

**AGENDA
DAKOTA COUNTY
Physical Development Committee of the Whole**

April 13, 2021

**10:00 AM or following Community Services Committee of the Whole
Boardroom, Administration Center Hastings, MN**

View Live Broadcast:

<https://www.co.dakota.mn.us/Government/BoardMeetings/PDCommittee/Pages/default.aspx>

If you wish to speak to an agenda item or an item not on the agenda, please notify the Clerk to the Board via
email at CountyAdmin@co.dakota.mn.us

Emails must be received by 7:30am Tuesday, April 13, 2021

1. Call To Order And Roll Call

Note: Any action taken by this Committee of the Whole constitutes a recommendation to the County Board.

2. Audience

Anyone in the audience wishing to address the Committee on an item not on the Agenda or an item on the Consent Agenda may send comments to CountyAdmin@co.dakota.mn.us and instructions will be given to participate during the meeting. Comments are limited to five minutes.

3. Approval Of Agenda (Additions/Corrections/Deletions)

4. Consent Agenda

4.1 Approval Of Minutes Of Meeting Held On March 16, 2021

4.2 Physical Development Administration - Planning Commission Update

4.3 Environmental Resources - Authorization To Submit Clean Water Fund Accelerated Implementation Grant Application For Agricultural Chemical Reduction Effort And Authorization To Execute Grant Agreements

4.4 Transportation - Authorization To Execute A Joint Powers Agreement With City Of West St. Paul For Design And Construction Of A Multi-Use Trail And Sidewalk Along County State Aid Highway 73 (Oakdale Avenue)

5. Regular Agenda

5.1 Transportation - Update On Draft 2040 Transportation Plan, Comprehensive Plan Amendment Public Review And Authorization To Submit Amendment To Metropolitan Council

5.2 Parks, Facilities, And Fleet Management - Ratification Of Application For 2021 Metropolitan Council Grant

5.3 Parks, Facilities, And Fleet Management - Update On Veterans Memorial Greenway

6. Division Director Update

7. Adjournment

For more information, please call 952-891-7030
Committee of the Whole agendas are available online at

April 13, 2021

<https://www.co.dakota.mn.us/Government/BoardMeetings/Pages/default.aspx>
Public Comment can be sent to CountyAdmin@co.dakota.mn.us

**DAKOTA COUNTY
PHYSICAL DEVELOPMENT COMMITTEE OF THE WHOLE**

Meeting Minutes

**March 16, 2021
Video Conferencing**

Call To Order And Roll Call

Commissioner Mike Slavik
 Commissioner Kathleen A. Gaylord
 Commissioner Joe Atkins
 Commissioner Liz Workman
 Commissioner Mary Liz Holberg
 Commissioner Laurie Halverson
 Commissioner Mary Hamann-Roland

Also in attendance: Matt Smith, County Manager; Tom Donely, Assistant County Attorney; Steve Mielke, Physical Development Division Director; Liz Hansen, Administrative Coordinator.

Due to the local state of emergency and social distancing, Commissioners participated in this meeting via telephone, and the Physical Development Committee of the Whole meeting was conducted under Minn. Stat. § 13D.021.

The meeting was called to order at 10:00 a.m. by the Chair, Commissioner Liz Workman. The audio recording of this meeting is available upon request.

Audience

The Chair, Commissioner Liz Workman noted that all public comments can be sent to countyadmin@co.dakota.mn.us. As of 7:30 a.m. on March 16, 2021, none were received.

Approval Of Agenda (Additions/Corrections/Deletions)

On a motion by Commissioner Joe Atkins, seconded by Commissioner Kathleen A. Gaylord, the agenda was unanimously approved.

Consent Agenda

On a motion by Commissioner Kathleen A. Gaylord, seconded by Commissioner Mary Hamann-Roland, the consent agenda was unanimously approved as follows:

4.1 Approval Of Minutes Of Meeting Held On February 9, 2021

4.2 Authorization To Amend 2021 Parks Capital Improvement Program Budget For Minnesota Board Of Water And Soil Resources Grant For Spring Lake Park Reserve Ravine Stabilization Project

WHEREAS, Spring Lake is a portion of Pool 2 of the Mississippi River located three miles upstream of U.S. Lock and Dam No. 2 at Hastings; and

WHEREAS, two large ravines within Dakota County's Spring Lake Park Reserve (SLPR) are actively eroding, which has resulted in sedimentation damages to public and private property, including natural resource features

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within SLPR and the Mississippi River; and

WHEREAS, the Clean Water Fund is a state grant program administered by Minnesota Board of Water and Soil Resources (BWSR) and is made available to local government units annually via a competitive grant application process; and

WHEREAS, staff developed preliminary project plans, estimated water quality benefits and costs, and prepared a Clean Water Fund grant application to BWSR; and

WHEREAS, the proposed improvements to alleviate ravine erosion include tree removals, earthwork, riprap, storm sewer, and vegetation restoration; and

WHEREAS, by Resolution No. 20-393 (August 18, 2020), staff received authorization to submit a grant application for the Ravine Stabilization Project in the amount of \$452,250; and

WHEREAS, the grant program requires a 25 percent match by Dakota County, in the amount of \$113,063; and

WHEREAS, Dakota County was notified in January 2021 that the BWSR approved its grant request in the amount of \$452,250; and

WHEREAS, there are sufficient funds in the 2021 Parks Capital Improvement Program budget to provide sufficient matching funds for the grant.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby amends the 2021 Parks Capital Improvement Program Adopted Budget to reflect the anticipated revenues and expenditures associated with the Minnesota Board of Water and Soil Resources grant for Spring Lake Park Reserve Ravine Stabilization Project as follows:

Expense

Spring Lake Park Reserve Ravine Stabilization Project	\$565,313
Parks Capital Improvement Program: General Grant Match Set aside	<u>(\$113,063)</u>
Total Expense	\$452,250

Revenue

Minnesota Board of Water and Soil Resources Grant	\$452,250
Total Revenue	\$452,250

4.3 Authorization To Schedule Public Hearing To Receive Comments On Proposed Amendments To Ordinance No. 114, Well And Water Supply Management

WHEREAS, it is a goal of the Dakota County Board of Commissioners to maintain County ordinance regulatory authority that effectively minimizes potential negative impacts to the public's health, safety, and welfare and the environment of Dakota County; and

WHEREAS, the Dakota County Board of Commissioners desires to amend Dakota County Ordinance No. 114, Well and Water Supply Management, for the purposes of ensuring that large groundwater appropriation requests are sustainable and limit groundwater exports in accordance with the 2020–2030 Dakota County Groundwater Plan; and

WHEREAS, Dakota County Environmental Resources Department staff, in consultation with the Dakota County Attorney's Office and Minnesota Department of Health, have prepared amendments to Ordinance No. 114, Well and Water Supply Management; and

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WHEREAS, the Dakota County Board of Commissioners wishes to make these amendments effective immediately upon adoption; and

WHEREAS, a public hearing is requested for April 20, 2021, at 9:00 a.m., to receive comments on the proposed amendments to Ordinance No. 114, Well and Water Supply Management; and

WHEREAS, meetings of the County Board are held in the Boardroom, Administration Center, 1590 Highway 55, Hastings, MN, except due to the ongoing impacts from the COVID-19 virus, the Board is conducting public meetings via telephone or other electronic means pursuant to Minn. Stat. § 13D.021 and will continue to do so as long as it is not practical or prudent to hold in-person meetings because of the COVID-19 health pandemic emergency declared under Minn. Stat. Chapter 12 by the Minnesota Governor Tim Walz and the Dakota County Board of Commissioners pursuant to Res. No. 20-139; and

WHEREAS, updated information on the manner of the public meeting can be found on the Dakota County website at www.dakotacounty.us; and

WHEREAS, the public may submit comments for the public hearing via email to CountyAdmin@co.dakota.mn.us; and

WHEREAS, if the April 20, 2021, County Board meeting is conducted via telephone or other electronic means, Dakota County will provide the public the ability to participate and hear all discussion and comments during the public hearing by telephone or other electronic means; and

WHEREAS, Dakota County continues to work to improve the technology and process for remote participation for public meetings during this local emergency and will provide notice of any change in the process.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby schedules a public hearing for April 20, 2021, at 9:00 a.m., in the Boardroom, Administration Center, 1590 Highway 55, Hastings, MN, or via telephone or other electronic means if necessary due to the ongoing COVID-19 pandemic.

4.4 Authorization To Execute Metro Mississippi East Watershed-Based Implementation Funding Grant Agreement And Amend Environmental Resources Department Budget

WHEREAS, watershed-based implementation funding (WBIF) is an alternative to the traditional project-by-project competitive process often used to fund water quality improvement projects; and

WHEREAS, the purpose of WBIF funding is to supplement existing funding to accelerate clean water activities (practices, projects, and programs) toward advancing Minnesota's water resources goals through prioritized and targeted cost-effective actions with measurable water quality results; and

WHEREAS, Dakota County qualifies for this funding since it recently adopted the State-approved 2020–2030 Dakota County Groundwater Plan, authorized under Minn. Stat. § 103B.255; and

WHEREAS, Dakota County was allocated \$54,274 toward executing activities identified in the implementation section of the 2020–2030 Groundwater Plan in the Metro Mississippi East Watershed; and

WHEREAS, activities funded include (1) "Smart Salt" training and certification for road maintenance, parking lots and sidewalks, and property owners and managers in collaboration with Washington County to help prevent chloride contamination and (2) cost-share grants for well sealing of unused wells; and

WHEREAS, a minimum 10 percent match is required, which is \$5,428; and

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WHEREAS, the grant funding expires December 31, 2023.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Environmental Resources Department Director to execute the Metro Mississippi East Watershed-Based Implementation Funding grant agreement with the Minnesota Board of Water and Soil Resources subject to approval of the grant agreements as to form by the County Attorney's Office; and

BE IT FURTHER RESOLVED, That the 2021 Environmental Resources Operating budget is hereby amended as follows:

Expense	
MS East Metro WBIF (Well Seal Grants)	\$51,274
MS East Metro WBIF (Smart Salt Training)	<u>\$ 3,000</u>
Total Expense	\$54,274
Revenue	
MN Board of Soil & Water Resources	<u>\$54,274</u>
Total Revenue	\$54,274

4.5 Planning Commission Update

This item was on the agenda for informational purposes only.

4.6 Authorization To Apply For, Accept, And Execute Grant With Minnesota Department Of Natural Resources For Trail Improvements Within Thompson County Park

WHEREAS, the Dakota County Board of Commissioners adopted the Thompson County Park Master Plan and Natural Resource Management Plan by Resolution No. 20-037 (January 21, 2020); and

WHEREAS, the initial phase of Master Plan improvements is currently in final design with construction expected to begin in the Spring of 2021; and

WHEREAS, while the scope of the project intends to meet the highest priority needs, certain five-year improvements were excluded from the scope because they exceed available revenues; and

WHEREAS, among these improvements are enhancements to the park's trail between Thompson Park Center and the River to River Greenway that would complete an accessible connection from Butler Avenue, through the park's new central plaza and play area, to the River to River Greenway and the regional trail system beyond; and

WHEREAS, the preliminary cost estimate for the trail enhancement package is \$165,000; and

WHEREAS, the Minnesota Department of Natural Resources Local Trail Connections Program provides grants to local units of government to promote short trail connections, and enhancement of the trail connection within the park aligns with the scope and funding level of the grant program; and

WHEREAS, the maximum grant award is \$150,000 and would require a County match of 25 percent; and

WHEREAS, staff recommends that Dakota County apply to the Local Trail Connections Program for the enhancement of the trail connection between Thompson Park Center and the River to River Greenway.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submission of an application for the Minnesota Department of Natural Resources Local Trail Connections

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Program for an amount not to exceed \$150,000 for the enhancement of the trail connection within Thompson County Park; and

BE IT FURTHER RESOLVED, That, if awarded, the Dakota County Board of Commissioners hereby authorizes the Director of Parks, Facilities, and Fleet Management to execute a grant agreement with the Department of Natural Resources, subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That, if awarded, the Dakota County Board of Commissioners authorize amendment of the Adopted 2021 Parks Capital Improvement Program to recognize the grant revenue and allocate funds from the Grant Match set aside to the project to satisfy the grant requirements.

