



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17736 - CSAH 42 Trail and Underpass

Regional Solicitation - Bicycle and Pedestrian Facilities

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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
Ext.

Fax:

PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name Rosemount CSAH 42 Trail and Underpass

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Rosemount

Jurisdictional Agency (If Different than the Applicant):

The Rosemount CSAH 42 Trail project will address a major gap in the pedestrian and bicycle network located in the growing City of Rosemount. More importantly, the proposed 1.7 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment which runs along CSAH 42, east of 145th Street W. This Tier 2 RBTN alignment directly intersects the Vermillion Highlands Greenway, as well as connects to a larger network of trails that link Rosemount to destinations such as Lebanon Hills Regional Park, Whitetail Woods Regional Park, and the Vermillion River. From a local perspective, this project will link residents to economic centers (e.g. downtown Rosemount), parks, the Dakota County Technical College, new and emerging development projects and transit routes/stations.

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

The Rosemount CSAH 42 Trail gap has been recognized as a priority in both the City's and County's Comprehensive Plans and Bicycle/Pedestrian Plans. This need is a result of an inadequate trail system that does not provide opportunities for pedestrians and bicyclists to travel along CSAH 42 safely. Pedestrians and bicyclists are forced to travel on the shoulder of this high speed, high volume principal arterial, which is unsafe and uncomfortable. Tragically, a bicyclist was hit and killed while riding on the shoulder of this roadway in 2021. The demand for safe facilities along this highway only continues to grow as the area is developed bringing more traffic to the highway and more residents who want to walk and bike to destinations.

The proposed project includes a multiuse trail along the north side of CSAH 42, a grade separated crossing CSAH 42 leading to the Dakota County Technical College, and additional intersection improvements which will help bicyclists and

pedestrians cross and travel along CSAH 42. The proposed off-street trail and underpass will decrease interactions between pedestrians, bicyclists, and motor vehicles, increasing the safety of all modes of transportation.

(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.](#)

CSAH 42, from 145th St W to the Dakota County Technical College in Rosemount - construct multiuse trail and grade separated crossing

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) 1.7

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 \$2,480,000.00

Match Amount \$620,000.00

Minimum of 20% of project total

Project Total \$3,100,000.00

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 Dakota County DIP

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

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

Additional Program Years: 2025

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

Project Information

County, City, or Lead Agency Dakota County

Zip Code where Majority of Work is Being Performed 55068

(Approximate) Begin Construction Date 04/30/2026
(Approximate) End Construction Date 10/30/2026
Name of Trail/Ped Facility: CSAH 42 Trail and Underpass

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Intersection of 145th St W and CSAH 42

To:
(Intersection or Address) Dakota County Technical College

*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): 1.7

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.7

Is this a new trail? Yes

Primary Types of Work

Grade, Bituminous Base, Bituminous Surface, Pedestrian
Ramps, Underpass, Underpass Lighting, Retaining Walls

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

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.

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

Dakota County 2040 Transportation Plan, pgs. 6-36 to 6-47.

Dakota County Pedestrian and Bicycle Study, pgs. ES-4, ES-5, Appendix D: D-6.

Dakota County 2040 Comprehensive Plan pgs. 44-45, 48-49

Rosemount 2040 Comprehensive Plan, pgs. 10-25, 10-27, 8-43, 8-44, 8-47.

Rosemount Pedestrian & Bicycle Master Plan, pgs. 61, Exhibits A, C, and D.

(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. 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. Yes

Date plan completed: 06/01/2018

<https://www.co.dakota.mn.us/Transportation/Transp>

Link to plan:

ortationStudies/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.

[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	\$1,278,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$12,000.00
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	\$310,000.00
Other Bicycle and Pedestrian Elements	\$1,500,000.00
Totals	\$3,100,000.00

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	\$3,100,000.00
Construction Cost Total	\$3,100,000.00
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

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1649962361131_RBTN_CSAH 42_Trail.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	10909
Existing Employment Within One Mile (Integer Only)	3347
Upload the "Population Summary" map	1649962456380_Pop_Emp_CSAH_42_Trail.pdf

Please upload attachment in PDF form.

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 trail segment was identified by the City of Rosemount in its Pedestrian & Bicycle Master Plan as a high- and medium-priority gap in the City's pedestrian and bicycle network. After engaging with over 875 community members through opportunities including open houses, pop-up sessions, online surveys, and listening sessions. Dakota County also identified this trail segment as a high- and medium-priority gap in its 2018 Pedestrian & Bicycle Study. This study engaged with populations that have traditionally been excluded from public engagement including older adults, students, low-income residents, and people of color. These populations will benefit from the trail due to its location along several residential neighborhoods in a census tract above the regional average for population in poverty or population of color and near the Dakota County Technical College (DCTC).

Response:

The western segment of the proposed trail connects several residential neighborhoods to the City's existing trail network and downtown Rosemount. The eastern segment will provide a connection to the Vermillion Highlands Greenway, DCTC, and the City's planned community center near Akron. Every effort will be made to involve Rosemount residents, students, property owners, and stakeholders in the design and delivery of this trail segment.

(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.

The proposed trail is designated as a main east west route in the City in Rosemount's Pedestrian and Bicycle Master Plan. Eventually, this trail will extend from the western boundary of the City, through downtown, and out to the Mississippi River Regional Trail and the Spring Lake Park Regional Park Reserve in the east, making several connections with the City's sidewalk and trail network along the route. The proposed trail will serve the residential population in several neighborhoods along the north side of CSAH 42. Undeveloped land south of CSAH 42 near the Dakota County Technical College is planned for future residential and business park uses, which will increase the number of potential trail users in the future as neighborhoods and employment areas grow along CSAH 42. Two affordable housing developments (County CDA), housing 8 and 12 units respectively, are located within one half mile of the proposed trail. The City has 2400 proposed new units of development in the Akron corridor.

Response:

The proposed trail will provide access for the roughly 3,000 students attending the Dakota County Technical College and connects to several existing sidewalks and trails within the City's trail network, including a sidewalk and trail along 145th St which directly connects bicyclists and pedestrians to Rosemount's downtown 0.7 mile away. Currently, there are no existing facilities for bicyclists or pedestrians for the majority of the route. This is a safety concern, especially because of the high traffic volumes in the area. The AADT along CSAH 42 measured 17,700 in 2019. The project will create safer travel opportunities for everyone by providing physical separation between the trail and the highway, a feature that was frequently noted during public engagement for the Dakota County 2040 Transportation Plan. The project will provide ADA-compliant intersection improvements, and provide a safe crossing of

CSAH 42 at the Dakota County Technical College to connect students with the proposed trail on the north side of the roadway.

Examples of populations that will directly benefit from this project include:

- Populations above the regional average of race or poverty.

