Application

17074 - 2022 Multiuse Trails and Bicycle Facilities
17711 - Minnesota River Greenway Railroad Overpass in Eagan
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 1:18 PM

Primary Contact

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State/Province: Minnesota
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Phone Ext.

Fax:

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

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: TRANSPORTATION DEPT
14955 GALAXIE AVE

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

County: Dakota
Phone:* 952-891-7100
Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name: Minnesota River Regional Greenway - Fort Snelling State Park
UP Rail Overpass

Primary County where the Project is Located: Dakota
Cities or Townships where the Project is Located: Eagan
Jurisdictional Agency (If Different than the Applicant): N/A
This application seeks funding for a trail bridge over the UP railway, a barrier along the Minnesota River Greenway between Eagan residents and Fort Snelling State Park. When complete, the Eagan South Extension of the Minnesota River Greenway will fill a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway. In a larger context, the Eagan segment of the Minnesota River Greenway responds to the need for a continuous trail along the Minnesota River called for by several plans and efforts at federal, state, local and nonprofit levels. Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to Saint Paul.

The Minnesota River Greenway - UP Rail Overpass project includes a 10-foot off-road bituminous trail and bridge to serve pedestrians, bicyclists, and other users of non-motorized transportation which runs parallel to TH 13, an A-minor arterial in Eagan. It will complete a significant gap within the greenway network in order to connect trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint Paul, and beyond. Key connections include the Cedar Avenue and 494 bridges which provide direct access to jobs at the Mall of America, Minneapolis-St. Paul International Airport, Twin Cities Premium Outlet Mall in Eagan, and workplaces along TH13 and I-494. Commuters will gain a safer, scenic, more direct route when this project is completed.

As part of the larger Minnesota River Greenway, the bridge over the UP railway will be a highlight, providing expansive views and access to the wide Minnesota River Valley not far from the adjacent urban environment. In addition to transportation benefits, trail users and underserved populations in adjacent communities will be able to access the outstanding natural, ecological, and historical
resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge. The trail will connect to existing trail facilities, including an existing trailhead at the Cedar Avenue Bridge and the trail over the Minnesota River on the Old Cedar Avenue bridge with a connection to Lake Nokomis and the Minneapolis Grand Rounds. This project will be completed in partnership with the MN DNR and the City of Eagan. Trail construction includes site clearing, trail-bed preparation and surfacing, bridge piers and decking, orientation signage, and landscaping. Dakota County has committed to providing the local match and costs associated with project delivery.

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

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.5

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 $3,777,940.00

Match Amount $944,485.00

Minimum of 20% of project total

Project Total $4,722,425.00

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 Dakota County

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

Preferred Program Year

Select one: 2026, 2027
Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**Additional Program Years:** 2023, 2024, 2025

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

## Project Information

<table>
<thead>
<tr>
<th>County, City, or Lead Agency</th>
<th>Dakota County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zip Code where Majority of Work is Being Performed</td>
<td>55121</td>
</tr>
<tr>
<td>(Approximate) Begin Construction Date</td>
<td>05/01/2026</td>
</tr>
<tr>
<td>(Approximate) End Construction Date</td>
<td>10/31/2026</td>
</tr>
<tr>
<td>Name of Trail/Ped Facility:</td>
<td>Minnesota River Greenway</td>
</tr>
<tr>
<td>(i.e., CEDAR LAKE TRAIL)</td>
<td></td>
</tr>
</tbody>
</table>

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

- **From:**
  - (Intersection or Address): Lone Oak Road/TH 13 Intersection

- **To:**
  - (Intersection or Address): UP Rail Corridor in Fort Snelling State Park, west of Lone Oak Road

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

- **Or At:**
  - Miles of trail (nearest 0.1 miles):
  - 0.5
  - Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):
  - 0.5

- **Is this a new trail?** Yes

- **Primary Types of Work**
  - Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.
  - GRADE, AGG BASE, BIT BASE, BIT SURF, GUARDRAIL, BIKE PATH, BRIDGE

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

- **Old Bridge/Culvert No.:**

- **New Bridge/Culvert No.:** To be determined

- **Structure is Over/Under (Bridge or culvert name):** Structure over UP railroad

## 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

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.

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


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


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

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

(Limit 2,800 characters; approximately 400 words)

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.
List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

1. Minnesota River Greenway Regional Trail Master Plan - page 37

2. Metro Regional Bicycle Transportation Network - Plan

3. City of Eagan 2040 Comprehensive Plan, Chapter 5: Parks and Recreation
   i. pages 7-8, "Minnesota Riverfront"
   ii. Page 14, "Trails"
   iii. Page 16, Figure 5.1 State and Regional Parks and Trails - Existing and Planned

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2020 funding cycle).

   Multiuse Trails and Bicycle Facilities: $250,000 to $5,500,000
   Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): $250,000 to $2,000,000
   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.

Date plan completed: 06/01/2018

Link to plan: https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf

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. Unique projects are exempt from this qualifying requirement.