4.7 Authorization For Revocation Of "Non-Existing" County State Aid Highway 5 In City Of Burnsville

WHEREAS, By Resolution No. 11-597 (December 13, 2011), the County Board authorized execution of a joint powers agreement (JPA) for County Project (CP) 5-41 with the City of Burnsville for right of way acquisition, construction, and maintenance; and

WHEREAS, in accordance with JPA No. #14633, by Resolution No. 11-597 (December 13, 2011), the City of Burnsville agreed to take possession and jurisdiction of the drainage and ponding easements, permanent right of way for city streets, and real estate interests acquired in excess of what is needed for CP 5-41 purposes; and

WHEREAS, in accordance with JPA No. #14633, the County and the City have agreed that the future connection north of Trunk Highway (TH) 13 to the Interstate 35W and County State Aid Highway (CSAH) 32 (Cliff Road) Interchange will be a local City Street; and

WHEREAS, the County must revoke a portion of Commissioners Order No. 57307 for Extension to CSAH 5; and

WHEREAS, Minn. Stat. § 162.02, subd. 10 states that CSAHs may be abandoned, changed, or revoked by joint action of the County board and the commissioner and that, if a CSAH is established or located within the limits of a city, it shall not be abandoned, changed, or revoked without the concurrence of the governing body of such city, provided that any CSAH established or located within a city may be abandoned, or revoked without concurrence if the city refuses or neglects for a period of one year after submittal to approve plans for the construction of such highway which plans conform to the construction standards provided in the commissioner's rules; and

WHEREAS, the Transportation Director/County Engineer recommends revoking a portion of Commissioner's Order No. 57307 for Extension to CSAH 5.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby revokes County State Aid Status, subject to the approval of the Commissioner of Transportation of the State of Minnesota for the segments of roadway as follows:

REVOCATION OF COUNTY STATE AID HIGHWAY NO. 5 Beginning at a point on Trunk Highway No. 13 in the City of Burnsville, said point located 935 feet east and 720 feet south of the north quarter corner of section 14, township 115 north, range 21 west; thence northerly approximately 2,600 feet; thence northeasterly on a curve for approximately 1,400 feet; thence easterly to the FAI 35 Interchange located near the east quarter corner of section 33, township 27 north, range 24 west, and there terminating

;and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Dakota County Transportation Director/County Engineer to forward two certified copies of this resolution to the Minnesota Commissioner of Transportation for approval; and

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BE IT FURTHER RESOLVED, That the County Board Chair and the Clerk to the County Board are hereby authorized to execute the Revocation of a Portion of County State Aid Highway 5 Right of Way with the City of Burnsville, in a form approved by the County Attorney's Office, releasing the County's interest in the right of way for the above described segment of (non-existing) road in Burnsville.

4.8 Authorization To Execute Joint Powers Agreement With City Of Apple Valley For County Project 99-14, North Creek Greenway And Tunnel, County State Aid Highway 42 Multiuse Trail, In City Of Apple Valley

WHEREAS, to promote a safe and efficient transportation system throughout Dakota County, the County is the lead agency partnering with the City of Apple Valley (City) on County Project (CP) 99-14; and

WHEREAS, CP 99-14 will design and construct a segment of multiuse trail along County State Aid Highway (CSAH 42) in Apple Valley; and

WHEREAS, CP-14 will also design and construct a segment of the North Creek Greenway, including a pedestrian tunnel underneath CSAH 42 in Apple Valley; and

WHEREAS, Dakota County is the lead agency for CP 99-14; and

WHEREAS, the City of Apple Valley is cooperating with the County on each stage of CP 99-14; and

WHEREAS, applicable elements of CP 99-14 will be shared 85 percent County funds and 15 percent City funds in accordance with adopted County Policy.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a joint powers agreement with the City of Apple Valley to identify costs and responsibilities for construction and operation of the greenway trail, pedestrian tunnel, and multiuse trail, in accordance with County policy, for County Project 99-14, in the City of Apple Valley, subject to approval by the County Attorney's Office as to form.

4.9 Update On County Project 30-39 Diffley Road School Area Improvements

This item was on the agenda for informational purposes only.

Regular Agenda

5.1 Scheduling Of Public Hearing For Dakota County Fiscal Year 2021 Action Plan For Community Development Block Grant, HOME Investment Partnerships, And Emergency Solutions Grant Programs

Maggie Dykes, Assistant Director of Community and Economic Development, presented this item and responded to questions.

On a motion by Commissioner Mike Slavik, seconded by Commissioner Kathleen A. Gaylord, the following resolution was unanimously recommended to the County Board:

WHEREAS, Dakota County is an Entitlement County for funds through the Community Development Block Grant (CDBG) Program and Emergency Solutions Grant (ESG) Program and a Participating Jurisdiction for the HOME Investment Partnerships (HOME) Program; and

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WHEREAS, the Dakota County Community Development Agency (CDA) administers the CDBG, ESG, and HOME programs on behalf of Dakota County, thereby requiring agreements between the U.S. Department of Housing and Urban Development (HUD) and Dakota County for the CDBG, ESG, and HOME funds and between Dakota County and the Dakota County CDA for CDBG, ESG, and HOME program administration; and

WHEREAS, HUD further requires the development and submission of the Fiscal Year (FY) 2021 One-Year Action Plan that proposes allocation of the annual CDBG, HOME, and ESG funds to local governments and housing providers in the County; and

WHEREAS, CDA staff has worked with participating communities to identify CDBG, HOME, and ESG activities for FY 2021; and

WHEREAS, the proposed activities to receive HUD funds meet the housing and community development priorities identified in the approved 2020–2024 Five-Year Consolidated Plan; and

WHEREAS, the Dakota County FY 2021 CDBG allocation is \$1,910,573; the Dakota County FY 2021 HOME allocation is \$982,861 (Consortium total of \$3,275,274) including program income; and the Dakota County FY 2021 ESG allocation is \$164,454; and

WHEREAS, CDA staff recommends allocating FY 2021 CDBG funds to 25 eligible activities for the 12 cities with populations more than 10,000 with direct allocation funding, one eligible activity with competitive pool funds for cities and townships with populations less than 10,000, and five Countywide activities; and

WHEREAS, CDA staff recommends allocating FY 2021 HOME funds to three eligible activities as follows: a future affordable housing development at a site to be determined (70%), Community Housing Development Organization activities (15%), and grant administration (15%); and

WHEREAS, CDA staff recommends allocating FY 2021 ESG funds to four eligible activities as follows: rapid re-housing activities (76%), emergency shelter operations (16%), Homeless Management Information Systems (0.5%) and grant administration (7.5%); and

WHEREAS, the requested public hearing is to receive comments and inform the public on the draft Dakota County FY 2021 One-Year Action Plan that outlines the strategies and objectives for the proposed allocation of FY 2021 CDBG, ESG, and HOME funds.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby schedules a public hearing for April 20, 2021, at 9:00 a.m. in the Board Room, Administration Center, 1590 Highway 55, Hastings, MN, to receive comments on the Dakota County Fiscal Year 2021 One-Year Action Plan, including proposed Community Development Block Grant Program activities with a budget of \$1,910,573, HOME Investment Partnerships Program activities with a budget of \$982,861 (Consortium total of \$3,275,274) including program income, and Emergency Solutions Grant Program activities with an anticipated budget of \$164,454; and

BE IT FURTHER RESOLVED, That Dakota County staff is hereby authorized and directed to work with the Dakota County Community Development Agency to publish the public hearing notice in the Dakota County Tribune and the Star Tribune and to post said notice on the websites of the participating cities, the Dakota County Community Development Agency website at www.dakotacda.org, and the Dakota County website at www.dakotacounty.us.

5.2 Authorization To Acquire Regional Greenway Corridor From Rockport LLC

Al Singer, Land Conservation Manager, presented this item and responded to questions.

On a motion by Commissioner Mary Hamann-Roland, seconded by Commissioner Joe Atkins, the following

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resolution was unanimously recommended to the County Board:

WHEREAS, by Resolution No. 11-517 (October 18, 2011), the Dakota County Board of Commissioners approved the North Creek Regional Greenway (Greenway) Master Plan; and

WHEREAS, the Greenway travels 14 miles from Lebanon Hills Regional Park in Eagan and Apple Valley south through the cities of Lakeville and Farmington to Whitetail Woods Regional Park in Empire Township; and

WHEREAS, the Rockport LLC (Rockport) property, legally defined as "Outlot B, Orchard Place, according to the recorded plat thereof, Dakota County Minnesota," consists of a 30-foot wide, 1,550-foot long corridor in the City of Apple Valley; and

WHEREAS, a single independent appraisal was completed by the County and Rockport for Outlot B of the Rockport LLC property and was reviewed and approved by County staff and representatives from Rockport; and

WHEREAS, Rockport is willing to sell the 1.17-acre property for the \$285,000 appraised value; and

WHEREAS, the total estimated cost to acquire property from Rockport, including an estimated \$5,000 for closing costs, is \$290,000; and

WHEREAS, Rockport has agreed to grade the trail corridor for future paving at no cost to the County during development of the site; and

WHEREAS, it is expected that the Metropolitan Council (MC) Acquisition Opportunity Fund (AOF) program will have additional new funds available after July 1, 2021, for the County grant request; and

WHEREAS, Rockport has agreed to delay the acquisition to accommodate a County AOF reimbursement request to the MC after July 1, 2021; and WHEREAS the Physical Development Director is required to sign the purchase agreement to acquire the Rockport property; and

WHEREAS, the 2021 Parks Capital Improvement Program (CIP) budget includes adequate fund balance for County match of MC AOF requests, and a CIP budget amendment is required; and

WHEREAS, the final acquisition costs of the Rockport property will be determined after the settlement statement is finalized and all associated acquisition expenses have been invoiced.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the expenditure of up to \$290,000, including an estimated \$5,000 in closing costs, to acquire the 1.17-acre Rockport property in the City of Apple Valley; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute the purchase agreement to acquire 1.17 acres from Rockport, subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submission of an Acquisition Opportunity Fund grant request to the Metropolitan Council for acquisition of the Rockport property and associated costs; and

BE IT FURTHER RESOLVED, That the 2021 Parks Capital Improvement Program budget is hereby amended as follows:

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Expense	
Acquisition of the Rockport property	\$290,000
Total Expense	\$290,000
 Revenue	
Metropolitan Council Acquisition Opportunity Fund	\$217,500
County Metropolitan Council Acquisition Opportunity Fund match	\$72,500
Total Revenue	\$290,000

; and

BE IT FURTHER RESOLVED, That following acquisition of the Rockport property, staff will submit the necessary forms and documentation to the Metropolitan Council to receive approximately \$217,500 of reimbursement funds which will be returned to the 2021 Parks Capital Improvement Program.

5.3 Authorization To Execute Joint Powers Agreement With City Of West St. Paul For River To River Greenway: Garlough/Marthaler Park Segment

John Mertens, Principal Planner, presented this item and responded to questions.

On a motion by Commissioner Kathleen A. Gaylord, seconded by Commissioner Laurie Halverson, the following resolution was unanimously recommended to the County Board:

WHEREAS, by Resolution No. 15-431 (August 25, 2015), the County Board adopted the River to River Greenway Master Plan; and

WHEREAS, by Resolution No. 16-177 (March 22, 2016), the County Board authorized a joint powers agreement (JPA) with the City of West St. Paul for a feasibility study of the River to River Greenway: Garlough/Marthaler Park segment; and

WHEREAS, by Resolution No. 20-315 (July 14, 2020), the County Board authorized a JPA with the City of West St. Paul for the final design and bid documents for the River to River Greenway: Garlough/Marthaler Park segment; and

WHEREAS, the reconstruction of the Garlough/Marthaler Park segment is a priority project along the River to River Greenway; and

WHEREAS, construction costs will be shared between Dakota County and the City; and

WHEREAS, the City of West St. Paul will provide necessary land control for Dakota County to maintain corridor as a regional greenway; and

WHEREAS, the construction bid and administration cost is \$702,268; and

WHEREAS, the City of West St. Paul will contribute \$150,000; and

WHEREAS, the City of West St. Paul will provide staff in-kind services to manage project; and

WHEREAS, a Supplemental Maintenance Agreement will be prepared prior to Dakota County assuming ongoing maintenance and operations; and

WHEREAS, the total cost of the joint powers agreement is \$579,881.40 including five percent contingency; and

WHEREAS, sufficient revenues are available in the Greenway Collaborative set aside in the Adopted 2021 Parks Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the County Manager, or their designee, to execute a joint powers agreement with City of West St. Paul to fund the construction of the River to River Greenway: Garlough/Marthaler Parks segment for the period of March 23, 2021, through December 31, 2022, as presented in the term sheet dated March 23, 2021, subject to approval by the County Attorney's Office as to form.

5.4 County Project 97-209, Dakota County School Area Safety Assessment Report

Kristi Sebastian, Traffic Engineer, presented this item and responded to questions. Steve Mielke, Physical Development Director, and Mark Krebsbach, Transportation Director, were also in the audience and spoke to this item. This item was on the agenda for informational purposes only.

After feedback given, staff will share with the board the draft School Area Safety Assessment Report before it is finalized. The board will also receive Appendix B that summarizes all schools and the proposed improvements with notes.

5.5 Update And Direction On Parks Cost Recovery Project

Jeff Bransford, Parks Sr. Project Specialist, presented this item and responded to questions. Steve Mielke, Physical Development Director, and Matt Smith, County Manager, also spoke to this item. This item was on the agenda for informational purposes only.

Based on the discussion, staff will incorporate cost recovery information into the decision-making process for future fee schedule revisions. Market conditions and program accessibility to underrepresented populations will also be factors in setting those future park fees. These considerations will inform the development of the Parks fee schedule proposal the board will see later this year.

Division Director Update

Steve Mielke, Physical Development Director, provided the Committee with a Division update.

Adjournment

On a motion by Commissioner Mary Hamann-Roland, seconded by Commissioner Kathleen A. Gaylord, the meeting was adjourned at 11:50 a.m.

