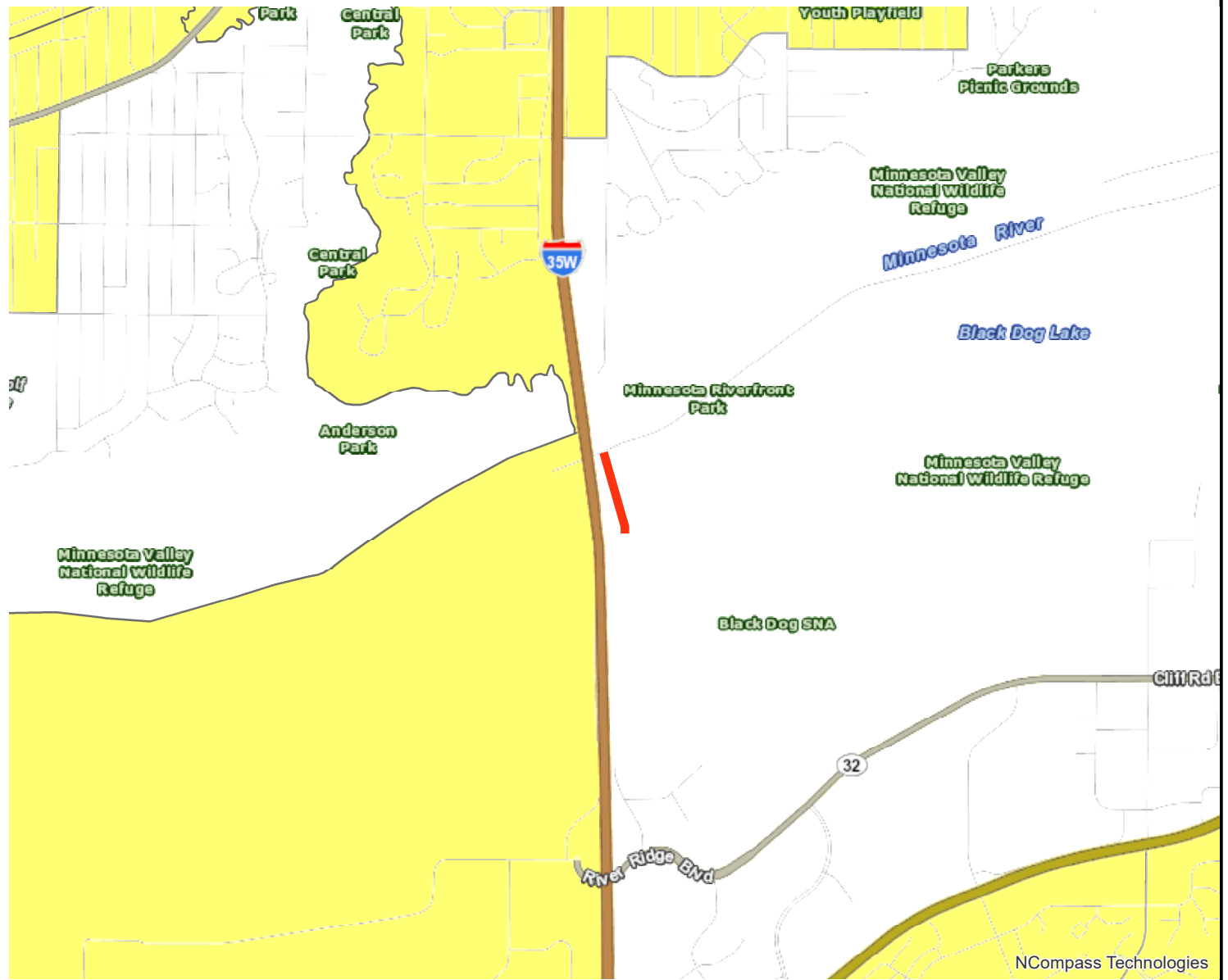


Socio-Economic Conditions

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)