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. Yes

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

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

<table>
<thead>
<tr>
<th>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization (approx. 5% of total cost)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Removals (approx. 5% of total cost)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway (grading, borrow, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway (aggregates and paving)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subgrade Correction (muck)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Storm Sewer</td>
<td>$0.00</td>
</tr>
<tr>
<td>Ponds</td>
<td>$0.00</td>
</tr>
<tr>
<td>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Control</td>
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</tr>
<tr>
<td>Striping</td>
<td>$0.00</td>
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<tr>
<td>Signing</td>
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</tr>
<tr>
<td>Lighting</td>
<td>$0.00</td>
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<tr>
<td>Turf - Erosion &amp; Landscaping</td>
<td>$0.00</td>
</tr>
<tr>
<td>Construction Project Elements</td>
<td>Cost</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Path/Trail Construction</td>
<td>$187,800.00</td>
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<tr>
<td>Sidewalk Construction</td>
<td>$0.00</td>
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<tr>
<td>On-Street Bicycle Facility Construction</td>
<td>$0.00</td>
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<tr>
<td>Right-of-Way</td>
<td>$0.00</td>
</tr>
<tr>
<td>Pedestrian Curb Ramps (ADA)</td>
<td>$0.00</td>
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<tr>
<td>Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)</td>
<td>$0.00</td>
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<tr>
<td>Pedestrian-scale Lighting</td>
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<tr>
<td>Streetscaping</td>
<td>$0.00</td>
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<tr>
<td>Wayfinding</td>
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<tr>
<td>Bicycle and Pedestrian Contingencies</td>
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<tr>
<td>Other Bicycle and Pedestrian Elements</td>
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</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$4,722,425.00</strong></td>
</tr>
</tbody>
</table>

Specific Transit and TDM Elements

<table>
<thead>
<tr>
<th>Construction Project Elements</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Guideway Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stations, Stops, and Terminals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Support Facilities</td>
<td>$0.00</td>
</tr>
<tr>
<td>Transit Systems (e.g. communications, signals, controls, fare collection, etc.)</td>
<td>$0.00</td>
</tr>
</tbody>
</table>
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 $4,722,425.00
Construction Cost Total $4,722,425.00
Transit Operating Cost Total $0.00

Measure A: Project Location Relative to the RBTN

Select one:
Tier 1, Priority RBTN Corridor
Tier 1, RBTN Alignment Yes
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 1649857125801_Bike Corridors Map.pdf
Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9147
Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:
This project is located within a regional environmental justice area which means that the project's census tracts are above the regional average for population in poverty or population of color. This area has a median household income of $63,038, which is below Dakota County's median household income of $88,864. This area is also more racially diverse than Dakota County. Roughly 40% of the residents in this area are people of color, while in Dakota County, that number is 23.3%. The County will continue to engage these populations as the project progresses.

This trail project has been involved in several different planning processes over the last 15 years. Dakota County has embraced various public engagement techniques to involve all members of the community during these processes. In 2010 and 2011, public open houses were held to discuss the Minnesota River Greenway during the master planning process. The feedback received from these efforts demonstrated that trail users are becoming increasingly diverse and that recreational amenities should reflect the various user groups.

In 2015 and 2016, the Visitor Services Master Plan included an in-depth outreach process where 9 Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English to determine ways to attract more diverse park users to the County's parks, trails, and greenways. Input identified the need to increase outreach and awareness of park and trail facilities and design facilities that feel safe and welcoming for all. The proposed project reflects this input in the design of the trail facility which includes a connection to an inclusive trailhead on TH 13 and clear sightlines from the trail and bridge over the UP railway which
provide a feeling of safety and openness.

Engagement events for the Dakota County Pedestrian and Bicycle Study and the City of Eagan Pedestrian and Bicycle Plan included many pop-up events held between 2017 and 2020. 875 responses were received for Dakota County’s events while the City of Eagan received 276 comments. Many of the people engaged during these processes were low-income and minority populations. Input included a strong desire for crossing improvements at the Minnesota River and access to Fort Snelling State Park and the Minnesota River Greenway.

Specific to the proposed trail improvements within this project, an interactive project website was made available in 2021 to members of the public where they can provide feedback on the proposed trail elements and alignment to help shape the final product. Over 100 comments have been received to date including, "I would use this trail weekly. I've ridden on Hwy 13 and it's very nerve-racking" and "Love the trail alignment!".

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

**Measure B: Equity Population Benefits and Impacts**

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

*Below is a list of potential negative impacts. This is not an exhaustive list.*
As shown in the socio-economic map, the bridge over the UP rail along the Minnesota River Greenway trail brings trails to a census tract with higher-than-average percentages of both low-income populations and people of color. Nearby residents will gain a car-free commuting option, a convenient connection to the scenic Minnesota River Valley, a safe route to recreation destinations along the river, and reduced bicycle travel times by avoiding several controlled intersections along TH 13.

The trail bridge connection and trail along TH 13 are within 1 mile of a number of industrial and office employers, as well as the Eagan Community Center and Eagan’s Central Park. When complete, the bridge will complete a key gap in the Minnesota River Greenway that links existing trails between the communities of Mendota Heights, Eagan, Saint Paul, and Mendota to trails in Bloomington, Richfield, and Minneapolis. The bridge will provide a seamless and safe connection to the existing trail through the Minnesota River Valley to the Cedar Avenue Bridge which provides trail access across the Minnesota River to residents of Bloomington's concentrated area of poverty. It will also serve the oldest and most diverse neighborhoods in Eagan. The completed trail will provide access to major employment centers including the Twin Cities Premium Outlet Mall, Mall of America, MSP International Airport, and major employers along I-494. The connection to the Mall of America has the added benefit of connecting to Blue and Red Line transit service and jobs in Minneapolis.

The trail project will provide outstanding recreational opportunities to nearby racially diverse and low-income populations. The trail provides easy and safe access to Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge,
partially addressing the underrepresentation of people of color and lower income persons in state parks and at national wildlife refuges. Additionally, this trail will provide excellent recreational connections to many regional parks and trails. The completion of this key gap in the Minnesota River Greenway will expand the network of accessible, safe, and convenient trail loops that weave throughout the southern Twin Cities metro area, offering young and old residents more opportunities for healthy outdoor recreation.