- An aging community. Since 2010, Rosemount's

population of adults age 65 and over has increased from 7.2% to 9.7%.

- A community growing in diversity. Since 2010, Rosemount's Hispanic population has increased from 2.1% to 3.2% while the City's Asian population has increased from 4.2% to 4.7%.

There are no known negative externalities

associated with the project. The project will not

displace residents or businesses, but merely

provide positive outcomes by enhancing the local

and regional trail network.

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

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 several affordable housing developments existing or under construction within 1/2 mile of the project area, including:

-Prestwick Place: a 40-unit workforce housing townhome development by the Dakota CDA located north of CSAH 42. The unit breakdown includes 6 1-bedroom, 21 2-bedrooms (2 accessible), and 13 3-bedrooms.

-8-unit multi-family development operated by the Dakota County CDA

-12-unit multi-family development operated by the Dakota County CDA

-More area to the south is guided for residential use, including additional medium and high density residential, so it is likely that eventually there will be more trail users.

Response:

The proposed multiuse trail connects to the existing network of sidewalks and trails in Rosemount and allows trail users living and working near CSAH 42 to safely access other areas of the City including downtown, the Dakota County Technical College, and the City's future community center and business park areas. The proposed trail also intersects with the Vermillion Highlands Greenway regional trail, which runs from Lebanon Hills Regional Park south to Whitetail Woods Regional Park and joins with the Rosemount Greenway that connects to the Mississippi River. While no transit routes directly connect to the proposed trail, the proposed trail connects with the existing off-road

facilities on 145th St., providing a safe way for commuters using MVTa Route 420 to reach the Dakota County Technical College 0.7 mile away. MVTa Route 420 runs between the Apple Valley Transit Station and the Rosemount Transit Station located along 145th St.

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

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.

1649963689808_Socio_Economic_CSAH_42_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.

The proposed project will complete a critical transportation link by closing priority gap in the City of Rosemount's bicycle and pedestrian network. The City's Pedestrian and Bicycle Master Plan designates this corridor a main east-west route through the City. In the 2018 Pedestrian and Bicycle Study, Dakota County also identified this corridor as a priority trail gap. In recognition of the importance of this east-west route, the project area has been designated as an RBTN Tier 2 alignment.

Response:

The proposed trail connects to the City's existing trail network to the north and west. Rosemount residents living in the neighborhoods north of CSAH 42 will be able to use this trail to directly reach the City's downtown less than one mile to the west. Trail users will also be able to reach the Dakota County Technical College, as well as the future site of the City's community center. The proposed trail intersects with the Vermillion Highlands Greenway, which in turn connects with the Vermillion River Greenway and the Rosemount Greenway. These greenways run throughout Dakota County and reach destinations including Lebanon Hills Regional Park and the Vermillion River. The proposed trail is located along the north side of CSAH 42, a 4-lane divided principal arterial running east-west through the City of Rosemount, and connects to the City's existing trail network to the north. As residential development occurs along the south side of CSAH 42, it is anticipated that additional trail connections will be created.

The proposed multiuse trail corridor includes four intersections. Two Regional Bicycle Barrier Crossings (RBBCs) have been identified along this trail corridor. A Tier 1 RBBC was identified at the intersection of the Dakota County Technical College and CSAH 42. A grade-separated

underpass is proposed at this location to eliminate this barrier and increase the safety of pedestrians and bicyclists wishing to reach the campus. According to the City's trail and sidewalk map and the County's 2040 Comprehensive Plan, the proposed underpass is the only trail crossing across CSAH 42 in the vicinity. A Tier 2 Regional Bicycle Barrier Crossing was identified at the intersection of Auburn Avenue and CSAH 42. ADA-compliant intersection improvements are proposed at this location to mitigate this barrier. The trail corridor also includes the intersection of CSAH 42 and CSAH 73, a major collector roadway. A signal was recently installed at the intersection in 2021 which provides an improved opportunity to cross for trail users.

(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

Yes

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

Measure B: Project Improvements

The Rosemount CSAH 42 Trail project will address a major gap in the pedestrian and bicycle network located in the growing City of Rosemount. More importantly, the proposed 1.7 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment which runs along CSAH 42, east of 145th Street W.

Pedestrians and bicyclists that want to travel along this corridor are currently forced to travel on the shoulder of this high speed, high volume principal arterial that carries 17,700 vehicles per day. This is both unsafe and uncomfortable. Tragically, a bicyclist was hit and killed while riding on the shoulder of this roadway in 2021. This crash is reflected in the 10-year crash data provided in the attachments. The demand for safe facilities along this highway only continues to grow as the area is developed bringing more traffic to the highway and more residents who want to walk and bike to destinations.

Response:

The proposed project includes a multiuse trail along the north side of CSAH 42, a grade separated crossing CSAH 42 leading to the Dakota County Technical College, and additional intersection improvements which will help bicyclists and pedestrians cross and travel along CSAH 42. The proposed off-street trail and underpass will decrease interactions between pedestrians, bicyclists, and motor vehicles, increasing the safety of all modes of transportation.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project includes a multiuse trail along the northern side of CSAH 42 and ADA compliant intersection improvements, including an underpass, to enhance the safety of pedestrians and bicyclists traveling along or across CSAH 42. The multiuse trail connects to the existing network of sidewalks and trails in Rosemount and allows trail users to reach destinations of community importance, including Rosemount's downtown, the Dakota County Technical College (DCTC), and the planned community center site. The proposed trail and underpass intersect with the Vermillion Highlands Greenway which runs from Lebanon Hills Regional Park south to Whitetail Woods Regional Park and which also connects to the Vermillion River and Rosemount greenways. These connections broaden the transportation and recreational opportunities of trail users to travel farther and reach a variety of destinations throughout Dakota County.

Response:

The proposed trail will fill an important 1.5-mile bicycle and pedestrian gap between the Rosemount Transit Station and the DCTC, enabling students and staff to travel between the two destinations safely. Bus Route 420, operated by MVTA currently provides transportation between the Apple Valley and Rosemount Transit Stations and ends at the Rosemount Transit Station and Park & Ride roughly 0.7 mile, or a short walk or bike ride, from the westernmost point of the proposed trail. Off road trail facilities currently exist between the Rosemount Station Center and the beginning of the proposed trail.

Route 420 indirectly connects riders with the larger regional transit network through transfers at the Apple Valley Transit Station. From the Apple Valley Transit Station, riders can connect indirectly to the

greater regional transit network and destinations.

The proposed multiuse trail will improve the safety and comfort of all modes of transportation. The separated trail removes bicyclists and

pedestrians from the roadway. The proposed underpass across CSAH 42 will enable pedestrians and bicyclists to safely move across the roadway. By decreasing the amount of interaction and increasing the predictability between trail users and vehicles, the safety of all modes of transportation will improve.

(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. 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.

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.