Tracts within half-mile:
25301 25801 25805
60710 60748



Created: 4/3/2020
LandscapeRSA2



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



Project Location

Existing Conditions

- Off-Street Trails
- Existing Sidewalks
- Bus Stop

Regional Barriers

- - - - Freeways & Expressways

Met Council Thrive Layers

- / / / / Job & Activity Centers

RBTN Corridors

- Tier 1 Corridor
- Tier 2 Corridor

RBTN Destinations

- Major High Schools

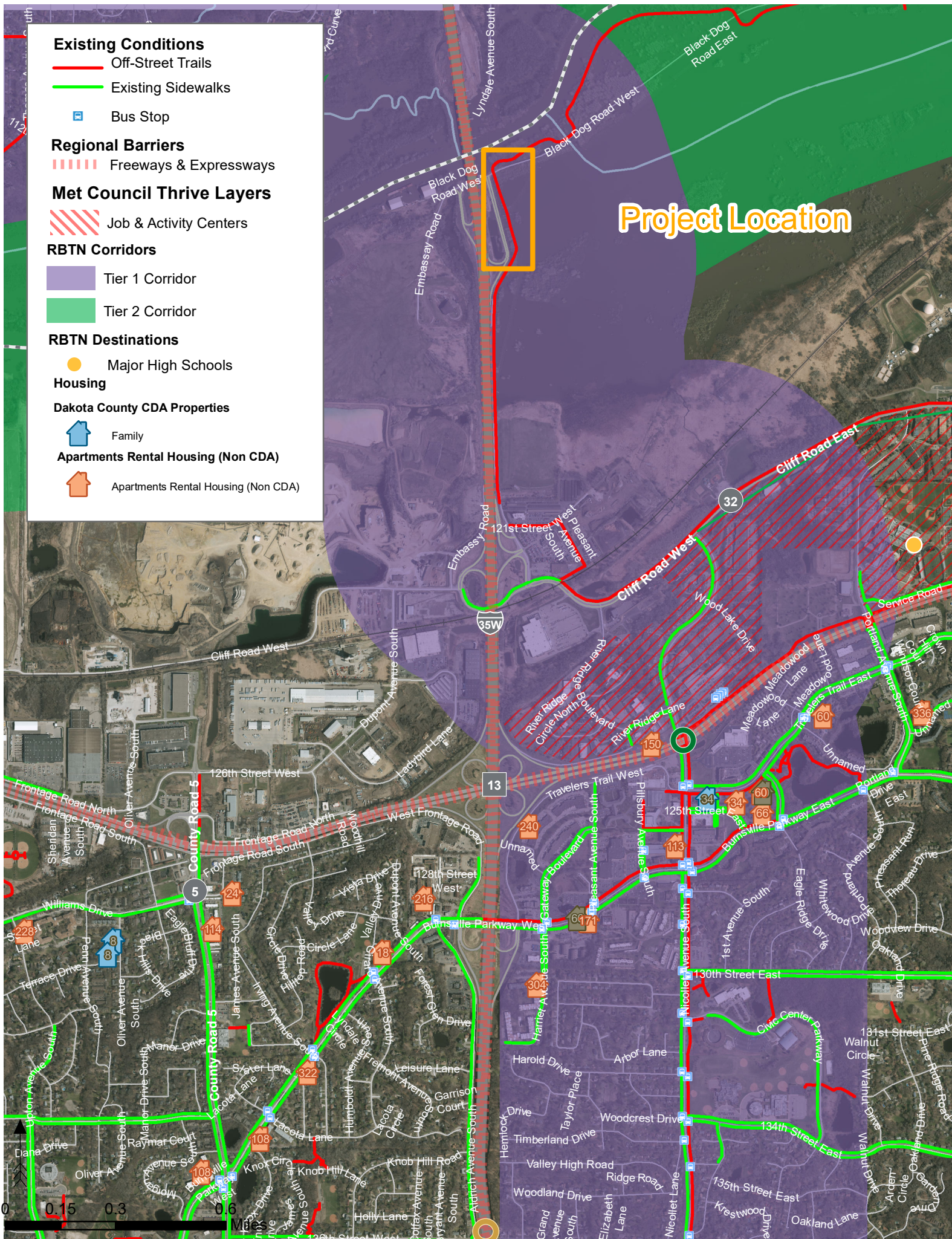
Housing

Dakota County CDA Properties

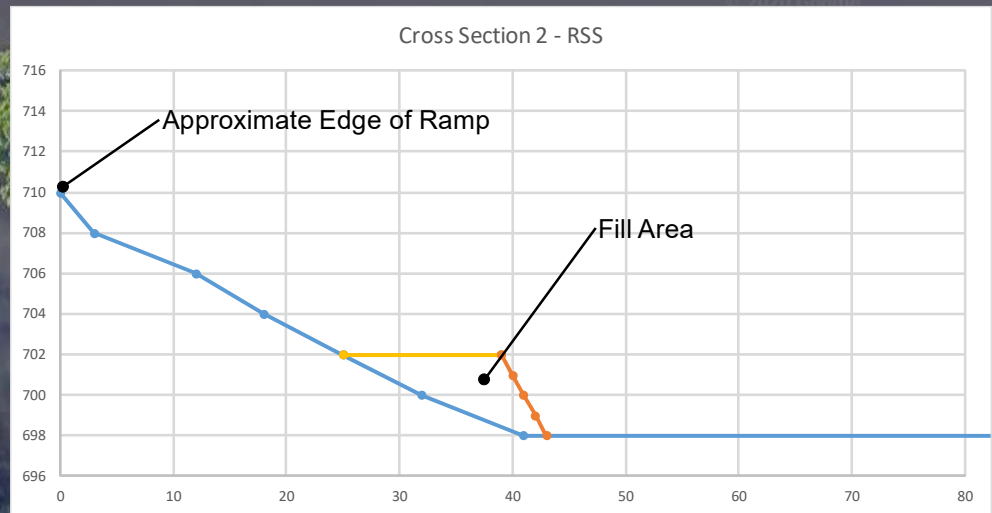
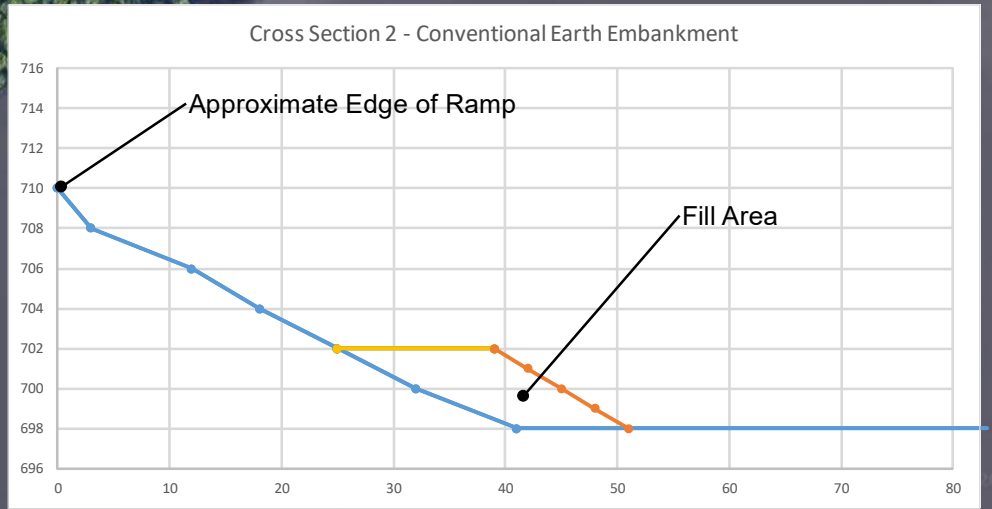
- Family

Apartments Rental Housing (Non CDA)

- Apartments Rental Housing (Non CDA)



Path: S:\KO\O\akakul\15229\15-final-dsgn\50-final-dsgn\50-Hydro\GIS\Fig6A_New Align2.mxd



Legend

- Realigned Trail
- - - Existing MnDOT ROW
- Existing Trail Alignment

0 75 150 300 Feet



Cross Section 2



3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110
PHONE: (651) 490-2000
FAX: (651) 490-2150
WATTS: 800-325-2055
www.sehinc.com

Project: BURNS 153788
Print Date: 3/3/2020

Map by: ejennings
Projection: NAD83 HARN Dakota_Ft
Source: SEH, ESRI, Google,
FWS, MnDNR

REALIGNED TRAIL

MN RIVER TRAIL FLOOD MITIGATION FEASIBILITY STUDY

Burnsville, Dakota County, Minnesota

Figure
6A

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



May 8, 2020

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

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

Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: TAB Regional Solicitation Letter of Support for Black Dot Trail/I-35W Minnesota River Crossing

Dear Ms. Koutsoukos:

I am writing to approve the layout for the Black Dot Trail/I-35W Minnesota River Crossing. The layout is consistent with Dakota County standards for regional greenway trails.

Dakota County is committed to the long-term completion of a regional trail network that supports regional multi-modal transportation goals, recreational activity, and provides safe and enjoyable means for experiencing the outdoors for people throughout the county. This project is critical to helping create a link to trails in Hennepin and Dakota Counties across the Minnesota River. It supports regional bicycle transportation and recreation.