There are no known negative impacts associated with the project. The project will not displace businesses or residents, but merely provide positive outcomes by enhancing the local and regional trail network. Construction and other disruptions will be minimized reduce any impact on the day-to-day activities of surrounding residents and individuals.

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.
There are 81 publicly subsidized rental units within ½ mile of the project site. To the south, Riverview Ridge Townhomes is 1 of 5 Dakota County Community Development Agency (CDA) workforce housing sites in Eagan. This existing development contains 27 units at 80% of area median income. There may also be some naturally occurring affordable housing within ½ mile of the project area, including at Coachman Oaks Apartments and Condominiums on Four Oaks Road in Eagan.

Residents with private vehicles may drive and park at the trailhead where the project is located. Residents arriving at the trailhead from the neighborhoods to the east on foot or using bicycles may walk or ride on the shoulder of Hwy 13 and cross Hwy 13 at an uncontrolled intersection near the trailhead.

Residents of these developments will gain improved access to employment centers, regional destinations, and recreational amenities within the metro area. The project elements are located within 1 mile of and improve access to several industrial and office employers in Eagan, as well as community resources such as the Eagan Community Center and Central Park. Outside of Eagan, the improved trail connectivity resulting from this project will provide non-motorized connections to major regional destinations such as the Mall of America and the MSP Airport.

The trail project also improves access to 2 major transit centers: Cedar Grove Red Line BRT station (3 miles southwest of the project site) and Eagan Transit station (1 mile southeast of the project site). For those who cannot or do not wish to drive themselves, access to these transit centers provides opportunities for increased mobility in and around the metro area.
This project provides a safe and convenient connection to the broader trail network in Minneapolis and Saint Paul and improves accessibility to recreational destinations both near and far and. The trail bridge over the UP railway provides direct access to Fort Snelling State Park. As a part of the Minnesota River Greenway, the proposed trail improvements link to other regional trails in the area including the Big Rivers Regional Trail, Lilydale Regional Trail, Mississippi River Regional Trail, and the Nokomis-Minnesota River Regional Trail which link to destinations such as Lilydale Regional Park, Minnesota Valley National Wildlife Refuge, and the Minneapolis Grand Rounds.

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure. 1649857357421_Socioeconomic Map.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.
The proposed trail will eliminate a critical gap in the regional trail system by creating a safe grade-separated crossing of a significant barrier (the UP railroad) along the Minnesota River in Dakota County. The trail project will improve safety for trail users of all ages and abilities within Fort Snelling State Park by creating a continuous non-motorized trail and providing a safe connection over the UP railroad with a trail bridge. Currently, bicyclists and pedestrians must use TH 13 (55MPH speed limit; 10,600 AADT in 2019) to travel north/south through the area. TH 13 lacks trail facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and reach the existing employment center to the north.

The proposed trail project is a critical component of the Minnesota River Greenway, which will travel from Burnsville to St. Paul when complete. The Minnesota River Greenway alignment provides a trail corridor that is fully separated from the roadway, which will significantly reduce conflict between motorized vehicles and trail users. Furthermore, this separation will allow cyclists to feel comfortable on the trails and improve accessibility and safety for recreational and novice cyclists.

The connectivity created by this trail project is significant. Regionally, the Minnesota River is a barrier that divides population and employment areas in Hennepin and Dakota counties. The completion of this trail bridge links bicyclists and pedestrians to the Cedar Avenue Bridge and the 494 Bridge Crossing which is crucial to the connectivity of the region as there are currently no other ways for pedestrians to cross the river. As a component of the Minnesota River Greenway, this trail project connects to the wider metro trail network including: Big Rivers Regional Trail, Lilydale Regional Trail, Mississippi River Regional...
Trail and the Nokomis-Minnesota River Regional Trail which is an RBTN 1 Corridor with connections to Minneapolis.

Locally, this trail provides access to the Minnesota River Greenway and Fort Snelling State Park for Eagan residents. The proposed trail bridge is located near a trailhead at the intersection of TH 13 and Lone Oak Rd which has been identified as a gateway for local residents to access the recreational amenities along the Minnesota River. The trail bridge is necessary to make the connection over the existing UP railroad and provide access between the neighborhood to the east and the recreational amenities to the west.

(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
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
When complete, the proposed trail will eliminate a significant gap in the regional trail system along the Minnesota River in Dakota County. The nearest parallel travelway is a 4-mile stretch of TH 13 which has a posted speed of 55 MPH and an AADT of 10,600 in 2019. Currently the highway lacks trail facilities, so cyclists must ride on the shoulder, bypass lanes, and turn lanes in order to access the regional trail system and major employment and recreational destinations such as the MSP Airport, Mall of America, Eagan Community Center, Fort Snelling State Park, Minnesota Valley National Wildlife Refuge, and the Minneapolis Grand Rounds.

The lack of pedestrian and bicycle facilities along TH 13 in this area creates a major deterrent to pedestrian and bicycle use. Attempting to bike or walk along TH 13 is a significant risk to cyclist and pedestrian safety. On the segment of TH 13 near Lone Oak Road, there were 2 crashes reported in the latest collected crash data from MnDOT. One involved a bicycle and a vehicle while the other involved pedestrians and a vehicle.