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. Yes

25%

No outreach has led to the selection of this project.

0%

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.

Response:

This trail segment was identified by the City of Rosemount in its Pedestrian & Bicycle Master Plan as a priority gap in the City's pedestrian and bicycle network. Dakota County also identified this trail segment as a priority gap in its 2018 Pedestrian & Bicycle Study as a result of its community engagement process, including open houses, popup sessions, online surveys, and listening sessions. Specific populations including older adults, students, low-income populations, and minority populations were engaged during these planning processes.

As the specific project moves through design and engineering, every effort will be made to involve Rosemount residents, students, property owners, and stakeholders in the design and delivery of this trail segment. This project will be taken through Dakota County's typical final design process which involves both resident and agency engagement. Minimal concerns are expected from the community due to the project's location primarily in the existing CSAH 42 right-of-way and on public land.

(Limit 2,800 characters; approximately 400 words)

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

1649968237721_Layout_CSAH42Trail8.5x11.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

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

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

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

100%

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

50%

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

25%

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

0%

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) 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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$3,100,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$3,100,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
1 Page Summary.pdf	1 page project summary	958 KB
10 yr (2012-2021) Crash_Summary_20220324 (4).pdf	10-year crash summary	403 KB
2020RosemountDevelopment03122020 (003).pdf	Map of proposed developments in area	1.4 MB
County Board Resolution No. 22-144.pdf	County Board Resolution	87 KB
Housing Map.pdf	Map of project in relation to housing	2.4 MB
Road_Pics.pdf	Existing conditions photos	237 KB
Rosemount ltr of support 4 13 22.pdf	City Letter of Support	235 KB
Transit_CSAH_42_Trail.pdf	Transit	1.5 MB

Project to RBTN Orientation

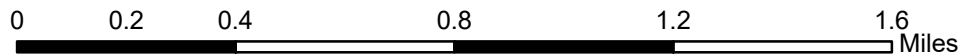
Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail and Underpass | Map ID: 1648487958897

Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 3/28/2022
LandscapeRSA6



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

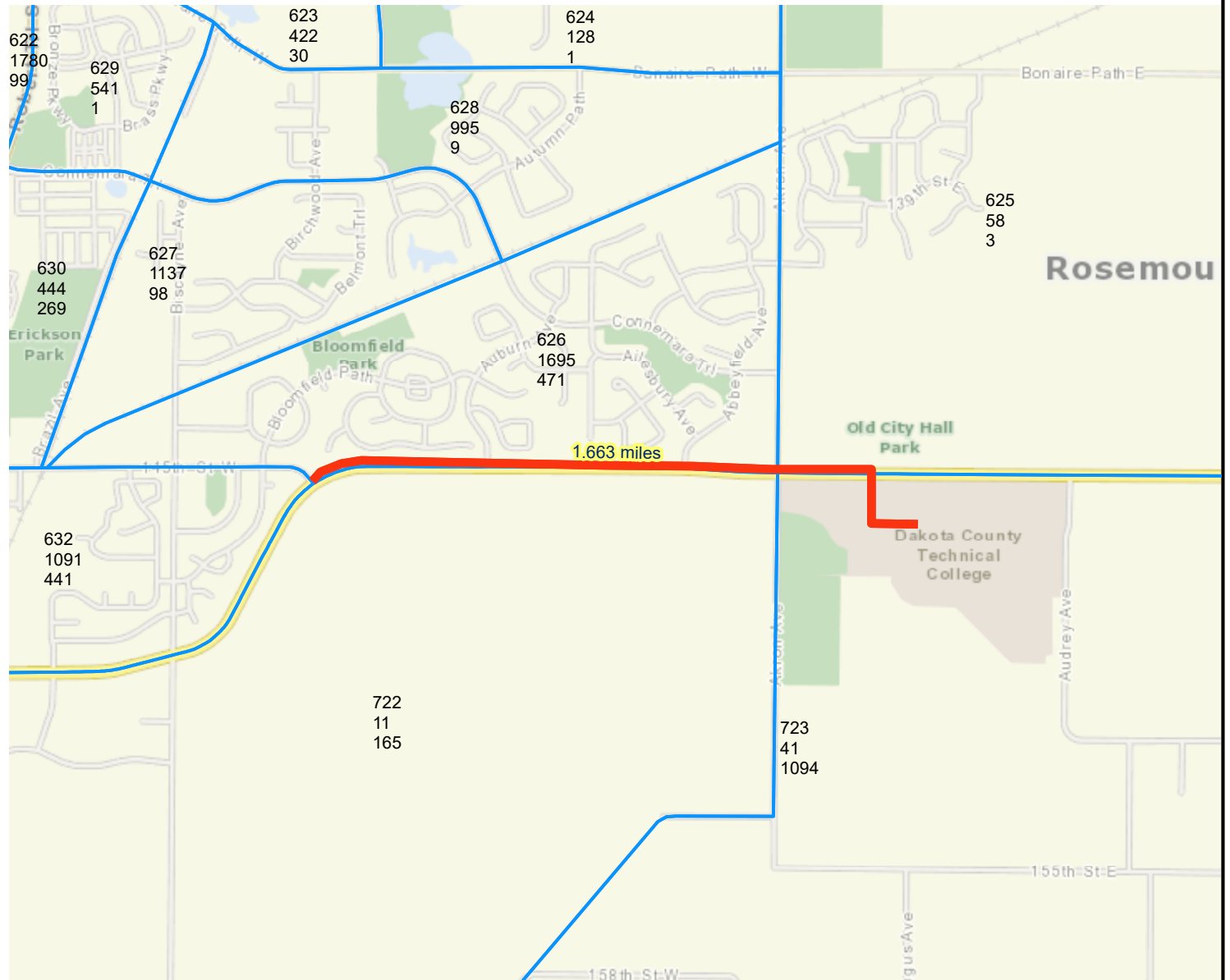


Population/Employment Summary

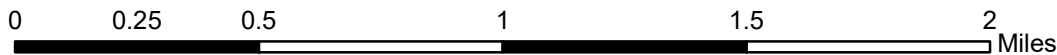
Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail and Underpass | Map ID: 1648487958897