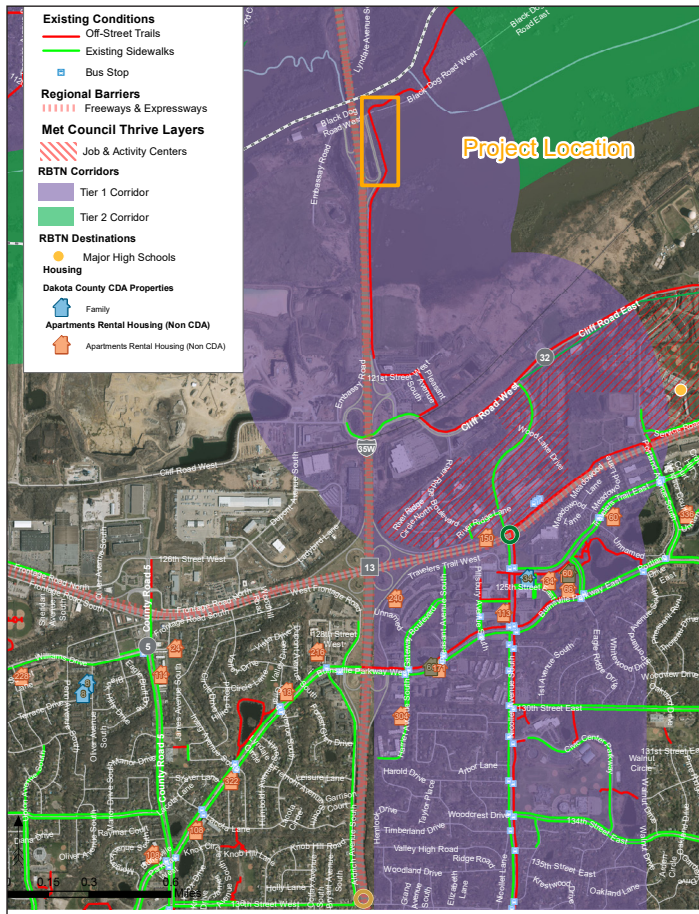
Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Sullivan", with a long horizontal flourish extending to the right.

Steve Sullivan
Dakota County Parks Director

I-35W Frontage Trail/I-35W Minnesota River Crossing

CITY OF BURNSVILLE



Project Location:	Burnsville
Requested Award Amount:	\$388,000
Total Project Cost:	\$485,000

PROJECT DESCRIPTION

The project will realign a segment of the I-35W Frontage Trail (a Tier 1 RBTN alignment), which connects to the Minnesota River Greenway. The improvements include the raising of the trail from the current profile to an elevation, which would lower the frequency and magnitude of trail closures due to flooding. Alternatives for raising the trail were evaluated and documented in a Feasibility Study (March 2020). The City has determined the preferred alternative is to construct a conventional earth embankment with a trail width of 10 feet and 2 foot shoulders on either side. This alternative provides the City with the lowest cost/highest benefit solution when compared to other alternatives.

PROJECT BENEFITS

- » MnDOT is currently reconstructing the I-35W Bridge over the Minnesota River. As part of these improvements, the bridge will now provide a pedestrian/bicycle facility that will link to regional trails on both sides of the river. This connection is critical in helping overcome a major pedestrian/bicycle barrier (Minnesota River) that has limited north-south travel between Burnsville and Bloomington. A pedestrian and bicycle facility along I-35W over the Minnesota River has never existed before.
- » Flooding occurs during the spring months (March – May) and can take several weeks to subside. During those times, this segment acts as a pedestrian and bicycle barrier rather than a regional amenity. Pedestrian and bicycle investments to the I-35W Bridge may not be fully realized if the flooding issues are not addressed along this trail segment. This project will limit closure due to river flooding from many weeks down to 3-6 days per year
- » The I-35W Frontage Trail is heavily relied on by bicycle commuters and will become a more prominent commuting route between Bloomington and Burnsville once the I-35W Bridge is open.