The proposed trail project is a critical component of the Minnesota River Greenway, which stretches from Burnsville to St. Paul. The Minnesota River Greenway alignment provides a fully separate, parallel trail along TH 13 which will significantly reduce conflict between motorized vehicles and trail users. Removing the opportunities for interaction and conflict between motorists and non-motorists creates a safer environment for all users along the corridor. Furthermore, this separation will allow cyclists to feel comfortable on the trails and improves accessibility and safety for recreational and novice cyclists. The proposed trail and bridge also improve safety by providing a safe connection over the UP railroad to provide access to Fort...
Snelling State Park and by creating a continuous pedestrian and bicycle trail for users of all ages and abilities.

The proposed trail bridge corrects a large deficiency in the Dakota County Regional Trail system as well as in the overall metropolitan regional trail system. The proposed trail does not cross any roadways and will likely eliminate the potential for any pedestrian and cyclist conflict with vehicles. The construction of this trail will improve regional connectivity and accessibility. The separation provided by the trail will allow users of all ages and abilities to safely travel without navigating vehicular traffic.

Measure A: Multimodal Elements
The proposed trail bridge and 10-foot wide regional trail have been identified in many local and regional plans and will function as an element of the intermodal transportation system in Eagan. These elements will complete a critical gap in the Minnesota River Greenway by extending the continuous portion of the trail through Fort Snelling State Park and creating a safe and scenic route for pedestrians and cyclists of all skill and ability levels along a Tier 1 RBTN corridor. The proposed width of the trail project will provide space for different types of trail users to safely share the trail. This phase of the trail will overcome several bicycle and pedestrian barriers including the UP railway and the Minnesota River, including its floodplain and wetlands.

The continuation of the Minnesota River Greenway in this area will remove cyclists from TH 13, which is the current route for traveling north-south in this area of Eagan. Non-motorized travel is dangerous along TH 13 as the highway lacks bike and pedestrian facilities so cyclists must ride on the shoulder or in bypass lanes. The separation of the trail from TH 13 will reduce conflicts and improve the safety along this corridor for motorized and non-motorized users alike.

This project and connecting trails link to transit and regional trails and provide access to major mixed-use pedestrian destinations and employment centers like the MSP airport, Eagan Community Center, Twin Cities Premium Outlet Mall, and Mall of America while also improving accessibility to recreation destinations like Lilydale Regional Park, Fort Snelling State Park, Minnesota Valley National Wildlife Refuge, and the Minneapolis Grand Rounds. The trail project improves access to 2 major transit facilities: Cedar Grove Red Line BRT station (3 miles southwest of the project site) and
Eagan Transit Station (1 mile southeast of the project site).

The trail project will also link to the existing metro trail network, including connections to the Cedar Avenue Bridge which crosses the river and extends into Minneapolis and the Minnesota River Regional Trail which is a designated Tier 1 RBTN Alignment. The project will also connect to an existing pedestrian trail along the I-35W MN River bridge which links Dakota County to Bloomington, Richfield, and Minneapolis. The connections to the regional trail network, destinations, and transit will improve the viability of active living in the local community and encourage transportation mode choice changes.

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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.
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.

No outreach has led to the selection of this project.

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.
This project has been included in the outreach and planning for numerous plans since 2012. A public open house was held in 2012 during the planning process for the MN River Greenway Master Plan. In 2015 and 2016, the Visitor Services Master Plan included an in-depth outreach process where several Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English to determine ways to attract more diverse park users to the County's parks, trails, and greenways. Input included a need for the creation of safe, inclusive trail facilities. During the planning process for the Dakota County Pedestrian and Bicycle Study in 2017 and 2018, many pop-up events were staged that engaged more than 875 people including low-income and minority populations. Input received from these events indicated a strong desire for crossing improvements between the Eagan neighborhoods east of TH 13 and the Minnesota River.

Design meetings for the specific trail improvements included in this request were attended a wide variety of partner agencies including the City of Eagan, DNR, Dakota County, MnDOT, and the Lower Minnesota River Watershed District.

This trail project is located within a regional environmental justice area and is within 1 mile of an area of concentrated poverty. The County will continue to engage these nearby populations as the project continues to progress. Currently, an interactive website is available where members of the public may share their thoughts and feedback on the proposed trail connection and bridge. This website is available at: https://gis.bolton-menk.com/inputid/?app=greenway and has received over 100 comments.
2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

Please upload attachment in PDF form.

1649885977890_UP Rail_startendpoints.pdf

Additional Attachments

Please upload attachment in PDF form.

1649885969006_Bridge Plans_8.5x11.pdf

3. 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

100%

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

100%

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

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

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)
Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

5. Railroad Involvement (15 Percent of Points)
No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Signature Page

Please upload attachment in PDF form.

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

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

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): $4,722,425.00
Enter Amount of the Noise Walls: $0.00
Total Project Cost subtract the amount of the noise walls: $4,722,425.00
Points Awarded in Previous Criteria
## Other Attachments

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<td>Dakota County Maintenance Letter</td>
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Results

Project **NOT IN** Regional Bicycle Transportation Corridor.
Results

Within ONE Mile of project:
Total Population: 9147
Total Employment: 24879
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 81

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.
Appl. # 027-002
Application for Minnesota River Regional Greenway - UP Rail Overpass

START POINT:
Application for Minnesota River Regional Greenway - UP Rail Overpass

END POINT:
Application for Minnesota River Regional Greenway - UP Rail Overpass

River Bottom Trail
Lone Oak Trailhead
Rail Crossing Bridge

ATTMENT C - SCHEMATIC BRIDGE LAYOUT NEAR LONE OAK ROAD

UNION PACIFIC RAILROAD
CONSTRUCTION PLANS FOR
CULVERTS, GRADING, BITUMINOUS TRAIL, BRIDGE DECK
REHABILITATION, AND BOARDWALKS

MINNESOTA RIVER GREENWAY - FORT SNELLING SEGMENT

DAKOTA COUNTY, MINNESOTA

MINNESOTA DEPARTMENT OF TRANSPORTATION

GROSS LENGTH
EXCEPTION LENGTH
NET LENGTH

17,203.63 FEET  5,258 MILES
17,203.63 FEET  5,258 MILES

MINNESOTA RIVER GREENWAY
DESIGN SPACES: 25 MPH
STOPPING SIGHT DISTANCE BASED ON
HEIGHT OF OBJECT

NOTE:
The subsurface utility quality information in this plan is level D. This utility quality level was determined according to the guidelines of clause 38-02 entitled "Standard Guidelines for the Collection and Display of Existing Subsurface Utility Data." The contractor shall call 811 before commencing excavation.