Results

Within ONE Mile of project:
 Total Population: 10909
 Total Employment: 3347



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/28/2022
 LandscapeRSA4



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

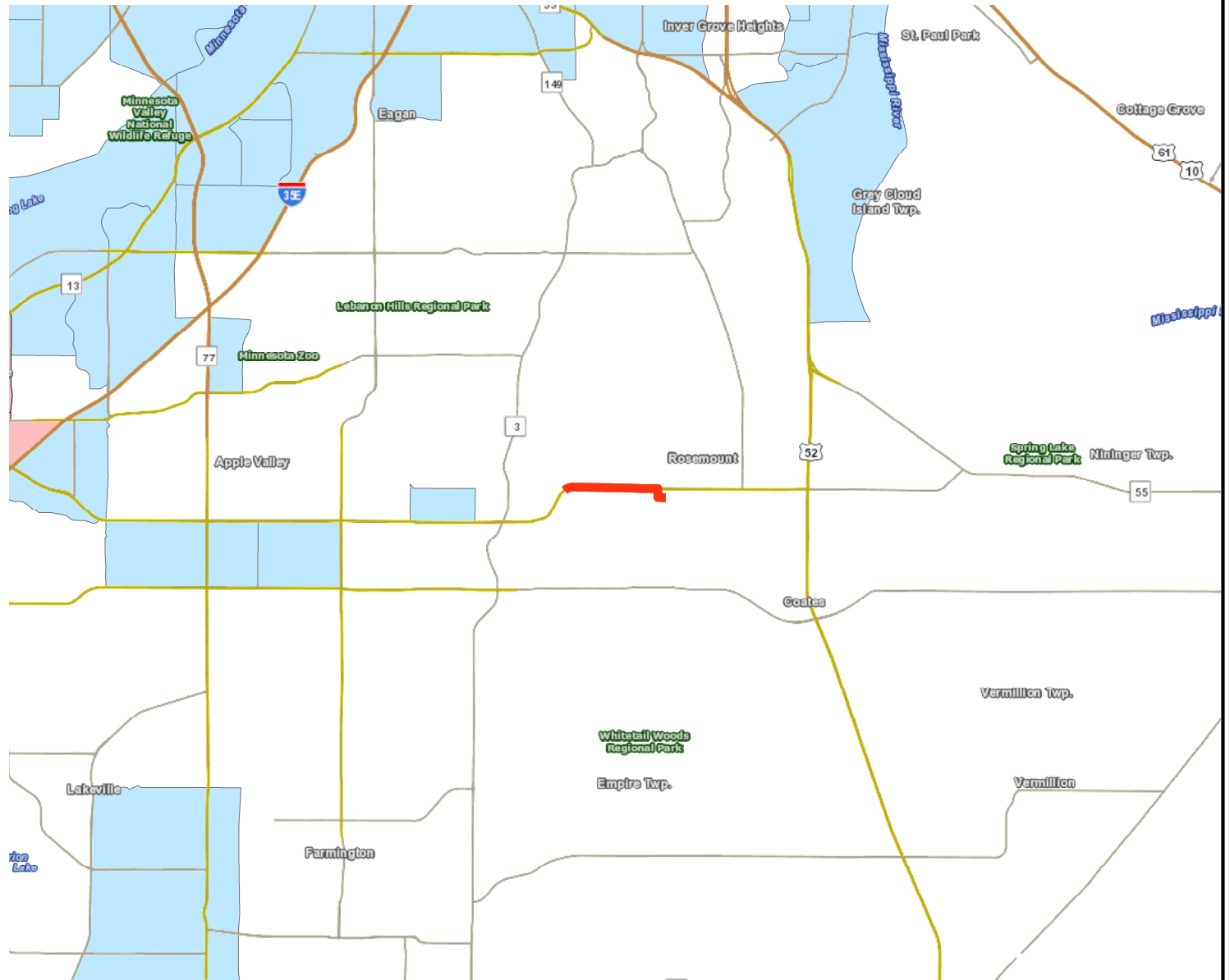



Socio-Economic Conditions

Results

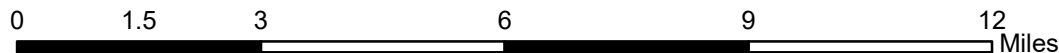
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 70

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



 Lines
 Area of Concentrated Poverty

 Regional Environmental Justice Area



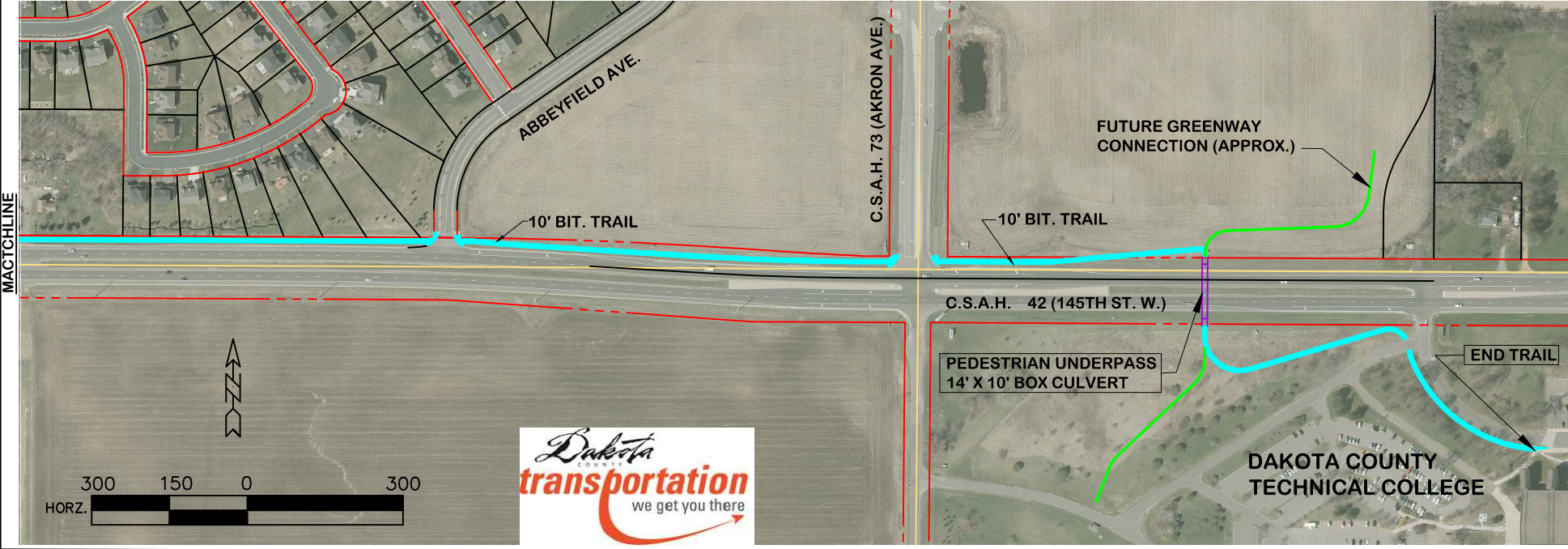
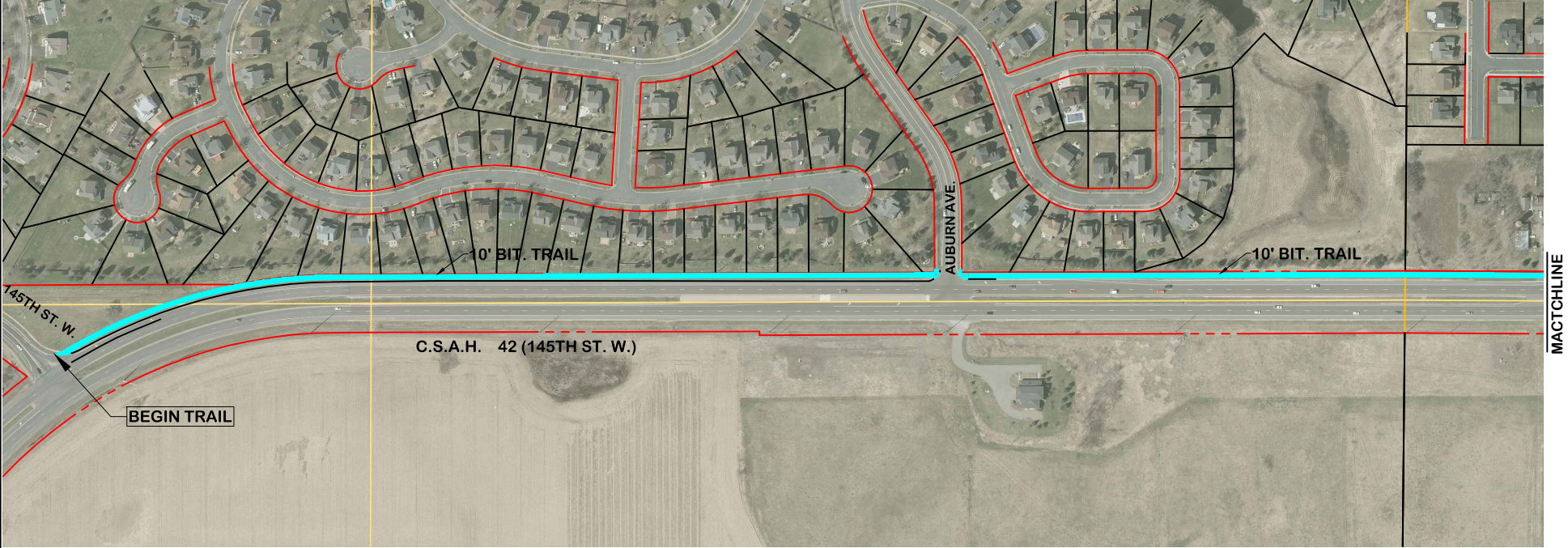
Created: 3/28/2022
LandscapeRSA2