Respectfully submitted,

Liz Hansen

Liz Hansen
Administrative Coordinator
Physical Development Division

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Planning Commission Update

Meeting Date: 4/13/2021
Item Type: Consent-Information
Division: Physical Development
Department: Physical Development Administration
Contact: Chatfield, Kurt
Contact Phone: (952) 891-7022
Prepared by: Chatfield, Kurt

Fiscal/FTE Impact:
 None Other
 Current budget Amendment requested
 New FTE(s) requested
Board Goal: Excellence in public service
Public Engagement Level: N/A

PURPOSE/ACTION REQUESTED

Receive an update on issues addressed by the Planning Commission.

SUMMARY

The Dakota County Planning Commission met on March 25, 2021. The minutes from the meeting are attached (Attachment A). The Planning Commission addressed the following topics:

Dakota County Comprehensive Plan Amendment (Transportation Chapter)

The Planning Commission reviewed the comments received during the official public comment period. Several minor changes were made to the plan in response to comments. The Planning Commission recommended that the Physical Development Committee submit the plan to the Metropolitan Council for approval.

Transportation Capital Improvement Program Update

The Planning Commission received its annual update on upcoming construction projects.

Veterans Memorial Greenway Update

The Planning Commission received an update on the status of the Veterans Memorial Greenway alignment and design study. Several challenges along the proposed route were discussed.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

None.

Supporting Documents:

Attachment A: Advisory Committee Minutes

Previous Board Action(s):**RESOLUTION**

Information only; no action requested.

County Manager's Comments:

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



County Manager

Reviewed by (if required):

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

**Dakota County Planning Commission
Advisory Committee Meeting Minutes-Draft
Date: March 25, 2021
Time: 7:00 p.m. to 9:00 p.m.**

Members Present		Staff Present	Others Present
Jerry Rich	<input checked="" type="checkbox"/>	Robert Timmerman	<input checked="" type="checkbox"/>
Lori Hansen	<input checked="" type="checkbox"/>	Nate Reitz	<input checked="" type="checkbox"/>
Jill Smith	<input checked="" type="checkbox"/>	Jim Guttmann	<input checked="" type="checkbox"/>
Greg Oxley	<input checked="" type="checkbox"/>	Tony Nelson	<input checked="" type="checkbox"/>
Amy Hunting	<input checked="" type="checkbox"/>	Donald Post	<input checked="" type="checkbox"/>
Barry Graham	<input checked="" type="checkbox"/>	Dennis Peine	<input type="checkbox"/>
Ramraj Singh	<input checked="" type="checkbox"/>		

Meeting Called to Order

Time: 7:00 p.m.

By: Chair Oxley

Commissioner Nelson joined the meeting at 7:09 p.m.

Public Comment

No members of the public were present.

Outline of Meeting Format

Chair Oxley stated the need to hold a remote meeting as a result of the COVID-19 Pandemic. Governor Walz declared a peacetime emergency (Emergency Executive Order 20-01) on March 13, 2020, and extending the COVID-19 Peacetime Emergency (Emergency Executive Order 20-75) on June 12, 2020, and extending the COVID-19 Peacetime Emergency Declared in Executive Order 20-01 (Emergency Executive Order 20-78 on July 12, 2020, and Continuing to Safely Reopen Minnesota's Economy and Ensure Safe Non-Work Activities during the COVID-19 Peacetime Emergency (Emergency Executive Order 20-74) on June 5, 2020, which prohibits gatherings of 10 or more people and strongly encourages remote governmental meetings whenever possible. Dakota County Board of Commissioners Chair, Mike Slavik, declared a local state of emergency in Dakota County on March 17, 2020, in response to COVID-19. All County Board Commissioners voted to maintain this order on March 20, 2020.

The Planning Commission met virtually as outlined under Minnesota Statutes section 13D.021.

Approval of agenda

Motion by: Commissioner Hunting

Second by: Commissioner Post

Vote: Unanimously approved.

Approval of minutes (from February 25, 2021 meeting)

Motion by: Commissioner Singh

Second by: Commissioner Rich

Commissioner Reitz abstaining

Vote: Unanimously approved.

Item #1: Comprehensive Plan Amendment (Transportation Chapter)

Action / Information

Comments/Notes: Scott Peters, Senior Planner, and Mary Jackson, Senior Planner, presented this item and responded to questions.

Questions and comments by Commissioners along with responses from staff (italics):

A commissioner stated that the plan seemed detailed, easy to read and understand.

A commissioner asked whether staff replied to the commenters individually. *Staff responded that the individual comments are included within the packet along with responses. Staff did not send individual replies but did follow up with some of the cities. Staff conducted extensive public engagement during plan development, working with a consultant to hold pop-up events, provide comment opportunities at the Farmington expo at the high school, and set up interactive maps where people could leave comments.*

A discussion was held regarding transit. A suggestion was made that the transit goal be reworded as a goal statement and not as a topic. Dakota County needs to recognize that many people use transit to travel to work. If we don't have a functional transit system, it's going to be a problem. It looks like the county is walking away from transit, despite the transit sales and use taxes that the county collects. The lack of transit service from Hastings is a problem when people are released from jail and that needs to be considered. A commissioner stated that they planned to vote no on this item and explained that the plan is not ready to submit to the Metropolitan Council. It appears that the county is evading or disregarding transit. *Staff responded that the county role in transit is evolving. Dakota County is not a transit provider, making it more difficult for the county to influence transit activities.*

A commissioner stated that the responses to the public comments were well reasoned and consistent with the context of the overall plan. *Staff responded that they had appreciated the opportunity to present this information and the Planning Commission's involvement.*

A question was asked regarding residents that commute by bicycle and if this is part of the transit plan. *Staff responded that there is an entire section with several pages, maps, and policies for bicycle pedestrians and trail gaps to make sure there is an overall system.*

It was asked if the greenways were an important part of the plan to address commuter needs. *Staff responded that the greenways are addressed in the Transportation Plan where they cross county roads and stressed the importance of providing safety.*

It was asked if the Transportation Chapter of DC2040 would be extracted and submitted to the Metropolitan Council. *Staff noted that the updated content was mostly in Chapter 3, but also in several appendices and the Executive Summary. The full document will be submitted to the Council, if approved by the Board, and amended content has been highlighted for Council staff reviewers. A crosswalk also lists the content changes.*

Motion by: Commissioner Post

Second by: Commissioner Hansen

Vote: Ayes: 11

Nays 1 (Commissioner Rich)

Item #2: Transportation CIP Overview**Action / Information**

Comments/Notes: Jeannine Briol, Construction Engineer, presented this item and responded to questions.

Questions and comments by Commissioners along with responses from staff (italics):

A commissioner asked if there is a plan to update and expand County Road 60 in Lakeville? *Staff responded that they would have to look at the CIP to answer this question and follow back up with the Planning Commission.*

A question was raised as to whether the Cliff Road improvement project from Lexington to 52 had been delayed. *Staff commented that this project would probably be bid late in the fall to start right away in the spring of 2022.*

Item #3: Veterans Memorial Greenway Alignment Design Study**Action / Information**

Comments/Notes: Matt Parent, Sr. Project Manager, presented this item and responded to questions.

Questions and comments by Commissioners along with responses from staff (italics):

Are the Cliff Road improvements between Lexington and Highway 3 being considered as an alternative greenway route? *Staff responded that the adopted Rich Valley Master Plan does not follow Cliff Road between Lexington and Highway 3 although it had been looked at in the past.*

A commissioner asked why we are not using the original master plan alignment that had beautiful sweeping views as opposed to the proposed 105th street alignment. *Staff responded that the subsequent feasibility study found that this alignment had excessive grading needs in a natural area. The master plan alignment was feasible, but too impactful to natural resources.*

There was concern about how to safely cross Highway 52. A commissioner stated that they are concerned that the railroad underpass option is off the table. We need to be cognisant that building a project that is thorough and safe is important. The end of the trail also needs to be considered so it doesn't just end at the freeway. *Staff responded that as part of this design study we will evaluate multiple options to address feasibility and cost. Staff is also planning to meet with MNDOT and will discuss the replacement schedule for the existing bridges.*

A comment was made that the apostrophe should be after the "s" in Veterans. *Staff clarified in the meeting that the powerpoint presentation was in error and will be corrected and that the officially adopted name does not include an apostrophe.*

A commissioner asked if there is a way to use the Highway 52 greenway bridge as part of the memorial. Since Highway 52 has high traffic volumes, incorporating memorial elements into the bridge would be a highly visible way to acknowledge veterans. *Staff agreed with the statement and stated that introducing an interpretive element in bridge design is being discussed.*

Planning Manager Update and County Board Actions

Comments/Notes: Mary Jackson, Senior Planner, provided the Planning Commission with an update on the following PDC and County Board Actions:

- Authorized submitting a grant to DNR for ADA accessible trail at Thompson County Park
- Authorized JPA with City of Apple Valley for North Creek Greenway tunnel under CSAH 42
- Authorized JPA with City of West St. Paul for reconstruction of River to River Greenway trail through Garlough and Marthaler Park
- Received a presentation on the School Zone Safety Assessment Report

Upcoming Public Meetings – Community Outreach

Spring Lake Park Reserve Master Plan and Natural Resources Management Plan	Tuesday, March 23, 6:00-7:00 PM. Join via Zoom https://dakotacounty.mn.zoom.us/j/96838086579?pwd=MkUxa0dzSnJGdW1kWmIVQVRDWGIFdz09
Open House – using Zoom	Comments accepted through April 4, 2021 https://www.co.dakota.mn.us/parks/About/ParkMasterPlans/Pages/spring-lake-park-master-plan.aspx

Topics for Next Meeting

- Spring Lake Park Reserve Master Plan and Natural Resources Management Plan
- New Commissioner orientation materials and procedures

Planning Commissioner Announcements/Updates:

None

Adjourn: 8:33 p.m.

Motion by: Commissioner Smith

Second: Commissioner Timmerman

Vote: Unanimously approved.

Next Regular Meeting: Thursday, April 22, 2021, Virtual Remote Meeting.

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Authorization To Submit Clean Water Fund Accelerated Implementation Grant Application For Agricultural Chemical Reduction Effort And Authorization To Execute Grant Agreements

Meeting Date: 4/13/2021
 Item Type: Consent-Action
 Division: Physical Development
 Department: Environmental Resources
 Contact: Grover, Valerie
 natural areas
 Contact Phone: (952) 891-7019
 Prepared by: Trescott, Jill

Fiscal/FTE Impact:
 None Other
 Current budget Amendment requested
 New FTE(s) requested
 Board Goal: A healthy environment with quality

Public Engagement Level: N/A

PURPOSE/ACTION REQUESTED

Authorize submission of a \$50,000 Clean Water Fund Accelerated Implementation Program grant application to the Minnesota Department of Health (MDH) to support development of the Agricultural Chemical Reduction Effort (ACRE) and, if awarded, authorize the Environmental Resources Department (ERD) Director to execute grant agreements.

SUMMARY

The Clean Water Fund was established with the purpose of protecting, enhancing, and restoring water quality in lakes, rivers, and streams, in addition to protecting groundwater and drinking water sources from degradation. MDH has published a Clean Water Fund request for proposals for a new Accelerated Implementation Grant program for groundwater projects across the state. An applicant must be a local or regional unit of government working to implement a state-approved plan, such as a wellhead protection plan, metro county groundwater management plan, or comprehensive watershed management plan.

Dakota County is eligible to receive this grant because of the recently approved and adopted 2020-2030 Dakota County Groundwater Plan. The project proposes to reduce agriculture chemical contamination (Groundwater Plan strategy 1B1) by partnering with farmers, the Soil and Water Conservation District (SWCD), state, regional, and local agencies, and other local non-governmental organizations to develop, adopt, and implement a Dakota County Groundwater ACRE Plan (tactic 1B1B). The goal of ACRE is to provide prioritized, targeted, and measurable strategies that are more protective than the objectives set in the Minnesota Department of Agriculture's (MDA) Nitrogen Fertilization Management Plan and Groundwater Protection Rule. Attachment A shows Dakota County groundwater high-nitrate areas where ACRE will be implemented. Development of ACRE includes several activities the grant application may support. This includes:

- Partnering with SWCD to recruit an Agricultural Advisory Committee of farmers and other agriculture professionals to help inform development of ACRE goals and strategies.
- Hiring a consultant to facilitate engagement with the Agricultural Advisory Committee and other rural residents to advise on the ACRE Plan development.
- Installing a long-term monitoring well network (in collaboration with MDA) to quantify baseline nitrate conditions in vulnerable areas of the county, model nitrate losses from cropland to groundwater, and monitor changing groundwater conditions over time.
- Hiring a consultant to model nitrate losses from cropland to set specific nitrate load reduction goals at the local level (e.g., township) in order to achieve desired outcomes and to set priorities for geographic areas to be addressed and farming practices to be promoted.

The Clean Water Fund Accelerated Implementation grant program does not require a match from Dakota County. The application deadline is April 21, 2021. It is anticipated that the grants will be awarded in late April 2021, with grant agreements executed in May 2021. Grant projects must be completed by April 1, 2023.

RECOMMENDATION

Staff recommends that the County Board authorize staff to submit a \$50,000 grant application to MDH for development of ACRE and authorize the ERD Director to execute agreements with MDH if awarded.

EXPLANATION OF FISCAL/FTE IMPACTS

The grant program does not require a match from Dakota County; however, costs to complete the ACRE development will be supplemented by the approved 2021 Environmental Resources Department Operations budget. If Dakota County is awarded the grant, staff will request an amendment to the 2021 Environmental Resources Department Operations budget.