THE CONTRACTOR SHALL CALL 811 BEFORE COMMENCING EXCAVATION.

PHONE: 952.912.2600
10901 RED CIRCLE DRIVE,
SUITE 300
MINNETONKA, MN 55343
www.sehinc.com
BORING LOCATIONS:

PB-1
X = 534020.845 Y = 237668.320
PB-2
X = 534755.940 Y = 237452.278
PB-3
X = 534277.336 Y = 237862.878
PB-4
X = 534631.252 Y = 237943.504
PB-6
X = 2756.295 Y = 243045.659
PB-7
X = 2756.081 Y = 243031.283
PB-8
X = 29450.483 Y = 238033.049
PB-9
X = 293066.599 Y = 238030.649
PB-10
X = 293662.706 Y = 238051.058

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D.
THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO GUIDELINES OF MINNESOTA.
ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

Chain Link Fence along Truss Section over ROW

Chain Link Fence along Ramp Section next to ROW

2" Chain Link Fence Detail - 8' and 10'
AMENDMENT NO. 1 TO CONTRACT NO. 120619

Contract Start Date: February 15, 2017
Original Contract Expiration Date: February 15, 2042
Current Contract Expiration Date: Same
Requested Contract Expiration Date: NA

Total Contract Amount: $0.00
Original Contract: $0.00
Previous Amendment(s) Total: $0.00
This Amendment: $0.00

This amendment is by and between the State of Minnesota, through its Commissioner of Department of Natural Resources ("State") and County of Dakota, 14955 Galaxie Avenue, Apple Valley, MN 55214 ("Contractor").

Recitals

1. The State has a contract with the Contractor identified as CFMS Contract Number 120619 ("Original Contract") to provide for the mutual development of the Dakota County Minnesota River Greenway Trail located within the boundaries of Fort Snelling State Park.

2. This agreement is being amended to provide for, at the request of the County, the opportunity for the County to develop the second phase of the Minnesota River Greenway Trail, within the boundaries of Fort Snelling State Park at no cost to the State.

3. The State and the Contractor are willing to amend the Original Contract as stated below.

Contract Amendment
In this amendment, changes to pre-existing language will use underline and/or red lettering for insertions.

REVISION 1. "WITNESSETH", is amended as follows:

WHEREAS, the Commissioner of Natural Resources has the authority, duty and responsibility under Minnesota Statutes Section 85.012, sub. 18, to establish, develop, maintain and operate the Fort Snelling State Park; and

WHEREAS, the State and the County are authorized under Minnesota Statutes Section 471.59 to enter into agreements to jointly or cooperatively exercise common powers; and

WHEREAS, the State owns land described as: Sec. 4, 8, 9, 17, 18, T27N, R23W, Dakota County, as shown on the map attached and incorporated into this agreement as Exhibit A and Exhibit D; and

WHEREAS, the State and County have determined that it is mutually desirable to provide a trail corridor and associated trail facilities within a portion of Fort Snelling State Park for the development of a segment of the Dakota County Minnesota River Greenway Trail, from south of I-494 to TH.77 (Cedar Avenue) in Eagan, a public recreational trail, is of high priority; as shown on the concept plan attached and incorporated into this agreement as Exhibit B and Exhibit E; and

WHEREAS, the County shall design, construct, administer and maintain the Minnesota River Greenway Trail and associated trail facilities, including the Fort Snelling State Park Segment as established hereinafter referred to as the “Trail”; and

WHEREAS, the final design, engineering plans and specifications for the development of the Trail, shall be developed by the County and approved by the State; and

WHEREAS, the County shall construct the Trail at no cost to the State; and

WHEREAS, the State and the County shall cooperate with the State to ensure the continuing requirements of the Land and Water Conservation Fund grant program codified in 36 CFR Part 59; and

WHEREAS, upon completion, the administration, operations and maintenance of the segment of the Trail and all associated improvements to be constructed by the County shall be the sole responsibility of the County; and

WHEREAS, the State and the County have determined that it is mutually desirable to cooperate on the natural resource management activities within the Trail corridor as identified in Exhibit A and Exhibit D through the execution of separate Annual Natural Resource Work Plans that shall be approved by the State; and

WHEREAS, upon completion the State shall maintain its ownership and/or interest in the State Property, as described in Exhibit A and Exhibit D; and

Rev. 4/09
WHEREAS, a County Board resolution authorizing the respective entities to enter into this agreement is/are attached and incorporated into this agreement as Exhibit C; and

REVISION 2. Clause 1. “STATE DUTIES AND RESPONSIBILITIES” paragraph a., is amended as follows:

a. The State shall permit the County to construct a trail corridor segment of the Minnesota River Greenway Trail and associated trail facilities within the boundaries of Fort Snelling State Park as shown in Exhibit B and Exhibit E.