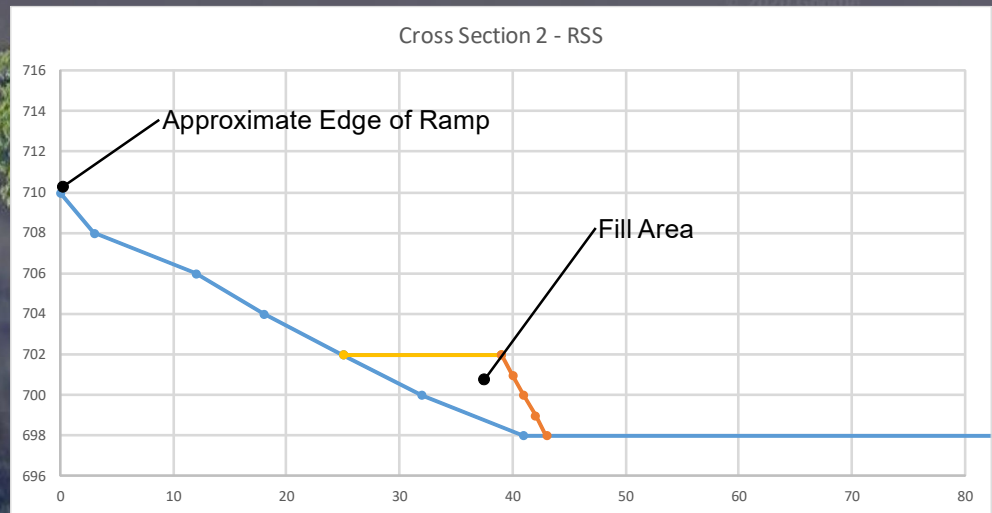
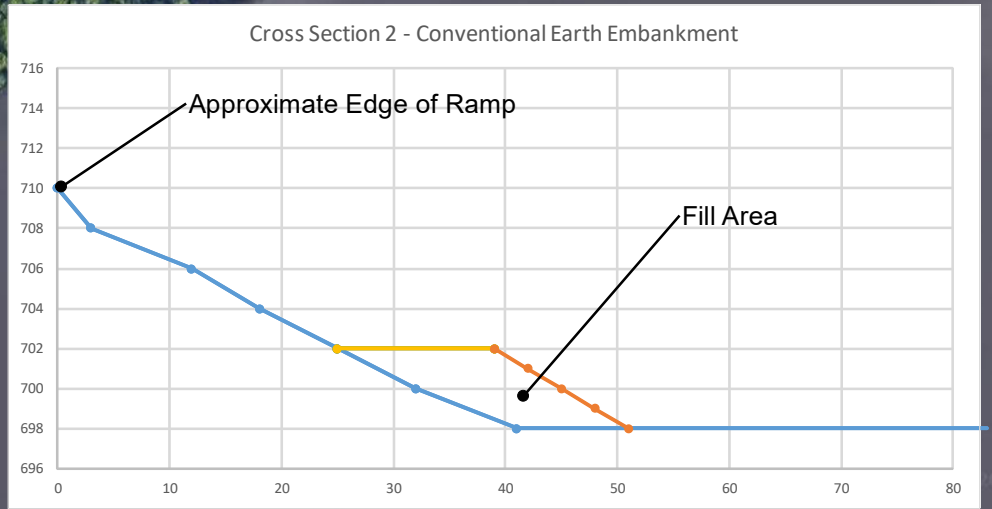
Proposed Realignment

I-35W Frontage Trail/I-35W Minnesota River Crossing Multi-Use Trail



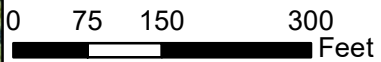
Existing Conditions: Intersection of Black Dog Road and I-35W off-ramp; with I-35W Frontage Trail running adjacent to off-ramp

Path: S:\KO\O\akakul\15229\15-final-dsgn\50-final-dsgn\50-Hydro\GIS\Fig6A_New Align2.mxd



Legend

- Realigned Trail
- Existing MnDOT ROW
- Existing Trail Alignment



3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110
PHONE: (651) 490-2000
FAX: (651) 490-2150
WATTS: 800-325-2055
www.sehinc.com

Project: BURNS 153788
Print Date: 3/3/2020

Map by: ejennings
Projection: NAD83 HARN Dakota_Ft
Source: SEH, ESRI, Google,
FWS, MnDNR

REALIGNED TRAIL

MN RIVER TRAIL FLOOD MITIGATION FEASIBILITY STUDY

Burnsville, Dakota County, Minnesota

Figure
6A



This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

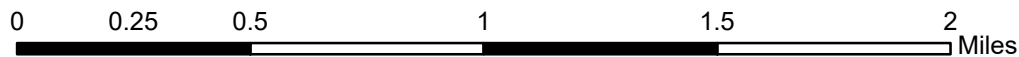
Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 10305
 Total Employment: 14125



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/3/2020
 LandscapeRSA4



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



Project to RBTN Orientation

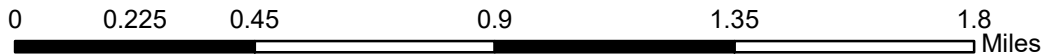
Multiuse Trails and Bicycle Facilities Project: Preliminary Black Dog Trail Realignment | Map ID: 1585929860990

Results

Project IN TIER 1
Bicycle Transport Corridor.