Previous Board Action(s):**Supporting Documents:**

Attachment A: Dakota County Shallow Groundwater High Nitrate Areas

RESOLUTION

WHEREAS, the Clean Water Fund was established with the purpose of protecting, enhancing, and restoring water quality in lakes, rivers, and streams in addition to protecting groundwater and drinking water sources from degradation; and

WHEREAS, the Minnesota Department of Health has published a Clean Water Fund request for proposals for a new Accelerated Implementation Grant program to accelerate implementation of groundwater projects across the state; and

WHEREAS, the project proposes to reduce agriculture chemical contamination (Groundwater Plan strategy 1B1) by partnering with farmers, the Soil and Water Conservation District (SWCD), state, regional, and local agencies, and other local non-governmental organizations to develop, adopt, and implement a Dakota County Groundwater Agricultural Chemical Reduction Effort (ACRE) Plan (tactic 1B1B); and

WHEREAS, the goal of ACRE is to provide prioritized, targeted, and measurable strategies that are more protective than the objectives set in the Minnesota Department of Agriculture's (MDA) Nitrogen Fertilization Management Plan and Groundwater Protection Rule; and

WHEREAS, development of ACRE includes several activities the grant application may support, to include outreach efforts to recruit an Agricultural Advisory Committee, stakeholder engagement, establishing a long-term monitoring well network, and developing a nitrate-loss model; and

WHEREAS, the application deadline is April 21, 2021; and

WHEREAS, Dakota County has measured worsening groundwater quality in its rural areas; and

WHEREAS, the grant program does not require a match by Dakota County; however, costs to complete the ACRE development not covered by the grant will be supplemented by the approved 2021 Environmental Resources Department Operation budget.

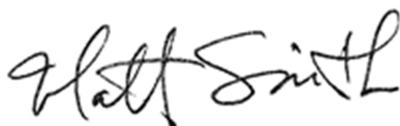
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes staff to submit a Clean Water Fund Accelerated Implementation Program grant application to the Minnesota Department of Health for the Agricultural Chemical Reduction Effort in the amount of \$50,000 and, if awarded, authorizes the Environmental Resources Department Director to execute agreements with the Minnesota Department of Health subject to approval of the grant agreements as to form by the County Attorney's Office.

County Manager's Comments:

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

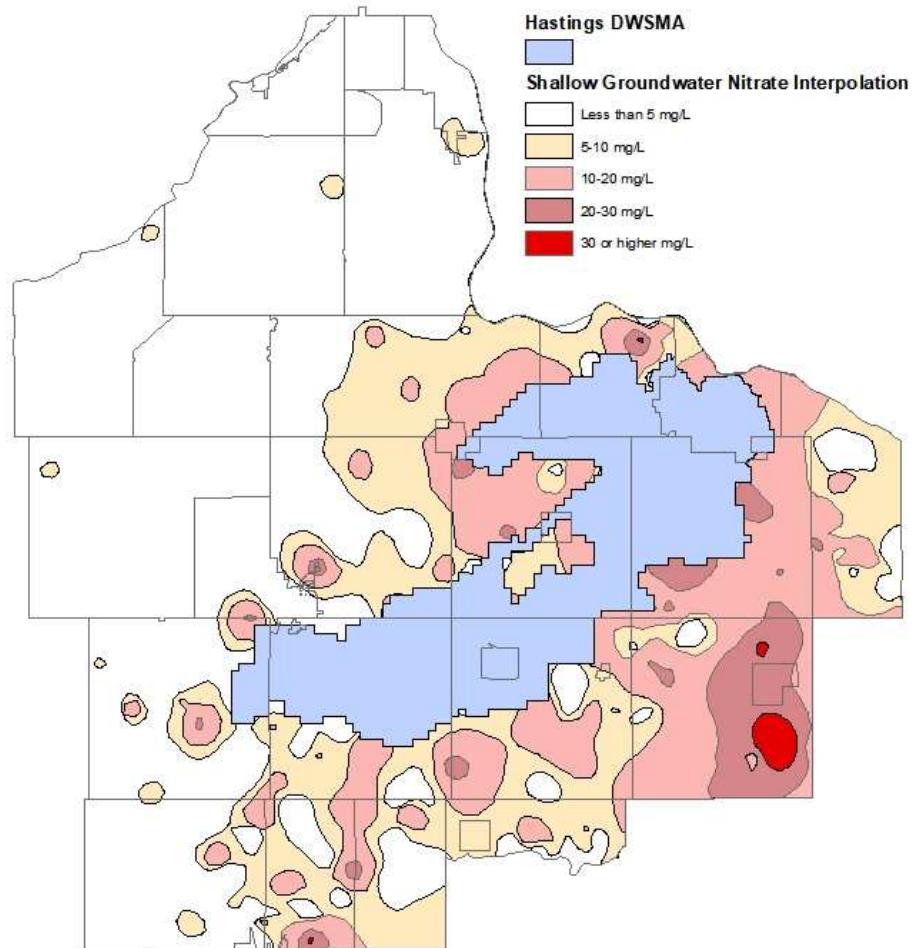
Reviewed by (if required):

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



County Manager

Hastings Drinking Water Supply Management Area (DWSMA) and Shallow Groundwater High Nitrate Areas



Addressing high nitrate levels in Dakota County groundwater is a collaborative effort between Dakota County, the Minnesota Department of Agriculture (MDA), Dakota Soil and Water Conservation District (SWCD), other state agencies, and the City of Hastings and small cities' public water suppliers. In accordance with Part 2 of the Groundwater Protection Rule adopted by MDA in 2019, MDA is focusing its efforts on the Hastings Drinking Water Supply Management Area (DWSMA), as shown in blue on the map. A DWSMA is the estimated area on the land covering groundwater that could flow to a public water supply well within 10 years.

Dakota County's Agricultural Chemical Reduction Effort (ACRE) will primarily focus on high nitrate areas outside of the Hastings DWSMA, also as shown on the map.

Dakota County and MDA are coordinating their efforts. For example, MDA is installing a monitoring well network within the Hastings DWSMA and Dakota County is installing a monitoring well network in the high-nitrate areas that fall outside of the DWSMA.

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Authorization To Execute A Joint Powers Agreement With City Of West St. Paul For Design And Construction Of A Multi-Use Trail And Sidewalk Along County State Aid Highway 73 (Oakdale Avenue)

Meeting Date: 4/13/2021
 Item Type: Consent-Action
 Division: Physical Development
 Department: Transportation
 Contact: Krebsbach, Mark
 Contact Phone: (952) 891-7102
 Prepared by: Mitteco, Gina

Fiscal/FTE Impact:
 None Other
 Current budget Amendment requested
 New FTE(s) requested
 Board Goal: A great place to live
 Public Engagement Level: N/A

PURPOSE/ACTION REQUESTED

Authorize execution of a joint powers agreement (JPA) with the City of West St. Paul for the design and construction of a multi-use trail and sidewalk along County State Aid Highway (CSAH) 73 (Oakdale Avenue).

SUMMARY

To provide a safe and efficient multi-modal transportation system, Dakota County partners with cities to construct trails and sidewalks along County highways. The City of West St. Paul was awarded \$1,785,600 in federal transportation funds in 2024 through the 2020 regional solicitation to construct a multi-use trail on the east side of Oakdale Avenue between CSAH 8 (Wentworth Avenue) and CR 4 (Butler Avenue); a sidewalk on the west side of Oakdale Avenue; and intersection improvements to provide safe crossings for pedestrians and bicyclists (Attachment A). The trail gap was identified in the Dakota County Pedestrian and Bicycle Study as a high priority because it provides a connection to the River to River Greenway and is one of the few possible north-south bicycle routes that connect through the City.

Prior to starting project development, a JPA with the City is necessary to define project responsibilities, cost-share, and ongoing operations and maintenance of the trail and sidewalk (Attachment B). The City is the lead agency for the project, with participation from County staff. The cost participation for design, right of way, and construction will be in accordance with the adopted Cost Share Policy F.1 Roadway. The County's cost-share for construction is 85 percent (\$862,240), and the City's share is 15 percent (\$152,160) after the application of \$1,785,600 of federal funds received through the regional solicitation. The Dakota County Parks Department has also identified the need to reconstruct 800 feet of existing greenway trail from Oakdale Avenue to the entrance of Thompson County Park at Sperl Street. This work will be included with the project to achieve efficiencies in project delivery. The greenway reconstruction will be entirely funded by the County Parks Department in the estimated amount of \$100,000.

City and County staff would like to advance project construction to 2023 to complete this connection sooner and coordinate construction with the roundabout at County Road 6 (Thompson Avenue) and Oakdale Avenue. The City has requested the County provide advanced funding for the Federal share of the project in accordance with County Policy F.18, County Advanced Funding for City Cost Participation (Attachment C). The City will reimburse the County as Federal funds are paid to the City starting in October 2023, with full repayment to the County anticipated by December 2024.

RECOMMENDATION

Staff recommends entering into a JPA with the City to define cost contributions for design, construction of the multi-use trail, sidewalk, intersection improvements, and greenway trail reconstruction and multi-use trail and operating responsibilities following its completion. Staff recommends approval of an administrative budget amendment to transfer \$75,000 from the 2021 trail gap set aside to CP 73-34.

EXPLANATION OF FISCAL/FTE IMPACTS

The Dakota County 2021-2025 Transportation Capital Improvement Program budget (CIP) includes an annual trail gap set aside to fill priority trail and sidewalk gaps along County highways, which has sufficient funds for the County's contribution to design in 2021. An administrative amendment will be requested to move the funding from the setaside to CP 73-34 (Attachment D). Right of way in 2022 and construction in 2023 will be programmed in future CIPs.

Supporting Documents:

- Attachment A: Project Map
- Attachment B: Joint Powers Agreement
- Attachment C: Request Letter for Advanced Funding
- Attachment D: Budget Summary

Previous Board Action(s):**RESOLUTION**

WHEREAS, to provide a safe and efficient multi-modal transportation system, Dakota County partners with cities to construct trails and sidewalks along County highways; and

WHEREAS, the City of West St. Paul (City) was awarded \$1,785,600 in federal transportation funds to construct a multi-use trail and sidewalk along CSAH 73 (Oakdale Avenue) between CSAH 8 (Wentworth Avenue) and CR 4 (Butler Avenue), and intersection improvements (CP 73-34); and

WHEREAS, the City is the lead agency for CP 73-34 with participation from County staff; and

WHEREAS, the cost participation for design, right of way, and construction will be in accordance with the adopted Cost Share Policy F.1 Roadway with the County's cost-share as 85 percent and the City's share as 15 percent after the application of federal funds; and

WHEREAS, the City has requested the County provide advanced funding for the federal share of the project in accordance with County Policy F.18, County Advanced Funding for City Cost Participation, to advance construction of CP-34 from 2024 to 2023.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a joint powers agreement with the City of West St. Paul to define costs and responsibilities in accordance with County policy for County Project 73-34, in the City of West St. Paul, subject to approval by the County Attorney's Office as to form.

County Manager's Comments:

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

Reviewed by (if required):

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



County Manager

Butler Ave. / CSAH 73


***Oakdale/CSAH 73
Pedestrian
Improvements***

- New 10 ft. Trail
- New Sidewalk
- Regional Trail

0 0.05 0.1 0.2
Miles

Dakota County Contract No. C00XXXXX

JOINT POWERS AGREEMENT
BETWEEN
THE COUNTY OF DAKOTA AND THE CITY OF West St. Paul
FOR
DAKOTA COUNTY PROJECT NO. 73-034

Design, right-of-way acquisition, construction, operation and maintenance of the Multiuse Trail and sidewalk on CSAH 73 (County Project 73-034)

SYNOPSIS Dakota County and the City of West St. Paul agree to the design, construction, operation and maintenance of a multiuse trail along County State Aid Highway 73 (Oakdale Avenue) between CSAH 8 (Wentworth Avenue) and CR 4 (Butler Avenue). This project intends to fill important trail and sidewalk gaps as well as construct intersection improvements that will improve the safety for pedestrians and bicyclists using the corridor. The project will also reconstruct a greenway trail connection to the River to River Greenway from Oakdale to Sperl Street.

THIS JOINT POWERS AGREEMENT ("Agreement") is entered into by and between the County of Dakota ("County") and the City of West St. Paul ("City") (County and City are hereinafter collectively referred to as the "Parties") and witnesses the following:

WHEREAS, under Minnesota Statutes Section 471.59, subdivision 1, two governmental units may enter into an Agreement to cooperatively exercise any power common to the contracting Parties, and one of the participating governmental units may exercise one of its powers on behalf of the other governmental units; and

WHEREAS, to provide a safe and efficient transportation system, the County and the City are partnering on development and construction of a multiuse trail on the east side of CSAH 73 (Oakdale Avenue) between CSAH 8 (Wentworth Avenue) and CR 4 (Butler Avenue); a sidewalk on the west side of CSAH 73; and reconstruction of 800 feet of a greenway trail connection from Oakdale Avenue to the entrance of Thompson County Park at Sperl Street (the "Project"); and

WHEREAS, the City has secured federal funding through the regional solicitation in the amount of \$1,785,600 which will cover a portion of the Project's construction costs; and

WHEREAS, the City shall be the lead agency for the project; and

WHEREAS, the County has, in consultation with the City, programmed the design, right-of-way acquisition and construction of the multiuse trail, sidewalk, and greenway trail reconstruction (**Exhibit A**); and

WHEREAS, the City is responsible for securing land necessary to accommodate the construction, maintenance, and operation of the Project; and

WHEREAS, this Agreement defines the roles and responsibilities of each party in regard to the design, right-of-way acquisition, construction, maintenance and operation of the Project.