REVISION 3. Clause II. “CITY DUTIES AND RESPONSIBILITIES”, paragraph a., is amended as follows:

a. The County shall to design and construct the segment of the Trail as referenced in Exhibit B and Exhibit E. The proposed trail shall meet ADA requirements.

The Original Contract and any previous Amendments are incorporated into this amendment by reference.

[The Balance of this page Left Intentionally Blank]
AMENDMENT NO.1 TO CONTRACT NO. 120619

1. STATE ENCUMBRANCE VERIFICATION

   Individual certifies that funds have been encumbered as required by Minn. Stat. §§ 16C.04, 15 and 16C.05

   Signed: [Signature]
   Date: [Date]

   CMMS Contract No. 120619

2. CONTRACTOR

   The Contractor certifies that the appropriate person(s) have executed the contract on behalf of the Contractor as required by applicable articles, bylaws, resolutions, or ordinances.

   By: [Signature]
   Title: [Title]
   Date: [Date]

   APPROVED AS TO FORM
   DAKOTA COUNTY

   By: [Signature]
   Title: [Title]
   Date: [Date]

3. STATE AGENCY

   Individual certifies the applicable provisions of Minn. Stat. § 16C.08 subdivisions 1 and 3 are reaffirmed.

   By: [Signature]
   Title: [Title]
   Date: [Date]

4. COMMISSIONER OF ADMINISTRATION

   By: [Signature]
   Title: [Title]
   Date: [Date]

   Distribution: [Agency]

   Digitally signed by Linda Erickson-Eastwood
   Date: 2020.04.13 10:09:56 -05'00'

   Digitally signed by [Signature]
   Date: [Date]

Rev. 4-09
Minnesota River Regional Greenway—Fort Snelling State Park UP Rail Overpass
DAKOTA COUNTY

PROJECT DESCRIPTION
The Minnesota River Greenway UP rail overpass and trail segment will complete a critical 0.5 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

<table>
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<th>Eagan</th>
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<tbody>
<tr>
<td>Requested Award Amount:</td>
<td>$3,777,940</td>
</tr>
<tr>
<td>Total Project Cost:</td>
<td>$4,722,425</td>
</tr>
</tbody>
</table>

PROJECT BENEFITS
» Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the UP Railroad, between Eagan and Fort Snelling State Park/Minnesota River Valley
» Completes a long planned regional trail between Burnsville and downtown Saint Paul
» Connects to key bridges over the Minnesota River, including the Cedar Avenue and I-494 bridges
» Provides new opportunities and local connections for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge
» Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
» Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint Paul and beyond
» Immerses visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
» Links a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to Saint Paul with continued collaboration and trail development
Minnesota River Regional Greenway—Fort Snelling State Park UP Rail Overpass
DAKOTA COUNTY

Affordable Housing Map
CONSTRUCTION PLANS FOR
CULVERTS, GRADING, BITUMINOUS TRAIL, BRIDGE DECK
REHABILITATION, AND BOARDWALKS
MINNESOTA RIVER GREENWAY -
FORT SNELLING SEGMENT

MINNESOTA DEPARTMENT OF TRANSPORTATION
DAKOTA COUNTY, MINNESOTA

PROJECT LOCATION

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION
"STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN EXCEPT
AS MODIFIED BY THE SPECIFICATIONS FOR THIS PROJECT.

MINN PROJ NO TA 7120 (238)

MINNESOTA DEPARTMENT OF TRANSPORTATION
DAKOTA COUNTY, MINNESOTA

MINNESOTA DEPARTMENT OF TRANSPORTATION
DAKOTA COUNTY, MINNESOTA

NOTE:
THE SUBSURFACE UTILITY QUALITY INFORMATION IN THIS PLAN IS LEVEL D.
THE QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02 ENTITLED "STANDARD GUIDELINES FOR THE
COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."
THE CONTRACTOR SHALL CALL THE ONE CALL SYSTEM AT 811 BEFORE COMMENCING EXCAVATION.

SP 019-090-024

MINNESOTA DEPARTMENT OF TRANSPORTATION
DAKOTA COUNTY, MINNESOTA

CONSTRUCTION PLANS FOR
CULVERTS, GRADING, BITUMINOUS TRAIL, BRIDGE DECK
REHABILITATION, AND BOARDWALKS

CITY OF EAGAN FROM MN-77 TO 850’ NW OF CSAH 26 & MN-13

MINNESOTA RIVER GREENWAY -
FORT SNELLING SEGMENT

SP 019-090-024

GROSS LENGTH EXCEPTION LENGTH NET LENGTH
17,203.63 FEET 5.258 MILES
17,203.63 FEET 5.258 MILES
BORING LOCATIONS:

PB-1
X = 534003.045 Y = 237666.320
PB-2
X = 534075.590 Y = 237707.273
PB-3
X = 534271.886 Y = 237862.873
PB-4
X = 534419.302 Y = 237804.304
PB-5
X = 534609.504 Y = 237862.873
PB-6
X = 534626.611 Y = 237934.020
PB-7
X = 534608.374 Y = 237976.826
PB-8
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PB-11
X = 534927.766 Y = 238151.058
PB-12
X = 534927.766 Y = 238151.058

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D.
THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO GUIDELINES OF CHARGE 58-02.
ENTITLED "STANDARD PROTOCOL FOR THE COLLECTION AND REPORTING OF EXISTING SUBSURFACE UTILITY DATA".