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



Created: 4/3/2020
LandscapeRSA6



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



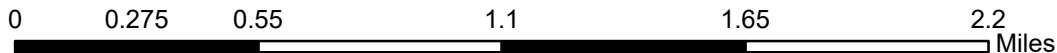
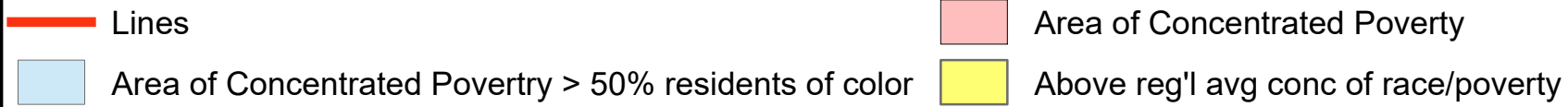
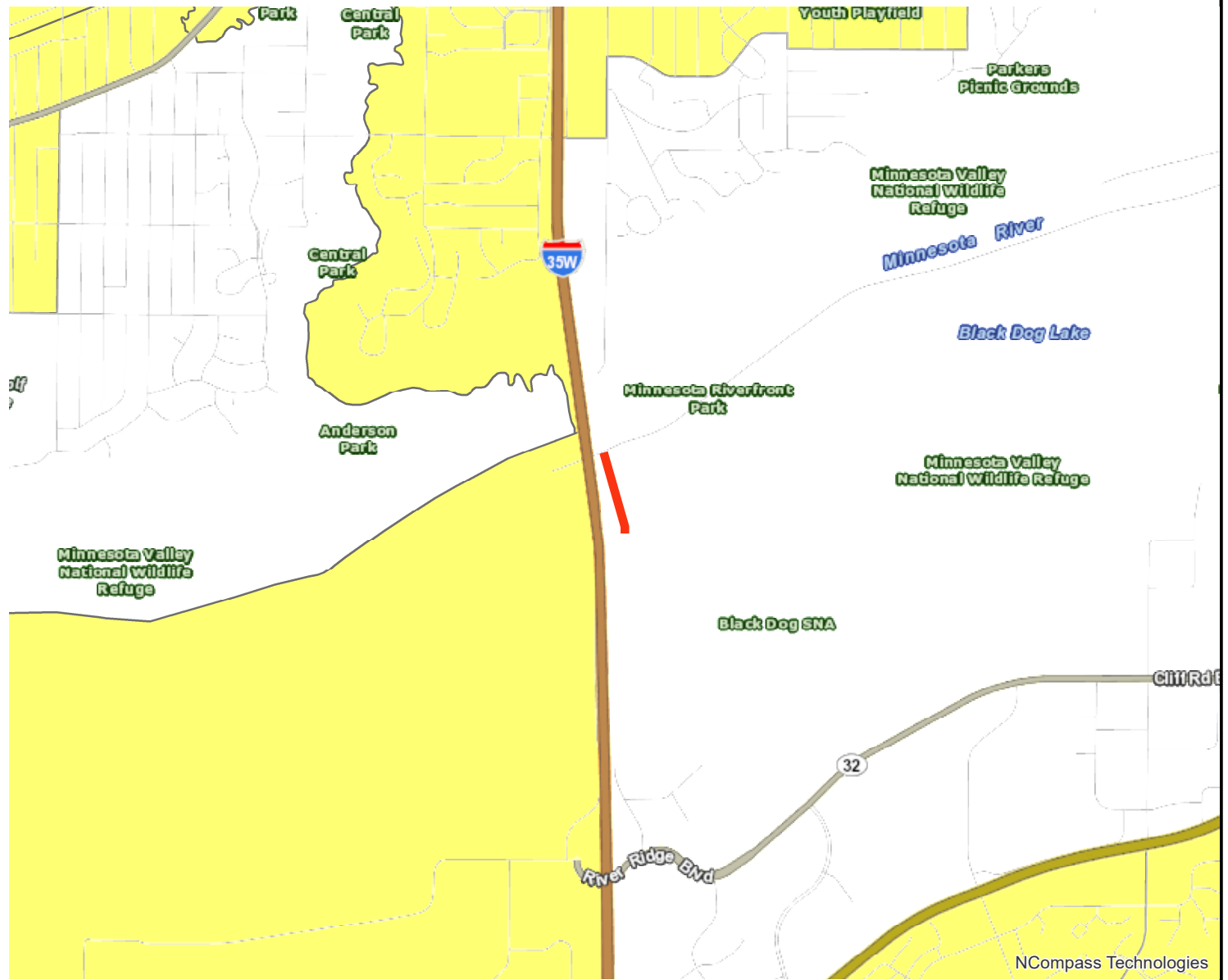
NCompass Technologies

Socio-Economic Conditions

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)