NOW, THEREFORE, it is agreed that the County and the City will share Project responsibilities and jointly participate in the costs associated with the Project, and related activities as described in the following sections:

1. Engineering. Design engineering including all aspects of the Project (public involvement, agency involvement, preliminary/final design etc.), surveying, mapping, environmental documentation, construction engineering, construction management, construction inspection and all related materials testing, including the cost of County and City staff time for these purposes. shall be the City's full responsibility.
2. Construction. Cost sharing for construction includes all street, highway, trail, sidewalk, and greenway construction items; construction, replacement or restoration of

trails and sidewalks, landscaping and driveways when affected by construction; replacement or adjustment of water and storm sewer systems, if required due to reconstruction; relocating or adjusting privately owned utilities when not performed at the expense of the utility; replacement of roadway lighting, and all other construction aspects outlined in the Project plan.

3. Cost Share. The cost participation for design, right-of-way, and construction activities for the sidewalk and trail along Oakdale will be in accordance with the adopted Cost Share Policy F.1 Roadway. The County's cost share is 85% and the City's share is 15% after the application of \$1,785,600 of federal funds received through the regional solicitation. The greenway trail reconstruction from Oakdale to County Thompson Park will be funded by the Dakota County Parks Department with a construction cost estimate of \$100,000.

4. Right-of-Way. The preliminary design for the projects will determine the existing right of way, permanent and temporary highway easement and drainage and utility easements required to complete the improvements. The City will undertake all actions necessary to acquire all permanent and temporary highway right-of-way, including relocations, and will acquire all right-of-way for trail, sidewalk, greenway trail, and intersection improvements for the Project. Except as set forth below, the costs of acquiring highway right of way, including right of way for drainage inlets and outlets, shall be shared based on the County's and City's share of the final construction costs in accordance with the current Dakota County Cost Participation policies. The City shall convey to the County, at no cost, before construction of the Project begins, all necessary permanent highway and temporary easements, including the right to grade within drainage and utility easements as necessary on forms approved by the County Attorney's office, on all adjacent City-controlled real property for Project purposes. Upon completion of the Project, the ownership of the drainage and ponding easements and permanent right of way for City streets shall be owned by City. Any right of way costs for new sanitary sewer, water mains and appurtenances, and aesthetic elements outside of the right of way needed for the highway improvements shall be the responsibility of the City.

5. Construction Items. Cost sharing includes all trail, sidewalk, greenway, highway and roadway construction items, including removals; sidewalks and trails; mobilization and traffic control, temporary widening or other measures if required as part of traffic control or project staging; County furnished materials; mitigation as required by state and federal permits including accessibility requirements; replacement or restoration of fences, landscaping and driveways when affected by construction; replacement or adjustment of sanitary sewer, water and storm sewer systems, if required due to construction; relocating or adjusting privately owned utilities when not performed at the expense of the utility; water pollution best management practices, including storm sewer and other stormwater management facilities, eligible for County/City State Aid funding and based on contributing flows from the County right of way, meeting National Urban Runoff Protection (NURP) standards; modifications, replacement or adjustment of lighting if required due to construction, and all other construction aspects outlined in the plan except for elements as called out under this Agreement or County policies included in the current adopted Dakota County Transportation.

6. Aesthetic Elements. Aesthetic elements for the Project consist of decorative pavements, trail lighting excluding tunnel lighting, undergrounding of private utilities, landscaping and plantings. The County will participate up to 50 percent (50%) of the cost of aesthetic elements up to a maximum amount of three percent (3%) of the County's share (prior to application of Federal funding) of highway construction costs. Highway construction costs exclude costs for items such as right of way, storm sewer and ponding. The City shall be responsible for 50 percent (50%) of the costs of all aesthetic elements and 100 percent (100%) of the costs that exceed the County's maximum participation for aesthetic elements. The responsibility for maintenance of all aesthetic elements shall be in accordance with County policies included in the current adopted Dakota County Transportation Plan.

7. Plans, Specifications and Award of Contract. The City will prepare plans and specifications consistent with County and City design standards, State-Aid design standards and MnDOT standards and specifications. Concurrence with the plans and specifications is required prior to advertising for bids. Within 7 days of opening bids for the construction contract, the City shall submit a copy of the low bid and an abstract of all bids together with the request for concurrence by the State in the award of the

construction contract to the lowest responsible bidder. The City may award the contract for construction to the lowest responsive and responsible bidder in accordance with state law. If a bid is not awarded, this Agreement shall terminate for the specific project that is not awarded, and all costs incurred as of the date of termination shall be apportioned in accordance with the terms of this Agreement. The contract construction shall be performed in accordance with State approved plans, specifications and special provisions which are made a part hereof by reference with the same force and effect as though fully set forth herein.

8. Construction Standards. All construction, including traffic control, shall be accomplished in accordance with applicable State Aid, County and City standards, specifications, and policies to the satisfaction of the County and City. The County and City reserves the right to inspect construction materials and methods as needed.

9. City Utilities. Except as stated in the above sections of this Agreement, the City shall pay all other costs associated with city utilities impacted as part of the applicable Projects. Further, the City shall be responsible for the maintenance of all such utilities after the completion of the Project.

10. Payment. The City will administer the contract and act as the paying agent for all payments to the Contractor. Payments to the Contractor will be made as the project work progresses and when certified by the Public Works Director. Upon presentation of an itemized claim by one agency to the other, the receiving agency shall reimburse the invoicing agency for its share of the costs incurred under this Agreement upon receipt or within a maximum of 35 days from the presentation of the claim. If any portion of an itemized claim is questioned by the receiving agency, the remainder of the claim shall be promptly paid, and accompanied by a written explanation of the amounts in question. Payment of any outstanding amount will be made following good faith negotiation and documentation of actual costs incurred in carrying out the work.

The County will advance the federal portion of project costs in 2023 in the total amount of \$1,785,600 in accordance with County Policy F.18, County Advanced Funding for City Cost Participation. The City will request reimbursement of federal funds beginning in October 2023 with full repayment anticipated by December 2024. Payments to the

County shall be received no later than 35 days after federal reimbursement to the City. In the event that federal funding is not received, the City shall reimburse the County 15% (\$267,840) of the federal award according to the County's adopted Cost Share Policy.

11. Change Orders and Supplemental Agreements. Any change orders or supplemental agreements that affect any of the Projects' cost participation must be approved by the Authorized Representative of each party prior to execution of work. Both Parties shall endeavor to provide timely approval of change orders and supplemental agreements so as not to delay construction operations.

12. Amendments. Any amendments to this Agreement will be effective only after approval by each governing body and execution of a written amendment document by duly authorized officials of each body.

13. Effective Dates for Design and Construction of Project. This Agreement will be effective upon execution by duly authorized officials of each governing body and shall continue in effect until all work to be carried out in accordance with this Agreement has been completed. Absent an amendment, however, in no event will this Agreement continue in effect after January 1, 2025.

14. Final Acceptance. Final acceptance of the Projects must be approved by both parties. The City requires a maintenance bond from the Contractor for the installation of City infrastructure (street and utilities) to be installed with the Projects. The warranty period for materials and workmanship shall be two years from the date of final acceptance by the City. This requirement shall be included in the bidding documents for the Projects.

15. Storm Sewer Construction and Maintenance. The City shall be responsible for assisting with the storm sewer inspection including having an inspector on-site during storm sewer installation. The City and County entered into a Maintenance Agreement for Storm Sewer Systems dated 08/27/2013 (Dakota County Contract #C0025406) ("Maintenance Agreement") which governs maintenance, repair and replacement duties and costs shared by the County and City for stormwater sewer system located on or along County Highway right-of-way. Upon acceptance of the Projects, on-going

maintenance and repairs of storm sewer systems shall be provided in accordance with the current County and City Maintenance Agreement. The County will participate in replacement or repair of storm sewer systems constructed by these Projects in accordance with County policies included in the current adopted Dakota County Transportation Plan.

16. Sidewalks and Trails. Upon acceptance of the Project, maintenance of sidewalk and trails shall be provided in accordance with current County policy F. 8 Multi-Use Trails and Sidewalk Maintenance. The County shall be responsible for pavement preservation, overlay or reconstruction of trails and sidewalks along the county highway system. The city is responsible for snow and ice removal.

17. Rules and Regulations. The County and the City shall abide by Minnesota Department of Transportation and standard specifications, rules, and contract administration procedures as applicable.

18. Indemnification. The County agrees to defend, indemnify, and hold harmless the City against any and all claims, liability, loss, damage, or expense arising under the provisions of this Agreement and caused by or resulting from negligent acts or omissions of the County and/or those of County employees or agents. The City agrees to defend, indemnify, and hold harmless the County against any and all claims, liability, loss, damage, or expense arising under the provisions of this Agreement and caused by or resulting from negligent acts or omissions of the City and/or those of City employees or agents. Both Parties to this Agreement recognize that liability for any claims arising under this agreement are subject to the provisions of the Minnesota Municipal Tort Claims Law; Minnesota Statutes, Chapter 466.

In the event of any claims or actions filed against either party, nothing in this Agreement shall be construed to allow a claimant to obtain separate judgments or separate liability caps from the individual Parties. In order to insure a unified defense against any third-party liability claim arising from the construction or maintenance of the Project, the Parties agree to require any contractors or subcontractors hired to do any of the work contemplated by this Agreement to maintain commercial general liability insurance in amounts consistent with minimum limits of coverage established under Minnesota

Statutes §466.04 during the term of such activity. All such insurance policies shall name County and City as additional insureds.

19. Employees of Parties. Any and all persons engaged in the work to be performed by the County shall not be considered employees of the City for any purpose, including Worker's Compensation, or any and all claims that may or might arise out of said employment context on behalf of said employees while so engaged. Any and all claims made by any third party as a consequence of any act or omission on the part of said County employees while so engaged on any of the work contemplated herein shall not be the obligation or responsibility of the City. The opposite situation shall also apply: the County shall not be responsible under the Worker's Compensation Act for any employees of the City and any and all claims made by any third party as a consequence of any act or omission on the part of said City employees while so engaged on any of the work contemplated herein shall not be the obligation or responsibility of the County.

20. Audit. Pursuant to Minnesota Statutes Section 16C.05, Subd. 5, any books, records, documents, and accounting procedures and practices of the County and the City relevant to the Agreement are subject to examination by the County and the City and either the Legislative Auditor or the State Auditor as appropriate. The County and the City agree to maintain these records for a period of six years from the date of performance of all services covered under this Agreement.

21. Integration and Continuing Effect. The entire and integrated agreement of the Parties contained in this Agreement shall supersede all prior negotiations, representations or agreements between the County and the City regarding the Project, whether written or oral. All agreements for future maintenance or cost responsibilities shall survive and continue in full force and effect after completion of the construction provided for in this Agreement together with each parties indemnification obligations.

22. Authorized Representatives. The authorized representatives for the purpose of the administration of this Agreement are:

Mark Krebsbach (or successor)
Dakota County Transportation
Director/County Engineer

Ross Beckwith (or successor)
Public Works & Parks Director
City Engineer

14955 Galaxie Avenue
Apple Valley, MN. 55124
(952) 891-7102

City of West St. Paul
1616 Humboldt Avenue
West St. Paul, MN 55118
(651) 552-4130

The Authorized Representative shall obtain authorization to implement or administer any provision of this Agreement from his or her respective governing body as required by the governing body's policies and procedures. The parties shall promptly provide notice to each other when an Authorized Representative's successor is appointed. The Authorized Representative's successor shall thereafter be the Authorized Representative for purposes of this Agreement.

All notices or communications required or permitted by this Agreement shall either be hand delivered or mailed by certified mail, return receipt requested, to the above addresses. Either party may change its address by written notice to the other party. Mailed notice shall be deemed completed two business days after the date of mailing.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS THEREOF, the Parties have caused this Joint Powers Agreement to be executed by their duly authorized officials.

CITY OF West St. Paul

RECOMMENDED FOR APPROVAL:

Ross Beckwith, Public Works Director

Date _____

APPROVED AS TO FORM:

City Attorney/Date

By _____
Dave Napier, Mayor

Date _____

Attest: _____
Shirley Buecksler, Clerk

Date _____

DRF

COUNTY OF DAKOTA

RECOMMENDED FOR APPROVAL:

Mark Krebsbach, Transportation Director

By _____
Steve Mielke,
Physical Development Director

Date _____

Date _____

APPROVED AS TO FORM:

County Attorney

Date:

File #:

Contract No. _____

Dakota County Board
Resolution No. _____

DKB

EXHIBIT A





1616 Humboldt Avenue
West St. Paul, MN 55118

651-552-4100
www.wspmn.gov

March 31, 2021

Mr. Mark Krebsbach
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

Re: Request for Advance Funding on County Project (CP) 73-034 (City Project 23-2)

Dear Mr. Krebsbach:

The City of West St. Paul requests that Dakota County advance fund the federal share of the project costs for County Project 73-034 (City Project 23-2) which is the construction of a trail and sidewalk on Oakdale Avenue from Wentworth Avenue (CSAH 8) to Butler Avenue (CR 4).