Chain Link Fence along Truss Section over ROW

Chain Link Fence along Ramp Section next to ROW

2' Chain Link Fence Detail - 8' and 10'
Resolution No. 22-144

Approval Of Grant Application Submittals For 2022 Regional Federal Funding Solicitation And Rebuilding American Infrastructure With Sustainability And Equity Grant Program

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

WHEREAS, the U.S. Department of Transportation is requesting project submittals for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program; and

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

WHEREAS, the RAISE federal grant program in rural areas funds up to 100 percent of project costs and 80 percent of project costs in urban areas; and

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

WHEREAS, project submittals are due on April 14, 2022; 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 TAB for federal funding:

1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
2) CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
3) CSAH 42 (150th Street) from Redwood Drive to 147th Street in Apple Valley
4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
5) CSAH 46 (160th Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
6) CSAH 60 (185th Street) from CSAH 50 (Kenwood Trail) to Ipava Avenue in Lakeville
7) CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul

Safe Routes To School

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 5th day of April 2022, 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 5th day of April 2022.

Jeni Reynolds
Clerk to the Board
STATE OF MINNESOTA  
County of Dakota  

Slavik  X  Slavik  
Gaylord  X  Gaylord  
Halverson  X  Halverson  
Atkins  X  Atkins  
Workman  Absent  Workman  
Holberg  X  Holberg  
Hamann-Roland  X  Hamann-Roland  

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 5th day of April 2022, 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 5th day of April 2022.  

_________________________  
Jeni Reynolds  
Clerk to the Board
April 8, 2022

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

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: Minnesota River Greenway UP Rail Overpass

Dear Ms. Koutsoukos:

I am writing to confirm that the Minnesota River Greenway UP Rail Overpass will be part of the Dakota County Regional Greenway Trail system. As the owner of these facilities, Dakota County is committed to operating and maintaining the improvements listed in this proposal for the useful life of the facilities, to provide year-round use for pedestrians and bicyclists.

In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota County Parks Department will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

Sincerely,

Niki Geisler
Dakota County Parks Director
AMENDMENT NO. 1 TO CONTRACT NO. 120619

Contract Start Date: February 15, 2017  Total Contract Amount: $ 0.00
Original Contract Expiration Date: February 15, 2042  Original Contract: $ 0.00
Current Contract Expiration Date: Same  Previous Amendment(s) Total: $ 0.00
Requested Contract Expiration Date: NA  This Amendment: $ 0.00

This amendment is by and between the State of Minnesota, through its Commissioner of Department of Natural Resources ("State") and County of Dakota, 14955 Galaxie Avenue, Apple Valley, MN 55214 ("Contractor").

Recitals

1. The State has a contract with the Contractor identified as CFMS Contract Number 120619 ("Original Contract") to provide for the mutual development of the Dakota County Minnesota River Greenway Trail located within the boundaries of Fort Snelling State Park.

2. This agreement is being amended to provide for, at the request of the County, the opportunity for the County to develop the second phase of the Minnesota River Greenway Trail, within the boundaries of Fort Snelling State Park at no cost to the State.

3. The State and the Contractor are willing to amend the Original Contract as stated below.

Contract Amendment
In this amendment, changes to pre-existing language will use underline and/or red lettering for insertions.

REVISION 1. "WITNESSETH", is amended as follows:

WHEREAS, the Commissioner of Natural Resources has the authority, duty and responsibility under Minnesota Statutes Section 85.012, sub. 18, to establish, develop, maintain and operate the Fort Snelling State Park; and

WHEREAS, the State and the County are authorized under Minnesota Statutes Section 471.59 to enter into agreements to jointly or cooperatively exercise common powers; and

WHEREAS, the State owns land described as: Sec. 4, 8, 9, 17, 18, T27N, R23W, Dakota County, as shown on the map attached and incorporated into this agreement as Exhibit A and Exhibit D; and

WHEREAS, the State and County have determined that it is mutually desirable to provide a trail corridor and associated trail facilities within a portion of Fort Snelling State Park for the development of a segment of the Dakota County Minnesota River Greenway Trail, from south of I-494 to TH.77 (Cedar Avenue) in Eagan, a public recreational trail, is of high priority; as shown on the concept plan attached and incorporated into this agreement as Exhibit B and Exhibit E; and

WHEREAS, the County shall design, construct, administer and maintain the Minnesota River Greenway Trail and associated trail facilities, including the Fort Snelling State Park Segment as established hereinafter referred to as the "Trail"; and

WHEREAS, the final design, engineering plans and specifications for the development of the Trail, shall be developed by the County and approved by the State; and

WHEREAS, the County shall construct the Trail at no cost to the State; and

WHEREAS, the State and the County shall cooperate with the State to ensure the continuing requirements of the Land and Water Conservation Fund grant program codified in 36 CFR Part 59; and

WHEREAS, upon completion, the administration, operations and maintenance of the segment of the Trail and all associated improvements to be constructed by the County shall be the sole responsibility of the County; and

WHEREAS, the State and the County have determined that it is mutually desirable to cooperate on the natural resource management activities within the Trail corridor as identified in Exhibit A and Exhibit D through the execution of separate Annual Natural Resource Work Plans that shall be approved by the State; and

WHEREAS, upon completion the State shall maintain its ownership and/or interest in the State Property, as described in Exhibit A and Exhibit D; and

Rev. 4/09
WHEREAS, a County Board resolution authorizing the respective entities to enter into this agreement is/are attached and incorporated into this agreement as Exhibit C; and

REVISION 2. Clause 1. “STATE DUTIES AND RESPONSIBILITIES” paragraph a., is amended as follows:

a. The State shall permit the County to construct a trail corridor segment of the Minnesota River Greenway Trail and associated trail facilities within the boundaries of Fort Snelling State Park as shown in Exhibit B and Exhibit E.