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



C.S.A.H. 42 (145TH ST. W.) TRAIL TO DAKOTA COUNTY TECHNICAL COLLEGE



Rosemount CSAH 42 Trail

DAKOTA COUNTY

Project Location:	Rosemount
Requested Award Amount:	\$2,480,000
Total Project Cost:	\$3,100,000

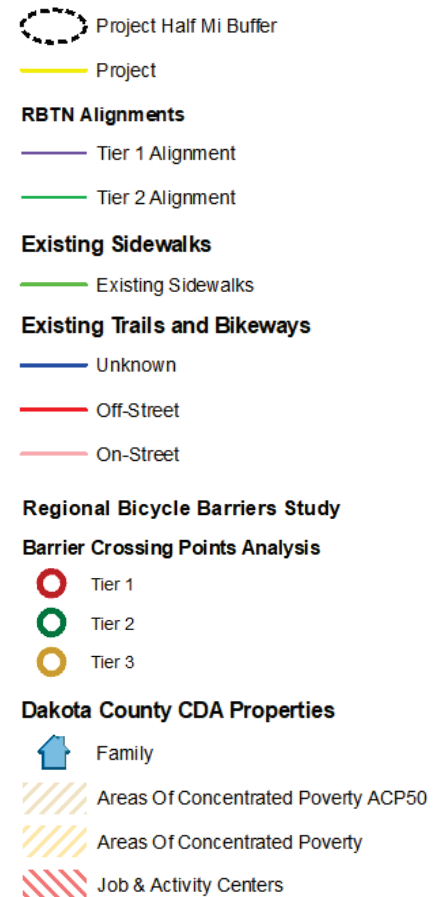
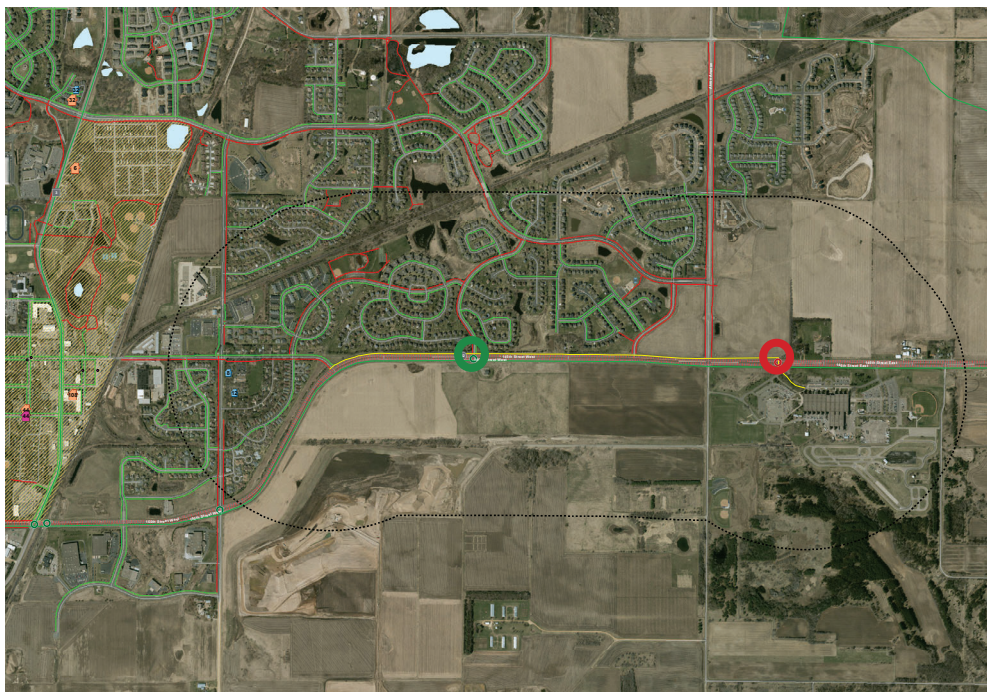
PROJECT DESCRIPTION

The proposed 1.8 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of trails including the Vermillion Highlands, Vermillion River, and Rosemount Greenways. From a local perspective, this project will link residents to economic centers (downtown Rosemount), parks, schools (Dakota County Technical College), and transit routes/stations.