The City of West St. Paul (with support from Dakota County) was successful in receiving a \$1,785,600 Metropolitan Council Regional Solicitation Grant eligible for construction costs in program year 2024. However, since this trail gap is #3 in Dakota County and is a high priority for the City, constructing it in 2023 would be beneficial to all. Dakota County also has a roundabout project scheduled for 2023 construction at the Thompson/Oakdale intersection. The trail project runs directly through this intersection, so to minimize local disruption to one year it makes sense to complete both projects in 2023.

Since the trail project is not eligible for federal funding reimbursement until program year 2024, the City is requesting that the County advance fund the federal share of \$1,785,600 to get the project constructed in 2023. The City will apply for grant reimbursement as soon as federally eligible and expects the full grant amount to be received by the end of 2024. Without advanced funding by the County, the City will not be able to cover the federal share and this project will move to 2024 construction. The City is not requesting advanced funding of our share of the project costs, only the federal grant amount.

Thank you for your consideration in this request. Please contact me at 651-552-4130 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "RAB".

Ross A. Beckwith, P.E.
City Engineer/ Public Work & Parks Director

Project 73-034

Year	Expense Budget			Funding Sources Budget						Total Revised Project Funding
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	
Prior to 2021	-	-	-	-	-	-	-	-	-	-
2021 Plan	-	75,000	75,000	-	75,000	75,000	-	-	-	75,000
2022 Plan	-		-	-	-	-	-	-	-	-
2023 Plan	-		-	-	-	-	-	-	-	-
2024 Plan	-		-	-	-	-	-	-	-	-
2025 Plan	-		-	-	-	-	-	-	-	-
<i>Current CIP Total</i>	-	75,000	75,000	-	75,000	75,000	-	-	-	75,000
Costs Beyond Current CIP	-		-	-	-	-	-	-	-	-
Total	-	75,000	75,000	-	75,000	75,000	-	-	-	75,000

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Update On Draft 2040 Transportation Plan, Comprehensive Plan Amendment Public Review And Authorization To Submit Amendment To Metropolitan Council

Meeting Date: 4/13/2021
 Item Type: Regular-Action
 Division: Physical Development
 Department: Transportation
 Contact: Krebsbach, Mark
 Contact Phone: (952) 891-7102
 Prepared by: Peters, Scott

Fiscal/FTE Impact:
 None Other
 Current budget Amendment requested
 New FTE(s) requested
 Board Goal: A great place to live
 Public Engagement Level: Level 3 - Involve

PURPOSE/ACTION REQUESTED

Receive an update on the draft Dakota County 2040 Transportation Plan (Plan) and amendment of the Dakota County, Minnesota Comprehensive Plan (DC2040) Transportation Chapter (Amendment) public review and Authorize Amendment submittal to the Metropolitan Council for approval consideration.

SUMMARY

To promote a safe and efficient transportation system throughout the county and region, staff has updated the Dakota County 2030 Transportation Plan adopted by Resolution 12-327 (June 19, 2012). The updated Plan considers city 2040 comprehensive plans and builds on implementing DC2040 with specific transportation-related principles, strategies, policies, revenues, and investment needs. The Plan guides the future transportation system by identifying needs and implementation direction, and priorities. The County Board provided direction on the Plan update at its workshops on July 9, 2019, January 14, 2020, and July 14, 2020, addressing agency and public engagement findings and draft Plan revisions. The draft Plan is at <https://www.co.dakota.mn.us/Transportation/PlanningPrograms/2040TransportationPlan/Documents/DraftPlan.pdf>

The update of the Plan requires the Amendment to DC2040, to maintain consistency between the two plans. The draft Amendment is at <https://www.co.dakota.mn.us/Government/Planning/CompPlan/Pages/default.aspx>. The County Board authorized release of the Plan and Amendment for 60-day review and comment, submittal of the Amendment to the Metropolitan Council for conformance review, and scheduled a public hearing for the Amendment on January 19, 2021, per Minn. Stat. § 462.355 by Resolution 20-524 (October 20, 2020).

Staff has developed a complete public and agency comments document with staff responses that will be included in the final Plan appendix section (Attachment A). Common comments focused upon Plan organization, policy clarification, map revisions, funding clarification, transit, and Plan guidelines. Following discussion at the February 9, 2021, Physical Development Committee of the Whole Meeting, staff updated transitway needs to reflect later timelines for some projects due to COVID-19 impacts and included a footnote about pending legislative changes for transitway operations funding. Staff developed a summary of Plan revisions resulting from public comment or internal staff review (Attachment B). Plan Document revisions focused upon enhanced text revisions, additional text with greater detail, clarification of policies, and map revisions. All revisions were technical and not substantive. The Plan's Appendix A contains a summary of up-to-date policy text, policy text revisions, and a conversion chart showing comparison from the last Plan (Attachment C). Staff documented revisions to the DC2040 Amendment that were made for consistency with the Plan (Attachment D). This included document text and map revisions to match Plan revisions. Staff received only three minor comments specific to the Amendment. Revisions were technical and not substantive. The County Planning Commission also reviewed and discussed the comments received and resulting revisions. The County Planning Commission approved forwarding the Comprehensive Plan Amendment to the Board of Commissioners for approval consideration to submit to the Metropolitan Council.

Next Steps

Staff will forward the Amendment to the Metropolitan Council for final review and approval consideration following Board of Commissioners authorization. The Metropolitan Council review process is anticipated to be two months. Staff will provide the final Plan document to the Board of Commissioners prior to consideration of Plan adoption anticipated in June 2021 (Attachment E).

RECOMMENDATION

Staff recommends authorization to submit the Amendment to the Metropolitan Council for final review and approval.

EXPLANATION OF FISCAL/FTE IMPACTS

None.

Supporting Documents:

- Attachment A: Transportation Plan Comments and Responses
- Attachment B: Transportation Plan Technical Revisions Summary
- Attachment C: Transportation Plan Appendix A – Plan Policies
- Attachment D: Comprehensive Plan Amendment Revisions
- Attachment E: Next Steps – 2021 Updated Schedule

Previous Board Action(s):

- 12-327; 6/19/12
- 19-578; 6/18/19
- 20-524; 10/20/20

RESOLUTION

WHEREAS, the Dakota County Board of Commissioners directed staff to prepare the Dakota County 2040 Transportation Plan (Plan) to guide the development of the County's transportation network by identifying future investment needs, implementation direction, and priorities; and

WHEREAS, through Physical Development Committee of the Whole review, County Board Workshops and agency, and public engagement, staff has prepared a draft Plan; and

WHEREAS, the Plan identifies the County's transportation goals, policies, and strategies for a transportation system that safely and efficiently moves people and goods; and

WHEREAS, the update of the Plan necessitates parallel changes to and a minor amendment of the Dakota County Comprehensive Plan, DC2040 (Amendment); and

WHEREAS, the Dakota County Board of Commissioners held a public hearing on the DC2040 Amendment on January 19, 2021, as required under Minn. Stat. § 462.355; and

WHEREAS, staff has evaluated all public comments and has addressed and revised Plan and Amendment text accordingly; and

WHEREAS, staff requests that the Dakota County Board of Commissioners authorize staff to submit the Amendment to the Metropolitan Council for final review and approval.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes staff to submit the draft Dakota County, Minnesota Comprehensive Plan (DC2040) Transportation Amendments to the Metropolitan Council for final review and approval.

County Manager's Comments:

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

Reviewed by (if required):

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



County Manager

Transportation Plan Comments & Responses

October 20 to December 21, 2020

Chapter 1: Executive Summary

Comment: Executive Summary after Appendix: Recommend moving the executive summary to the beginning of the document. The graphic nature of the executive summary section makes it easy to read and understand the gist of the document without getting into the details.

Response: The Executive Summary is located at the beginning of the document as Chapter 1 and will remain in that location.

Comment: Page 1-3, Overview of Significant Transportation Plan Revisions: This section is difficult to follow and might be easier if there was a graphic that showed the significant changes. Perhaps a comparison graphic of the previous compared to the proposed.

Response: County staff will take this comment under consideration prior to final document development.

Comment: Page 1-5, Plan Goals: Multi-modal transportation goals appear to be missing from the overall Plan Goals and it is recommended that an additional goal be added to address multi-modal transportation needs.

Response: Page 1-3 states that the integration of transportation modes (multi-modal, pedestrian, bicycle) has been removed from the transit goal and is now included in all other Plan goals. In place of identifying this as a specific goal, it is now considered integrated in all the County's transportation planning activities.

Comment: Page 1-6; Goal 1, Paragraph 2: Using the phrase "extremely limited resources: does not seem to fit when it is noted that the County's revenue over the 20 years timeframe is anticipated to be \$1.28B. It seems as if the concern is that there is less revenue projected than is needed.

Response: Page 1-6 also states that the County has determined to over \$1.65 billion will be required to meet the county transportation system needs over the 20-year plan period. County staff will consider revision of the description.

Chapter 2: Introduction and Background

Comment: Page 2-11, Fiber and Signal Equipment Upgrade Projects: Will Dakota County be allowing Small Cell Wireless on County facilities or within County right-of-way?

Response: The manner that Dakota County will address small cell is addressed by Dakota County Ordinance Number 126 Management of the Public Right-of-Way which was updated in 2017 in part to address these right-of-way users.

Comment: Page 2-21 Figure 7: Is the purpose of this figure to note that not enough regional investment is being made in Dakota County?

Response: The purpose is to show the proposed regional highway investments per the Met Council 2040 Transportation Policy Plan.

Comment: Page 2-24; Top Concerns: It is suggested that multi-modal plans be added to the list or to replace trails.

Response: This will be added to the list.

Comment: Page 2-24 through 2-26; Accomplishments: Converting this list to a graphic would be more impactful and easier to comprehend.

Response: Graphics of individual project locations are identified in the County's Capital Improvement Program.

Comment: Anecdotally, I've heard that regular route bus ridership is at about 90% of pre-Covid levels, though commuter bus ridership is still way down. Statement that transit ridership dropped 90% and has been slow to recover may be misleading (certainly would be in St. Paul, where most ridership is on local routes). Consider consulting with Metro Transit to improve the accuracy of this statement about Covid impacts on transit. (p.2-22)

Response: As of early 2021, the pandemic resulted in 90 percent decline in express service boardings and 60 percent decrease in local bus and light rail boardings throughout the region with a slow and uneven recovery. The text will be updated to reflect the most recent trends.

Comment: Future traffic projections on Biscayne Avenue (Figure 6) have increased substantially from the 2030 projections. Please provide the reasoning behind this increase. In addition, traffic on Biscayne has been impacted by the construction on adjacent and parallel roadways, including TH 3, over much of the last 3 years, resulting in an increase in current traffic. Was the temporary increase taken into consideration as part of the modeling?

Response: The Dakota County Travel Demand Model uses city and township land uses as identified in jurisdiction comprehensive plans. The 2030 model did not consider future Umore development as the 2040 model now does. The model also uses the build scenario improvements as identified through local and county plans to identify potential highway improvements and expansion by 2040. The Rosemount/Empire/Umore Area Transportation System Study, of 2010, recommends Biscayne Avenue as a future county highway to align with the Akron Avenue alignment. Future traffic projections are based upon future development, including within the city of Rosemount, and future roadway expansion in the corridor and surrounding area. Impacts of construction duration was not considered in the model.

Chapter 3: Transportation Plan Principles

Comment: p.3-10, consider revision of PP.15 to reference the Division's Environmental Due Diligence Process. Suggest the following, "Follow the approved Dakota County Physical Development Division Environmental Due Diligence Process, investigate and clean up contamination in accordance with Minnesota Pollution Control Agency guidance when encountered, complete Regulated Building Material Surveys on buildings that are to be demolished, and adhere to best management practices on all projects."

Response: Text for PP.15 will be revised accordingly.

Comment: p.3-10, please incorporate the following from the County's Solid Waste Master Plan, "Expand the use of compost (yard waste and food waste-derived) in the Minnesota Department of

Transportation's (MnDOT) and in local government transportation infrastructure projects. Use MnDOT specifications for compost use as appropriate in roadside construction and landscaping projects."

Response: Text for PP.17 will be revised to include the above statement.

Comment: Page 3-1; Sustainability: The language used to describe sustainability as "living comfortably" seems to imply that we do not need to push boundaries to meet sustainability goals so that we do not burden future generations.

Response: The language used is verbatim from the County's Comprehensive Plan which has been approved by the Metropolitan Council.

Comment: Page 3-7; Speed Limits: Is Dakota County open to developing a county-wide approach to speed limits? Many cities are struggling with how to respond to the recent legislation allowing municipalities to set their own speed limits.

Response: County Highways were excluded from legislative changes to how cities may set speed limits. The County will continue to follow State law as it pertains to establishment of speed limits for County Highways.

Chapter 4: Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System

Comment: Page 4-13; Transportation Sales and Use Tax CIP: Please provide details as to how the City share is determined, as well as the federal and state share.

Response: The City share is as specified in the adopted CIP based on cost shares in accordance with applicable County policies for these projects.

Comment: Page 4-18; Development Driven Investments: What kind of improvements are contemplated? There may be legal implications to requiring developers to pay for improvements, lawsuit Woodbury v. Harstad.