Tracts within half-mile:
25301 25801 25805
60710 60748



Created: 4/3/2020
LandscapeRSA2



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



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

March 24, 2020

Resolution No. 20-154

Motion by Commissioner Thomas A. Egan

Second by Commissioner Liz Workman

Approval Of Grant Application Submittals For Transportation Advisory Board 2020 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 April 16, 2020; 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. County State Aid Highway (CSAH) 86 (280th Street) from westerly Dakota County line to CSAH 23 (Galaxie Avenue) in Eureka and Greenvale Townships
2. CSAH 32 (Cliff Road) from CSAH 43 (Lexington Avenue) to Trunk Highway (TH) 3 in Eagan
3. New Alignment of CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
4. Roundabout at CSAH 11 and Burnsville Parkway in Burnsville
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. Vermilion Highlands Greenway: CSAH 42 Trail and Dakota County Technical College Underpass in Rosemount
7. River to River Greenway: Trunk Highway 149 Trail & Trunk Highway 149 Underpass in Mendota Heights
8. Minnesota River Greenway: Railroad Overpass in Eagan

; and

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Egan	<u> X </u>	Egan	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> X </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Gerlach	<u> X </u>	Gerlach	_____

I, Jeni 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 24th day of March 2020, 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 24th day of March 2020.

Jeni Reynolds

Clerk to the Board

9. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station—Lead Agency: Apple Valley
10. Egan Transit Station: Installation of Elevator—Lead Agency: MVTA
11. Burnsville Transit Station: Installation of Elevator and Enclosure; Backup Generator; Construction of Utility Room—Lead Agency: MVTA
12. County Road (CR) 60 extension from CSAH 9 (Dodd Blvd.) Highview Avenue—Lead Agency: Lakeville
13. Trail on CSAH 73 (Oakdale Avenue) from CSAH 8 (Wentworth Avenue) to CR 4 (Butler Avenue) and on CR 6 (Thompson Avenue) from CSAH 73 (Oakdale Avenue) to TH 52—Lead Agency: West St Paul
14. CSAH 73 (Oakdale Avenue) Trail from I-494 to Upper 55th Street—Lead Agency: Inver Grove Heights
15. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue—Lead Agency: Apple Valley
16. North Creek Greenway from 195th to Downtown Farmington—Lead Agency: Farmington
17. Nicollet Avenue Trail from TH 13 to CSAH 32 (Cliff Road) —Lead Agency: Burnsville
18. I-35W Trail from Black Dog Trail to the South—Lead Agency: Burnsville
19. Marie Avenue Sidewalk, Bike Lanes, and ADA Improvements from 3rd Avenue North to 9th Avenue North—Lead Agency: South St Paul
20. Bidwell Avenue Sidewalk from Thompson Avenue To CR 4 (Butler Avenue) —Lead Agency: West St Paul
21. ADA Improvements at several locations in the City of Inver Grove Heights—Lead Agency: Inver Grove Heights
22. Establish a Transportation Management Association (TMA) in Dakota County to coordinate the transportation needs of employers with existing services and service providers—Lead Agency: Dakota County Regional Chamber of Commerce.

; 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

YES		NO	
Slavik	<u> X </u>	Slavik	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Atkins	<u> X </u>	Atkins	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Holberg	<u> X </u>	Holberg	<u> </u>
Gerlach	<u> X </u>	Gerlach	<u> </u>

I, Jeni 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 24th day of March 2020, 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 24th day of March 2020.



Clerk to the Board

RESOLUTION NO. 20-6721

CITY OF BURNSVILLE, MINNESOTA

RESOLUTION IN SUPPORT OF AN IMPROVEMENT PROJECT TO RAISE THE MULTI-USE TRAIL ADJACENT TO I-35W FROM THE I-35W FRONTAGE ROAD TO BLACK DOG ROAD FOR THE METROPOLITAN COUNCIL TRANSPORTATION ADVISORY BOARD 2020 FEDERAL FUNDING SOLICITATION APPLICATION

WHEREAS, the Minnesota Department of Transportation (MNDOT) is currently reconstructing the I-35W bridge crossing the Minnesota River between Burnsville and Bloomington which is scheduled for completion in the fall of 2021; and

WHEREAS, the bridge will include a multi-use trail for bicyclists and pedestrians to cross the Minnesota River between Burnsville and Bloomington; and

WHEREAS, the MNDOT bridge project will connect MNDOT's new multi-use trail with Burnsville's existing multi-use trail on the east side of I-35W that runs adjacent to I-35W ("I-35W Frontage Trail"); and

WHEREAS, this route is included as a Tier 1 Corridor and Alignment in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN); and

WHEREAS, historically the Minnesota River floods annually and when those floodwaters exceed the elevation of 698', Burnsville's I-35W Frontage Trail floods which makes the main multi-use trail access to the I-35W bridge impassable; and