This project increases the opportunities for pedestrians and bicyclists to travel safely along and across CSAH 42 by providing an off-street multiuse trail and grade-separated underpass. The proposed underpass removes a barrier to pedestrians/bicyclists, eliminating their interactions with motor vehicle traffic and helping them to safely cross CSAH 42, a 4-lane divided County highway.

PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point with an underpass across CSAH 42.
- » Trail intersects the Vermillion Highlands Greenway, a trail running from Lebanon Hills Regional Park to Whitetail Woods Regional Park. This Greenway also connects to the Vermillion River and Rosemount Greenways.
- » Proposed underpass will serve both the CSAH 42 trail and the Vermillion Highlands Greenway.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of roadway traffic (e.g., annual average daily traffic in 2018 was 15,900 trips).
- » The proposed project directly serves a growing residential area, as well as the Dakota County Technical College and future community center.
- » Enhances pedestrian/bicycle access to transit (e.g., Rosemount Transit Station).





Crash Summary

CSAH 42 Trail and Underpass

Report Version 1.0
February 2020

Crash Severity/Crash Year											
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
K - Fatal	1	0	0	0	0	0	0	0	0	0	1
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0	0	0	0	0	0	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	1

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	1	0	1	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
U - Unknown	0	0	0	0	0
Total	1	0	1	0	0

Relationship to Intersection Summary			Total	%
Not at Intersection/Interchange			1	100.0
Four-Way Intersection			0	0.0
T or Y Intersection			0	0.0
Five-Way Intersection or More			0	0.0
Roundabout			0	0.0
Intersection Related			0	0.0
Driveway Access Related			0	0.0
At School Crossing			0	0.0
Railway Grade Crossing			0	0.0
Shared Use Path or Trail			0	0.0
Interchange or Ramp			0	0.0
Crossover Related			0	0.0
Acceleration/Deceleration Lane			0	0.0
Other/Unknown			0	0.0
Total			1	100.0

Basic Type Summary			Total	%
Pedestrian			0	0.0
Bike			1	100.0
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			0	0.0
Rear End			0	0.0
Head On			0	0.0
Left Turn			0	0.0
Angle			0	0.0
Other			0	0.0
Total			1	100.0

Weather 1 Summary			Total	%
Clear			1	100.0
Cloudy			0	0.0
Rain			0	0.0
Snow			0	0.0
Sleet, Hail (Freezing Rain/Drizzle)			0	0.0
Fog/Smog/Smoke			0	0.0
Blowing Sand/Soil/Dirt/Snow			0	0.0
Severe Crosswinds			0	0.0
Other/Unknown			0	0.0
Total			1	100.0

First Harmful Event Summary			Total	%
Pedestrian			0	0.0
Bicyclist			1	100.0
Motor Vehicle In Transport			0	0.0
Parked Motor Vehicle			0	0.0
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			1	100.0

Light Condition Summary			Total	%
Daylight			1	100.0
Sunrise			0	0.0
Sunset			0	0.0
Dark (Str Lights On)			0	0.0
Dark (Str Lights Off)			0	0.0
Dark (No Str Lights)			0	0.0
Dark (Unknown Light)			0	0.0
Other/Unknown			0	0.0
Total			1	100.0



Crash Summary

CSAH 42 Trail and Underpass

Report Version 1.0
February 2020

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	0	0	1	0	0	0	0	0	1	100.0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	100.0
%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	1	0	0	0	1	50.0
30-34	0	0	0	0	0	0.0
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	1	0	0	0	1	50.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	2	0	0	0	2	100.0
%	100.0	0.0	0.0	0.0	100.0	100.0

Month Summary		Total	%
January		0	0.0
February		0	0.0
March		0	0.0
April		0	0.0
May		0	0.0
June		0	0.0
July		0	0.0
August		0	0.0
September		0	0.0
October		1	100.0
November		0	0.0
December		0	0.0
Total		1	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		0	0.0
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		2	100.0
Not Applicable		0	0.0
Total		2	100.0

Selection Filter:

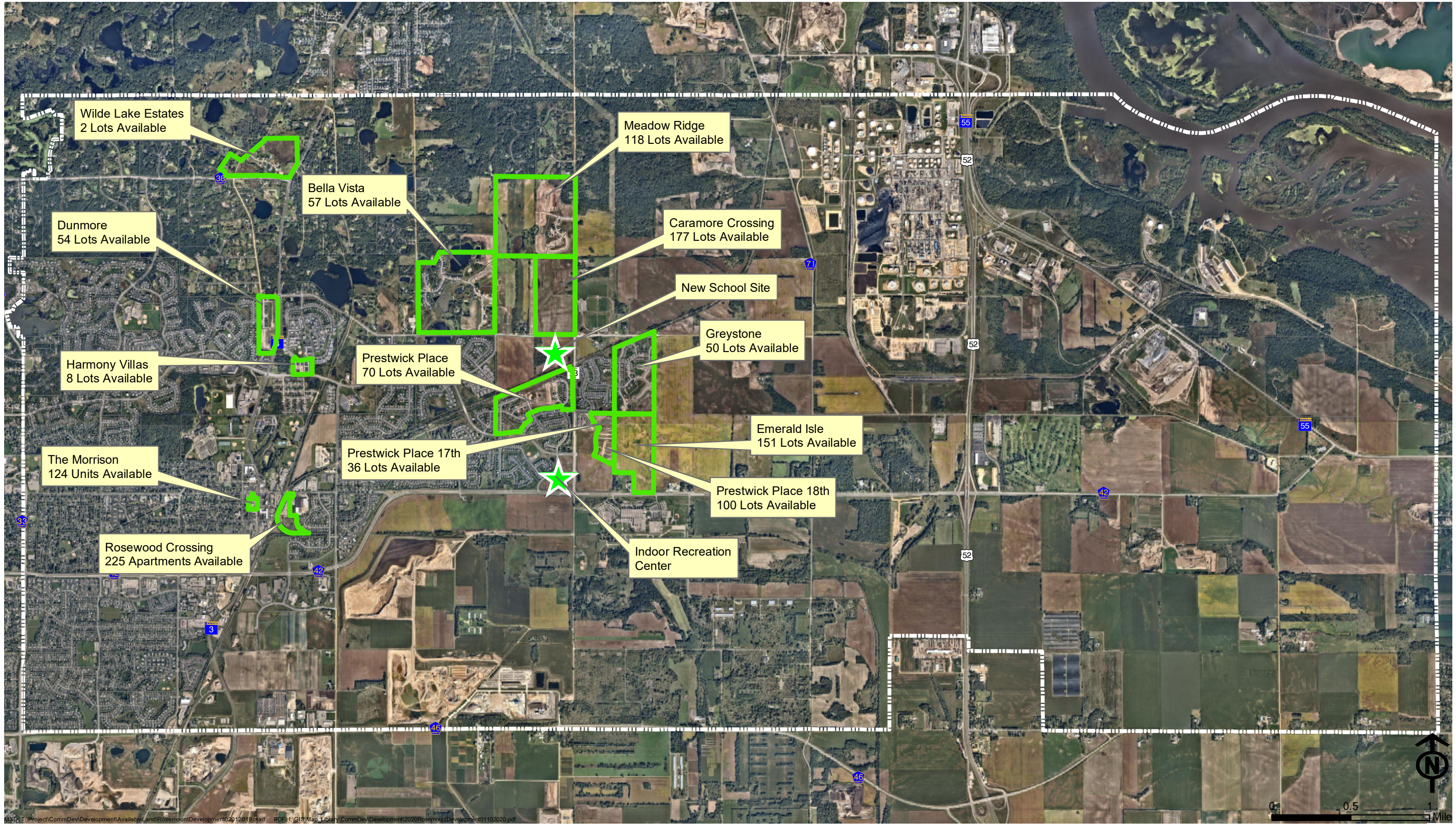
WORK AREA: County('659464') - FILTER: Date('01/01/2012','12/31/2021'), Basic Type('1','2') - SPATIAL FILTER APPLIED