Response: The strategy encourages cities to pursue local and/or private investments in the transportation system to address transportation needs necessitated by development. The strategy does not identify that developers are required to pay for improvements.

Comment: Page 4-18 through 4-23; Cost Participation: Please provide notes as to what has changed since the policy was updated a couple of years ago.

Response: Text will be included on page 4-18 to address this. "Plan Policy Revisions are identified in Appendix A, pages A-14 through A-31."

Chapter 5: Goal 2: Preservation of the Existing System

Comment: Page 5-10; Pedestrian and Bicycle Facilities: The City of Burnsville appreciates the change that has the County funding 100% of trail pavement maintenance.

Response: Noted. The costs include surface sealing, patching and replacement.

Comment: Page 5-13; Roadside Aesthetics: It is suggested that the County reconsider their approach to roadside aesthetics and work with cities to develop a plan or policy to address a cost share approach.

Response: The County does not have resources to meet the base transportation system needs over the Plan period. The County will consider participation as part of larger corridor improvements rather than stand-alone or smaller, spot location oriented, preservation and management projects.

Comment: Page 5-14; County Highway Sweeping: It is recommended that the County consider fall sweeping as well. Keeping leaves out of water bodies can be just as important as sand.

Response: Language has been added to the County Highway Sweeping Policy regarding fall sweeping.

Comment: Page 5-14; Mowing Policy: It should be noted that cities are allowed to mow county right-of-ways more frequently. Burnsville does this on CR-11 and McAndrews.

Response: Language has been added to allow for supplemental mowing by cities.

Chapter 6: Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity

Comment: Missing information under sub-bullet on page 6-41.

Response: The information for the sub-bullet will be entered.

Comment: Anything that can be done to increase the availability of, safety of and use of cycling lanes, trails, etc., is critical. Please do whatever you can to do so! Thanks!

Response: The 2040 Transportation Plan provides more guidance and emphasis on bicycle and pedestrian mobility and safety when compared to the previous Plan. The Management chapter incorporates findings from the County's 2017 Bicycle and Pedestrian Study, which identified and prioritized gaps in bicycling and pedestrian infrastructure on county highways. The Plan also identified funding needs to fill significant trail and sidewalk gaps, construct grade-separated greenway crossings of county highways, and at-grade crossing improvements. One of the most significant changes was the revision to the County Cost Participation Policy for trails and sidewalks along county highways. The revised policy reduces the share of city costs for trail gaps and eliminates any city costs for trail surface maintenance. These changes should accelerate the pace of trail construction and resurfacing by minimizing financial barriers for city partners.

Comment: On Figure 22, Potential County and State Highway Jurisdictional Changes, it appears the proposed jurisdictional transfer of TH 61 is to local. We are hoping that the limit of any transfer would be from the State to the County.

Response: The map legend will be revised to "State to County or Local".

Comment: p.6-2, Should include discussion on rural/urban differences in functional classification as a majority of Dakota County is still considered rural today by MnDOT and FHWA. Unless this discussion is found elsewhere.

Response: The functional classification definitions are consistent with the Metropolitan Council 2040 Transportation Policy Plan-Appendix D definitions.

Comment: p.6-3, Add discussion on major/minor collectors? While similar, they do function differently.

Response: The functional classification definitions are consistent with the Metropolitan Council 2040 Transportation Policy Plan-Appendix D definitions.

Comment: Figure 25 does not show the roundabout located at TH 3 and 170th Street. This roundabout was completed in September, 2020.

Response: This roundabout location will be added to the map.

Comment: In 2019, a box culvert was constructed under TH 3, about ½ mile south of CSAH 46. The original purpose of this culvert was to allow a conveyor from the nearby aggregate facility to cross the highway. However, this culvert was specifically designed to meet the specifications for a pedestrian underpass. The conveyor will be removed in the relatively near future, and the adjacent area will begin to develop as the mining operations cease. We believe this underpass should be identified in Figure 30. Identifying the crossing at this time allows for planning and identification of future regional trail systems.

Response: This location will be added to the map.

Comment: Page 6-10; Table 5: Have there been any changes to the access guidelines or is this table consistent with past practice?

Response: The table is consistent with the past Transportation Plan. No changes have been made.

Comment: Page 6-11; Figure 16; If access closures are being contemplated in the areas highlighted, the City has concerns with development and redevelopment potential, particularly in our Burnsville Center Village area.

Response: Half-mile full access spacing is identified for divided highways with projected 2040 average daily traffic over 35,000. Spacing full access on roadways with high volume highways at half-mile intervals increases the average travel speed on the corridor and reduces delays and crashes. Quarter-mile partial movement intersections are allowed with eighth-mile right-in/right-out access permitted if the county determines the access improves the overall safety and/or efficiency of the transportation system. CSAH 42 is also designated as a principal arterial highway within the regional system. The emphasis of principal arterials is on moving large volumes of traffic over long distances rather than providing direct access to land. Currently, Dakota County is working with the cities of Burnsville, Apple Valley and Rosemount to prepare a long-term vision for CSAH 42. The County Highway 42 Visioning Study will provide greater detail to provide a 20-year guidance for managing CSAH 42 in the future for efficient and safe travel.

Comment: Page 6-12; Vehicle Size and Weight Management: Does Dakota County enforce vehicle size and weight restrictions? If so, who does the enforcement?

Response: Dakota County has a Commercial Vehicle Inspector position under the Sheriff's Office that enforces laws and rules relating to the size and weight of commercial vehicles, driver qualification, hours of service, and vehicle inspections.

Comment: Page 6-15; Figure 17: Does Dakota County want to show city streets that are 10-ton design? Burnsville has some 10-ton roadways.

Response: The figure will show the county system only. The title will be revised appropriately.

Comment: Page 6-23; Figure 22: This figure identifies CSAH 42 as a potential jurisdictional change from County to State. As was noted in the City's comment letter for the 2030 Transportation Plan, the City of Burnsville does not support any proposed jurisdictional changes to CSAH 42. This roadway is vital to the commercial core of Burnsville and we do not believe this roadway and its maintenance would be viewed as a priority by the State, thus negatively impacting the City and local businesses. Additionally, the City does not support the jurisdictional change of CSAH 32 between TH 13 and I-35E for the same reasons.

Response: The identified recommendations depicted in Figure 22 are considered preliminary and are subject to discussion with MnDOT prior to approval. All county highways with a functional classification of principal arterial are identified as potential jurisdictional transfer candidates to MnDOT. This is based on the regional planning concept that principal arterials should be under MnDOT jurisdiction.

Recommendations depicted in Figure 22 are highly unlikely within the Plan period (by 2040) and require additional analysis before consideration. The city's concerns are noted.

Comment: Page 6-24; Frontage Road Management: More information is needed regarding the potential frontage road management transfers as listed in Table 6.

Response: The table is an inventory of frontage roads adjacent to county highways that may be more practical for the county to manage and maintain than the local jurisdiction. County staff will engage and work with local jurisdictions prior to any jurisdictional transfer discussions.

Comment: Page 6-24; Jurisdictional Classification: More information is needed regarding changes and transfers.

Response: Figures 20 identifies the locations of potential jurisdictional transfers and agencies involved. Figure 21 identifies the priority and time frame for potential jurisdictional transfers. County staff will engage and work with local jurisdictions prior to any jurisdictional transfer discussions.

Comment: Page 6-31; Traffic Control Signals – City Assistance: Does the City need access to the ATMS? Is this planned to provide access?

Response: The system is currently used by Transportation Staff to manage the system and signal timing. The County will discuss potential access with cities in future. This would require a change not addressed by this Transportation Plan, but in the County's "Transportation Technology Resources Procedures".

Comment: Page 6-35; Plat Needs Map and Right-of-Way – Long Term Needs: The City is interested in participating in development of this map.

Response: The existing Plat Needs Map will be updated in 2021 (after adoption of this Plan). The city (and all local jurisdictions) will be asked to participate in responding to identified revisions.

Comment: Page 6-38; Figure 26: The map should be updated to include the completed trail through Cam Ram/Kelleher Park; newly constructed Lake Marion Trail segments; connection of Kelleher Trail to City of Savage; and new bike lanes.

Response: The map will be revised to show this.

Comment: Page 6-39; Figure 27: The map should note that the trail segment on the north side of CSAH 32 between TH-13 and the Eagan border will be constructed in 2021. All of the Burnsville gaps are

noted as low or medium priority; should any of these gaps be re-evaluated and changed to a high priority, particularly on CSAH 42?

Response: The maps reflect what is existing as of 2020 when the Draft Plan was completed. The County will regularly update map data in coordination with cities and provide that information in advance of discussions about Capital Improvement Plan (CIP) priorities. The trail gap priorities were evaluated as part of the 2017 County Bicycle and Pedestrian Study based on factors that are indicators of bicycle and pedestrian demand. There is not currently a schedule for updating that prioritization score. The County acknowledges that local interest and feasibility are two elements that were not accounted for in that analysis. Therefore, the map will be changed to refer to these as high, medium and low scores rather than priorities. This acknowledges that local interest will be a strong determinant of implementation priority.

Comment: Page 6-43, Figure 29: Burnsville is interested in Dakota County working toward constructing the trail gaps in Burnsville; how do these projects get added to the County's CIP?

Response: The County will work with cities at the annual CIP meeting to discuss local interest in trail gap implementation priorities and program projects for implementation.

Comment: Page 6-46: Figure 30: The graphic shows proposed grade separated crossings on the western Burnsville border crossing TH-13 and another crossing south of TH-13. More information is requested regarding the plan for these proposed crossings. Additional red dots should be added on Nicollet crossing TH-13 and on CSAH 42 near Burnsville Center. There is also an existing crossing of TH-13 on CR-5.

Response: The proposed grade separated crossings on the western Burnsville border reflect crossings identified in County greenway master plans. The crossing of TH 13 in the vicinity of Chowen Avenue is a proposed long-term crossing for the Minnesota River Greenway that likely won't develop until there is trail access to the Minnesota River north of TH 13. This location is not exact and will co-locate with any planned future interchanges of TH 13 in the area. The location south of TH 13 is a proposed crossing for the Lake Marion Greenway at Williams Drive. This is identified in the master plan as a potential location for a grade separation if the CP rail bridge under Williams Drive is made available for trail use in the future. The map will be revised to show the additional crossings the City has identified.

Chapter 7: Goal 4: Replacement and Modernization of Deficient Elements of the System

Comment: Page 7-11 through 7-14; Three Lane Road Sections: Is there a timeframe for converting CR-11 north of Burnsville Parkway? What will the impacts of this conversion be on the capacity of CR-11, as Figure 5 shows it as overcapacity?

Response: Figure 5 will be revised to remove this highway section from the map. The timeline for conversion to three-lane section will be determined through annual CIP discussions with the City.

Chapter 8: Goal 5: Transit and Transitways

Comment: Figure 41 should be updated to include Lakeville in Metro Transit service area.

Response: Revision will be made.

Comment: Page 8-9; Figure 38: Are the routes listed as MVTA Express actual routes? Figure 41 on page 8-14 lists these same routes as local.

Response: Both local and express service use many of the same higher volume roadways in the County and also serve the same stations. This leads to some overlapping of routes which may make the two maps look similar, but they are both accurate.

Comment: Scott County will be completing a Countywide Transit Plan by the end of the first quarter of 2021. One recommendation being developed into the plan is to work with partners to implement service along CSAH 42 corridor between Scott County and Dakota County. At the regional policy level, the plan calls for working with partners to establish a long-term BRT Corridor Vision on CSAH 42.

Response: Dakota County acknowledges that the CSAH 42 corridor has been recommended for improved service by the Dakota County Regional Chamber of Commerce study and Scott County's proposed transit plan. The Dakota County East-West Transit Study, completed in 2017, identified CSAH 42 between TH 13 and Dakota County Technical College as one of five east-west corridors in Dakota County to be considered for improved transit service. The Transportation Plan text will be updated to reflect the transit needs identified along this corridor by Dakota County, local partners and the public. The Transportation Plan also identifies potential roles for the County in working with transit partners, stakeholders, cities and adjacent counties to improve transit service for residents and businesses.

Transit service types and levels of service are ultimately determined by transit service providers.

Comment: Would be nice to have bus transportation to Lakeville & Apple Valley for those of us who do not drive. Sooner than 2 yrs.

Response: Dakota County recognizes the challenges of accessing jobs, daily needs and services for residents who do not drive. Dakota County is not a transit service provider and therefore cannot make decisions about where to provide transit. The Transportation Plan identifies other roles for the County in working with transit providers to improve transit service in the County. One such role is assisting residents in need of transit and transportation services by providing information about available options and training on how to use those options through the GoDakota program at:

<https://www.co.dakota.mn.us/Transportation/GettingAround/Pages/default.aspx>.

Comment: We need to have a bus service around all areas of Hastings everyday and bus service to Cottage Grove or Apple Valley to be able to get to downtown Minneapolis and St. Paul

Response: The Dakota County Eastern Transit Study evaluated transit service options for Hastings. The most promising option was for local service within the city. Service to other communities did not look feasible due to long travel distances and low travel volumes to any single place.

Comment: I note that, once again, Hastings is left without any discernible public transportation. Disappointing.