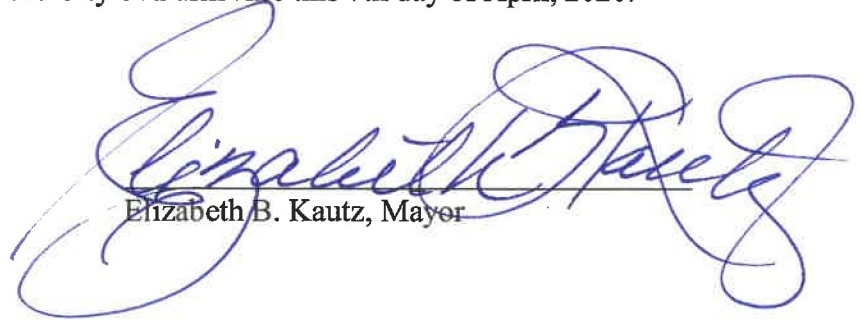
WHEREAS, raising the I-35W Frontage Trail to a minimum elevation of 702' will keep the trail mostly out of the floodplain and will allow bicyclists and pedestrians access to the I-35W Minnesota River bridge multi-use trail most of the time;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Burnsville that:

1. The City of Burnsville act as the legal sponsor supporting a project to raise the multi-use trail adjacent to I-35W from the I-35W Frontage Road to Black Dog Road (I-35W Frontage Trail) and is committed to the required local match.
2. The City of Burnsville has the legal authority to apply for financial assistance, and the institutional, managerial, and financial capacity to ensure matching funds and adequate construction of the proposed project.
3. Upon approval of its application by the Metropolitan Council, the City of Burnsville may enter into an agreement for the above referenced project and will comply with all applicable laws and regulations as stated in all contract agreements.

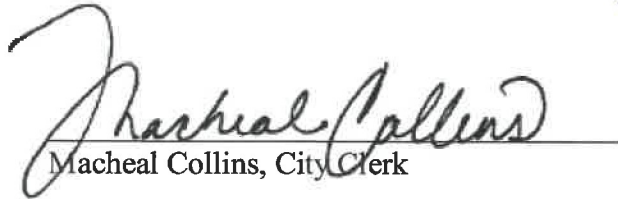
4. The City Council hereby supports submittal of the application to Metropolitan Council Transportation Advisory Board federal solicitation funding application for the project described above.

Passed and duly adopted by the Council of the City of Burnsville this 7th day of April, 2020.



Elizabeth B. Kautz, Mayor

ATTEST:



Macheal Collins, City Clerk



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

May 12, 2020

Jen Desrude, PE
City Engineer
City of Burnsville
100 Civic Center Parkway
Burnsville, MN 55337

**Re: MnDOT Letter for Burnsville
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding
Request for trail under I-35W in Burnsville**

Dear Jen Desrude,

This letter documents MnDOT Metro District's recognition for Burnsville to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for the construction of trail under I-35W in Burnsville.

As proposed, this project impacts MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will allow Burnsville to seek improvements proposed in the application for the trail construction project. If funded, details of any future maintenance agreement with Burnsville will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any significant discretionary funding in state fiscal years 2024 or 2025 that could fund project construction, nor do we have the resources to assist with MnDOT services such as the design or construction engineering of the project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Burnsville as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at mark.lindeberg@state.mn.us or 651-234-7729.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager
Molly McCartney, Metro Program Director
Dan Erickson, Metro State Aid Engineer

May 5, 2020

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

**RE: 2020 Regional Solicitation Multiuse Trails and Bicycle Facilities Application
Year-Round Maintenance Commitment for I-35W Frontage Trail**

Ms. Koutsoukos,

The City of Burnsville is submitting this 2020 Regional Solicitation grant application to raise and realign the multiuse trail along the I-35W frontage that leads to the new I-35W River Bridge which will include a multi-modal trail crossing of the river. While a trail already exists, it is often flooded and unpassable. The City of Burnsville currently maintains this trail and if the City is awarded federal funding through the Multiuse Trails and Bicycle Facilities category, the City commits to continuing to provide snow and ice removal along the I-35W Frontage Trail to support year-round bicycle and pedestrian use.

Winter maintenance is a high priority for the City of Burnsville to ensure the safe and accessible facilities for users. Beyond this letter of commitment, the City has a detailed Street and Sidewalk Snowplowing and Ice Control Policy (No. 5.150). This policy can be viewed online at:

[http://www.ci.burnsville.mn.us/DocumentCenter/View/3046/Policy-No-5150?bidId=.](http://www.ci.burnsville.mn.us/DocumentCenter/View/3046/Policy-No-5150?bidId=)

Sincerely,



Ryan Peterson, PE
Burnsville Public Works Director
952-895-4459
ryan.peterson@burnsvillemn.gov