REVISION 3. Clause II. “CITY DUTIES AND RESPONSIBILITIES”, paragraph a., is amended as follows:

a. The County shall to design and construct the segment of the Trail as referenced in Exhibit B and Exhibit E. The proposed trail shall meet ADA requirements.

The Original Contract and any previous Amendments are incorporated into this amendment by reference.

[The Balance of this page Left Intentionally Blank]
AMENDMENT NO. 1 TO CONTRACT NO. 120619

1. STATE ENCUMBRANCE VERIFICATION
   Individual certifies that funds have been encumbered as required by Minn. Stat. 816.041 and 166.05
   Signed:
   Date: 2/18/20

2. CONTRACTOR
   The Contractor certifies that the appropriate person(s) have executed the contract on behalf of the Contractor as required by applicable statutes, bylaws, resolutions, or ordinances.
   By: Mike Stahl
   Title: Chair, Dakota County Board
   Date: 3/19/20

APPROVED AS TO FORM
DAKOTA COUNTY

3. STATE AGENCY
   Individual certifies the applicable provisions of Minn. Stat. 816.08 subdivisions 1 and 3 are reaffirmed.
   By: Linda Erickson-Eastwood
   Title: Segement Division Manager
   Date: 2020.04.13

4. COMMISSIONER OF ADMINISTRATION
   By: LiZong Thao
   Title: Agency
   Date: 4/10/20

Distributed: 4/10/20

Rev. 4-09
March 14, 2022

John Mertens
Dakota County Physical Development, Principal Planner
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: 2022 Regional Solicitation Letter of Support for Dakota County – Minnesota River Greenway – Fort Snelling UP Rail Pedestrian Bridge

Dear Mr. Mertens:

This letter is to express Minnesota Department of Natural Resources (DNR’s), Division of Parks and Trails, support for Dakota County’s Regional Solicitation application for the Minnesota River Greenway – Fort Snelling UP Pedestrian Bridge.

The Minnesota River Greenway supports DNR’s mission statement by providing outdoor recreation in the Minnesota River Valley. The completion of the Minnesota River Greenway – Fort Snelling UP Rail Pedestrian Bridge will expand access to Fort Snelling State Park on the south side of the Minnesota River, and connect visitors to a high-quality natural area near the core of the metropolitan area.

The DNR has provided Dakota County the necessary agreements for the regional trail and bridge within Fort Snelling State Park.

We look forward to working with Dakota County on the development of the regional trail and facility improvements to the Minnesota River Valley.

Sincerely,

Jessica Althoff
Fort Snelling State Park Manager
Minnesota Department of Natural Resources
Division of Parks and Trails
101 Snelling Lake Road
St. Paul, MN 55111
612-279-3552
jess.althoff@state.mn.us

Cc Krista Jensen, Assistant Park Manager
   Laurel Quill, Assistant Park Manager
   Martha Reger, District Supervisor
   Anton Benson, Regional Resource Specialist

Equal Opportunity Employer
March 14, 2022

Mr. John Mertens
Dakota County Physical Development, Principal Planner
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: 2022 Letter of Support for Dakota County Minnesota River Greenway – Fort Snelling UP rail Pedestrian Bridge

Dear Mr. Mertens:

This letter is to express the City of Eagan’s support for Dakota County’s Regional Solicitation application under Bicycle and Pedestrian Facilities to fund the Minnesota River Greenway – Fort Snelling UP rail Pedestrian Bridge.

The Minnesota River Greenway supports the City’s park and trail system by providing outdoor recreation in the Minnesota River Valley. The completion of this segment of the Minnesota River Greenway will expand access to Fort Snelling Park, specifically the quarry lakes area, as well as provide the framework for the last segment of the Greenway.

Dakota County shared the proposed layout for this work, and the City of Eagan is supportive of that layout.

We look forward to working with Dakota County on the development of the Minnesota River Greenway and the access improvements to the Minnesota River Valley.

Sincerely,

Andrew Pimental
Director of Parks and Recreation
651-675-5506
The UP Rail bridge will connect down the trail to the right and then over the rail behind the trees.

Existing Conditions Site Photo
Source: Google Earth, June 2019

**Minnesota River Regional Greenway - UP Rail Overpass**

**DAKOTA COUNTY**
Transit Connections

Multiuse Trails and Bicycle Facilities Project: Minnesota River UP Rail Overpass | Map ID: 1647795300027

Results

Transit with a Direct Connection to project:  -- NONE --

*indicates Planned Alignments

Transit Market areas: 3
April 12, 2022

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

Re: Dakota County Grant Application for Minnesota River Greenway Union Pacific Rail Overpass – Fort Snelling Segment

Dear Ms. Koutsoukos:

On behalf of Union Pacific Railroad, I am writing in support of Dakota County’s grant application seeking a 2022 Metropolitan Council Transportation Advisory Board grant for the Minnesota River Greenway - Union Pacific Rail Overpass Project. The project includes construction of a pedestrian bridge over an existing Union Pacific Railroad track at MP 9.03 on the Mankato Subdivision located in the City of Eagan, MN.

Union Pacific appreciates our positive partnership with Dakota County, and looks forward to working with the agency to advance the pedestrian bridge project, in alignment with our engineering and design standards and safety requirements.

Thank you for your consideration and please do not hesitate to contact me if you have any questions.

Sincerely,

Liisa Stark
START POINT:
Application for Minnesota River Regional Greenway - UP Rail Overpass

END POINT:
Application for Minnesota River Regional Greenway - UP Rail Overpass

River Bottom Trail
Rail Crossing Bridge
Lone Oak Trailhead