Analyst:
Todd Bentley

Notes:

Rosemount Development

March 2020



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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	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

- 8) CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul
- 9) Minnesota River Greenway – Railroad Overpass in Eagan
- 10) River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights
- 11) Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights
- 12) Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights
- 13) CSAH 23 (Cedar Avenue) pedestrian overpass at 140th Street in Apple Valley
- 14) CSAH 42 Trail and Underpass from 145th Street to Dakota County Technical College in Rosemount

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittals to TAB for federal funding:

- 1) Nicollet Avenue and TH 13 interchange in Burnsville
- 2) CSAH 23 (Cedar Avenue) pedestrian overpass at 147th Street in Apple Valley – Transit Modernization
- 3) CSAH 9 (Dodd Boulevard) Trail from 210th Street to CSAH 50 (Kenwood Trail) in Lakeville
- 4) CSAH 73 (Babcock Trail) Trail from Upper 55th St. to I-494 in Inver Grove Heights
- 5) Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville
- 6) Lake Marion Greenway from Ritter Farm to downtown in Lakeville
- 7) North Creek Greenway from 199th St. W to Rambling River Park in Farmington

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led project for submittal to U.S. Department of Transportation for the RAISE grant program:

- 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) Mississippi River Greenway Trail, Rosemount east segment

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) TH 13 and Nicollet Avenue grade-separated intersection in Burnsville

; 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	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

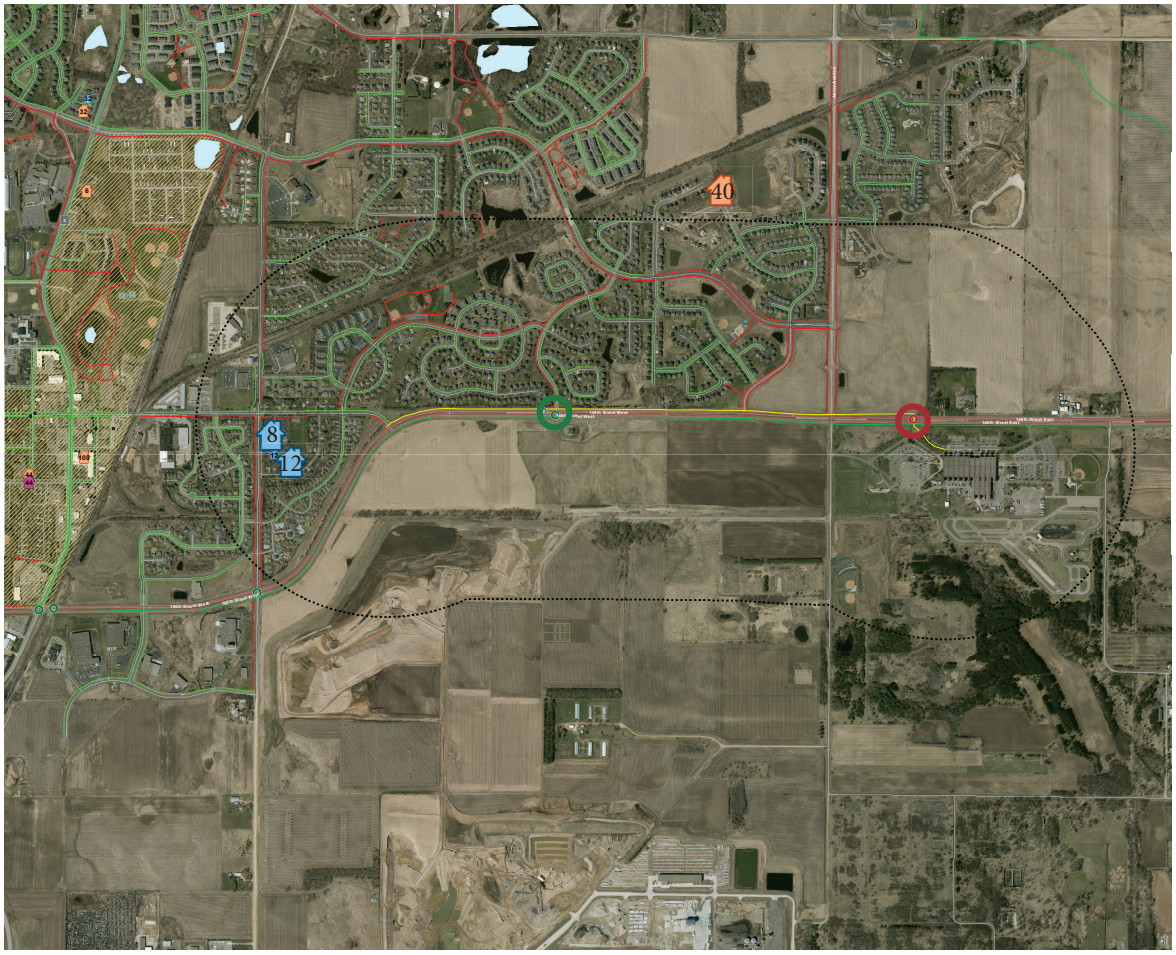
I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day 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.

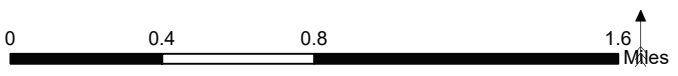


Clerk to the Board

Housing Map - CSAH 42 Rosemount Multiuse Trail and Underpass



- Project Half Mi Buffer
- Project
- RBTN Alignments**
 - Tier 1 Alignment
 - Tier 2 Alignment
- Regional Bicycle Barriers Study**
- Barrier Crossing Points Analysis**
 - Tier 1
 - Tier 2
 - Tier 3
- Regional Barriers**
 - Freeways & Expressways
 - Railroads
 - Streams
- Dakota County CDA Properties**
 - Family
 - Senior
- Apartments Rental Housing (Non CDA)**
 - Apartments Rental Housing (Non CDA)
 - Areas Of Concentrated Poverty ACP50
 - Areas Of Concentrated Poverty
 - Job & Activity Centers
- Existing Sidewalks**
 - Existing Sidewalks
- Existing Trails and Bikeways**
 - Unknown
 - Off-Street
 - On-Street



EXISTING CONDITIONS PHOTOS
CSAH 42 – Rosemount Multiuse Trail

Looking east on CSAH 42 (westbound lane in foreground)



Looking west on CSAH 42 (eastbound lane in foreground)



April 13, 2022

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

RE: Letter of Support for Dakota County's Application for CSAH 42 Trail and Underpass Grant

Dear Ms. Koutsoukos:

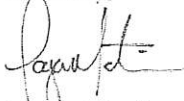
Please accept this letter an indication of the City of Rosemount's support for Dakota County's application to the Metropolitan Council for a Regional Solicitation Multiuse Trails and Bicycle Facilities Grant to fund the construction of a trail and underpass along CSAH 42.

The City of Rosemount has reviewed the proposed layout for the application and will partner with Dakota County and the Dakota County Technical College if funding is secured. The City is also agreeing to maintain the County Road 42 trail year round.

The City of Rosemount and Dakota County have a long-standing collaborative relationship regarding multiuse trails and sidewalks. The proposed trail and underpass is an important segment that has been identified in multiple plans, including Rosemount's Pedestrian and Bicycle Plan, the Vermillion Highlands Greenway Master Plan, and Rosemount Greenway Master Plan. Eliminating this gap and barrier is important to residents of Rosemount, as well as those working at or attending Dakota County Technical College.

We highly support funding of this important project and look forward to working with Dakota County on its development and implementation. If you have any questions about this letter, please feel free to call me at (651) 322-2006.

Sincerely,

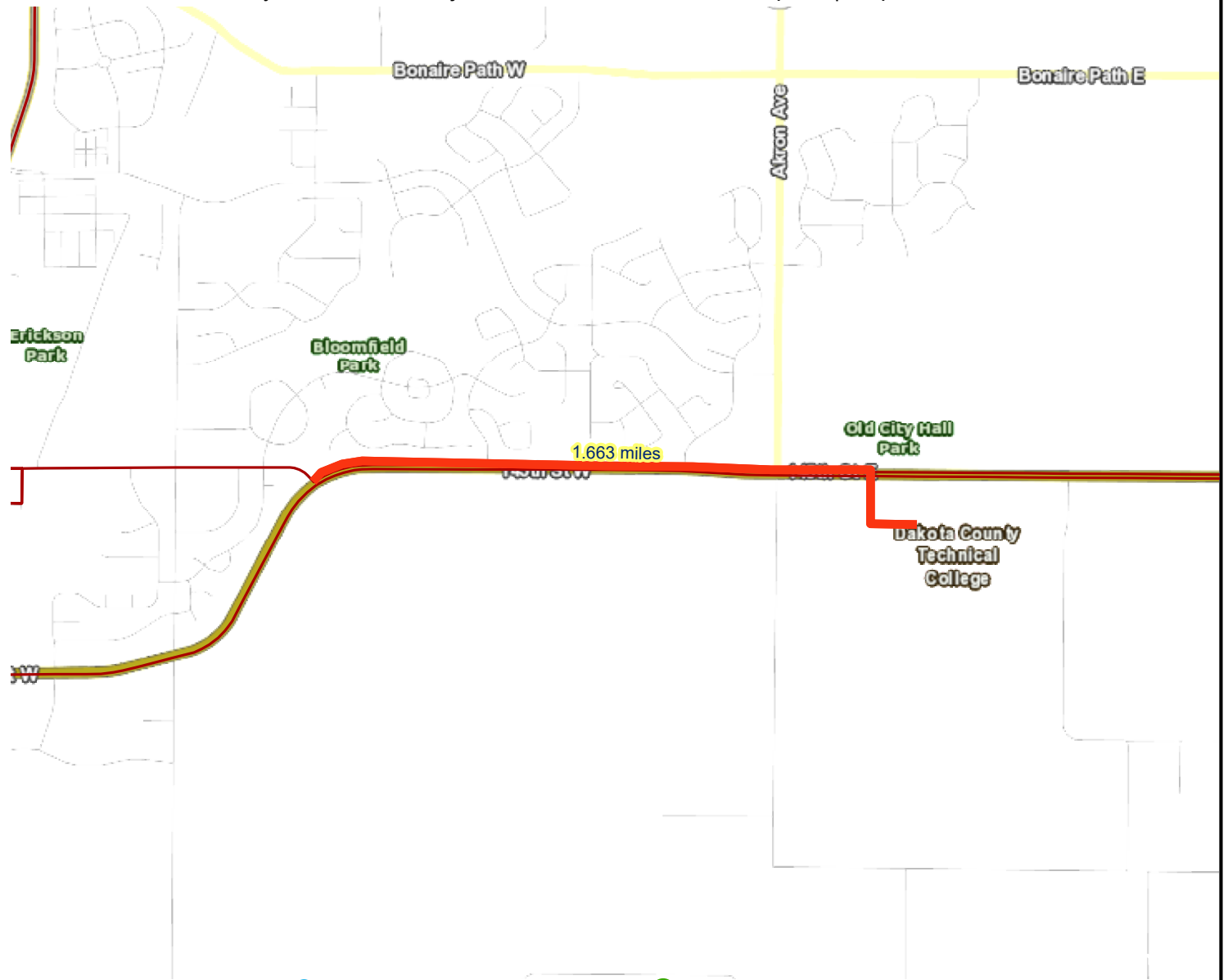


Logan Martin
City Administrator

SPIRIT OF PRIDE AND PROGRESS

Transit Connections

Multiuse Trails and Bicycle Facilities Project: CSAH 42 Trail and Underpass | Map ID: 1648487958897



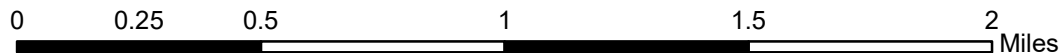
Results

Transit with a Direct Connection to project:
484

**indicates Planned Alignments*

Transit Market areas: 3, 5

- | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
| | Project Points | | Commuter Rail | | Arterial Bus Rapid Transit | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Commuter Rail | | Transit Routes |
| | Project Area | | Highway Bus Rapid Transit | | Dedicated Bus Rapid Transit | | |
| | Arterial Bus Rapid Transit | | Light Rail | | Highway Bus Rapid Transit | | |



Created: 3/28/2022
LandscapeRSA3



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