Response: The Dakota County Eastern Transit Study evaluated transit service options for Hastings. The most promising option was for local service within the city. Service to other communities did not look feasible due to long travel distances and low travel volumes to any single place.

Chapter 9: Goal 6: Expansion of Transportation Corridors

Comment: The text on p.9-9 identifying the limits of the new highway alignment on Jacob Avenue does not match the map for future alignments.

Response: The text will be revised in the final document to state the limits are between TH 55 and CSAH 47.

Comment: Page 9-5; County Highways that Exceed 6-Lane Capacity: The text indicates that CSAH 42 from CSAH 5 to I-35E in Burnsville is the only County Highway that will likely exceed 110% of six-lane divided highway capacity by 2040. Why is this not shown on Figure 44?

Response: The text on page 9-5 will be revised to indicate that the highway segment described is near capacity and not over capacity by 2040.

Comment: Page 9-16, 9-17 and Figure 48: The list of projects on Page 9-16 and the description on Page 9-17 indicates priority projects on TH-13 from county line to CR-5, but Figure 48 shows the priority project extending to I-35W. The City requests changing the language to extend to Nicollet Avenue and adding a priority Trunk Highway intersection symbol to TH-13 and Nicollet. This correlates with the entire TH-13 Corridor Study limits in Dakota County.

Response: The map will be revised to reflect the TH 13 east corridor study limits to Nicollet Avenue. This potential change can be addressed with changes to the Transportation Sales and Use Tax Program that will be discussed with the County Board prior to development of the 2022-2026 CIP.

Comment: Page 9-17: With the potential turnback of portion of TH-13 to Dakota County, how likely is it that the limits of the turnback will extend into Burnsville?

Response: The regional planning concept that principal arterial highways should be under MnDOT jurisdiction also allows for minor arterial highways under MnDOT jurisdiction to be considered for jurisdictional transfer. TH 13 north of CSAH 32 is identified as a potential state to county turnback as shown on Figure 22. As previously identified, jurisdictional transfer is highly unlikely during the Plan period (by 2040).

Comment: Figure 47 – shows locations with recent interchange projects and locations for future interchanges. Should 42/23 and 46/23 also be shown as future interchanges? Showing these as future interchanges aligns better with our direction for 42.

Response: Figure 47 shows the MnDOT and County Highway intersection and interchange locations. Text on page 9-12 describes Dakota County highway intersections and states, “The CSAH 23 and CSAH 42 intersection and the CSAH 23 and CSAH 46 intersection are likely to have the need for interchanges in the future based on 2040 projected traffic volumes in excess of 75,000 vehicles per day.” Intersections approaching and exceeding capacity are shown in Table 12 and Figure 46. Staff will evaluate the differences between the descriptions and figures to further clarify.

Comment: For the CSAH 42 and TH 3 intersection. Is there any backup documentation of the noted partnership with MnDOT and Rosemount around train exposure issues?

Response: Staff is not aware of any partnership documentation.

Chapter 10: Implementation

No comments received.

Appendices

Comment: Page A-4; Item F.2 Cost Participation-Aesthetic: Consider extending cost participation for aesthetics to pedestrian, bike, and other multi-modal improvements.

Response: The County does not have the resources to meet the base transportation system needs over the Plan period. The County will consider participation as part of larger corridor improvements rather than stand-alone or small, spot location oriented, preservation and management projects. A City can consider aesthetics for these types of projects or stand-alone at City cost through permit.

Comment: Page A-10; Items M.5 and M.6 Jurisdictional Classifications: Please strongly consider how to ensure City involvement and City Council approval can be included in the process.

Response: M.6 identifies, "...coordination with local governments to execute agreements prior to official revocation of the highway by County Board resolution." The County Board will not approve official revocation of a highway to a local agency without coordination with and approval from said agency.

Comment: Page A-11; item M.12 Contiguous Plat Ordinance: Please provide a copy of the map to the City.

Response: County staff will do this. The map is also available on the County's website.

Comment: Page A-13; Item E.3: Please include the City in this process of identifying areas within the City and provide a copy of the final map to the City.

Response: As previously stated the county will notify the city to participate in update of the Plat Needs Map.

Comment: Page A-16 through A-23: Confirm that these are the exact same changes that are already in place with the latest version of the Cost Sharing Policy.

Response: County staff will confirm this.

Comment: A-27; M.7: Is it the County's intent to provide Cities with access to the ATMS system?

Response: The system is currently used by Transportation Staff to manage the system and signal timing. The County will discuss potential access with cities in future. This would require a change not addressed by this Transportation Plan, but in the County's "Transportation Technology Resources Procedures".

Overall, General and Miscellaneous Comments

Comment: Hi, we are experiencing a very frequent Internet Provider (IP) outage to the Hastings, Minnesota Veterans Home where I reside. This is lengthening my communication response time considerably. I ask that you please be patient under these circumstances. A 6 mile walk to the public library necessary for Internet access takes me a while and under COVID-19 restrictions I am allowed 1 hour of computer time a day there. Here's hoping the Veterans Home IP service will improve and shorten my response time to your communication.

Response: We've allowed for a 60-day comment period on the draft plan to provide adequate time for review and comment.

Comment: Thank you for sharing this information. Following these directions to view the draft plan directions lead to a variety of options. The option most clearly labeled as the Draft 2040 Transportation plan is actually a slide deck and not a draft plan. I suspect this is not the document that the public is invited to comment on. At least I hope that's not the case. I would therefore like a response with a link to the appropriate document as well as an explanation of the rationale for why this wasn't provided in the first place. Thank you in advance.

Response: A follow up email was sent to this commentor with the link to the draft plan. Staff received no other similar comments.

Comment: The City of Newport does not have any comments

Comment: Will the approval of this plan result in any major process, relationship, or requirement changes with municipalities? Will there be any noticeable changes in how Dakota County completes capital projects or maintenance activities? How might the City of Burnsville need to change its processes as it relates to Dakota County Transportation:

Response: County Transportation Staff anticipates no major changes in how projects are delivered or maintained, or in our relationships with local jurisdictions, as a result of the approval of this plan.

Comments Received From:

Citizens (6)
Scott County
City of Burnsville
City of Hastings
City of Newport
City of St. Paul
Dakota County Environmental Resources Department Staff
Dakota County Transportation Department Staff
Empire Township
MnDOT Metro District

Draft Transportation Plan Technical Revisions

Red text indicates a revision resulting from public comment or internal review.

- Entire document – Minor text corrections and/or revisions including spelling, grammar and correct acronyms.
- Entire document – Inserted updated Annual Investment Needs table where necessary due to time frame adjustments in Transit needs.

Chapter 1 - Executive Summary

- Updated specific goal activities and CIP investment categories and funding totals per other chapter revisions.

Chapter 2 - Introduction and Background

- Page 2-10** – Added the Dakota County Regional Chamber of Commerce (DCRCC) Transit Study to Regional Plans and Studies.
- Minor road name and date edits.
- Page 2-23** – Added more current information regarding COVID-19 impacts on transit.
- Page 2-24** – Added Multi-modal plans to the top concerns list.

Maps

- Figure 5** – Removed over capacity designation of CSAH 11 (between CSAH 32 and CSAH 38) and revised the legend totals.
- Figure 6 – Revised numbers on CSAH 62 (west of TH 52).

Chapter 3 - Transportation Plan Principles

- Page 3-2** – Clarified that Policy PP.2 is applied when wetland impacts cannot be avoided.
- Page 3-7** – Updated strategy for Operation Policies to include Procedures.
- Page 3-10** – Updated Policy PP.15 to provide most current guidance.
- Page 3-10** – Expanded Policy PP.17 to include MnDOT guidance for compost use.
- Page 3-13 – Expanded Safety Improvement strategy to include enhanced pedestrian crossings and consideration of pedestrian destinations.
- Page 3-15 – Transportation Technology – included reference to Transportation Technology Resources Procedure document.
- Page 3-18 – Traffic Signal Coordination strategy - included reference to cell modems.

Chapter 4 – Limited Resources are Directed to the Highest Priority Needs of the Transportation System

- Page 4-12 – Added text describing regional greenway needs.
- Page 4-13** - Included text regarding Transportation Sales and Use Tax CIP city cost share.
- Page 4-18** – Added text regarding Appendix and Plan Policy revisions.
- Page 4-19 – Added text identifying that all other maintenance responsibilities not stated in a policy are county responsibilities.
- Page 4-19 – Updated Table 4 to identify aesthetic activities apply to Replacement and Modernization and Expansion goals.
- Page 4-20 – Updated Policy F.4 to clarify activities covered and cost share percentages.
- Page 4-23 – Updated Policy F.15.3 to clarify cost shares and activities for streetlighting.

- Page 4-24 – Revised Policy F.17 to clarify policy pertains to traffic signal and street lighting power costs and maintenance responsibilities.

Chapter 5 – Goal 2: Preservation of the Existing System

- Page 5-1 – Updated CIP investment categories to include roadway safety and operation.
- Page 5-5 – Included chart of county gravel roads to transfer to local jurisdictions.
- **Page 5-15** – Included fall sweeping details to policy P.3.
- **Page 5-15** – Included text that cities may supplement mowing to policy P.4.

Chapter 6 – Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity

- Page 6-2 – Added Greenway and Non-Greenway Crossings to CIP Investment Categories
- Page 6-27 – Added text describing Advanced Traffic Management System.
- Page 6-31 – Removed Policy M.9 as it was redundant as a result of other Plan policy revisions.
- Page 6-31 through 6-42 – Renumbered remaining policies after removal of M.9.
- Page 6-33 – Reformatted intersection improvement charts.
- **Page 6-41** – Added detail to the strategy Provide Continuous Pedestrian and Bicycle Facilities Along County Highways Based on Land Use Context.
- Page 6-44 – Provided additional criteria for Pedestrian and Bicycle Crossings of County Highways.

Maps

- **Figure 17** – Added County to the title to indicate 10-ton roads shown does not include city roads.
- **Figure 20** – Removed CSAH 6 and TH 156 from the map as transfers have occurred. Revised legend to appropriately indicate jurisdictions.
- Figure 21 – Removed CSAH 6 and TH 156 from the map as transfers have occurred. Revised legend to appropriately indicate jurisdictions.
- **Figure 22** – Revised legend to appropriately indicate local jurisdictions include county and city.
- **Figure 25** – Added a roundabout symbol at TH 3 and 170th St. in Empire Township.
- Figure 27 – Revised legend from “priority” to “score” to be consistent with 2017 Bicycle and Pedestrian Study.
- **Figure 30** – Added greenways to the map. Added existing crossing at TH 3 and ½ mile south of CSAH 46 in Empire Township. Added existing crossing at TH 13 and CSAH 5 in Burnsville. Added proposed crossing at TH 13 and Nicollet Avenue in Burnsville. Revised legend for clarity.

Chapter 7 – Goal 4: Replacement and Modernization of Deficient Elements of the System

- Page 7-1 – Added Through-Lane Reduction and Two- to Three-Lane Modernization to the CIP investment categories list.

Chapter 8 – Goal 5: Transit and Transitways

- Page 8-11 – Added Kendrick Park and Ride expansion and Reverse Commute Services as areas of potential need.
- Page 8-12 – Added additional text to clarify the Robert Street Corridor future improvements.
- Page 8-15 – Added the Orange Line extension, Red Line infill stations and Robert Street ABRT as areas of potential need.

- Page 8-16 – Added improved east-west services and local transit service in Hastings as areas of potential need.
- Page 8-20 – Added shared mobility to serve employers as an area of potential need.
- Page 8-24 – Added Wheelchair Accessible Vehicles and Mobility as A Service as areas of potential need.
- **Page 8-24** – Added a strategy to participate in Transit Management Organizations or related committees. This acknowledges Scott County concerns regarding regional policy level planning.
- Page 8-27 - Inserted updated Annual Investment Needs table where necessary due to time frame adjustments in Transit needs.

Maps

- **Figure 38** – Added Lakeville to the Metro Transit Service Area.
- **Figure 41** – Added Lakeville to the Metro Transit Service Area.

Chapter 9 – Goal 6: Expansion of Transportation Corridors

- Page 9-3 – Added Engineering Studies to CIP Investment Categories list.
- **Page 9-5** – Removed text identifying CSAH 42 as exceeding 6-lane capacity needs by 2040. The highway is only nearing 6-lane capacity needs and not exceeding by 2040 projections.
- **Page 9-9** – Corrected the Jacob Avenue alignment description.
- Page 9-23 – Added text to clarify Engineering Studies.

Maps

- Figure 44 – Removed over capacity designation of CSAH 11 in Burnsville. Revised legend appropriately.
- Figure 47 – Included the TH 52/CSAH 42 interchange as both a Planned Interchange and a Recently Completed Interchange.
- **Figure 48** – Extended the Priority Trunk Highway Project designation on TH 13 from I-35W to Nicollet Avenue to correlate with the entire TH 13 Corridor Study.

Chapter 10 – Implementation

- Minor text revisions only.

Appendices

- Relevant revisions from document chapters will be included where appropriate.

Appendix A

Plan Policies

Transportation Plan Principles

PP.1 Cultural and Natural Resources

The preservation and enhancement of the region's cultural and natural resources will be balanced with transportation projects in accordance to Minnesota Environmental Quality Board (MEQB), the National Environmental Policy Act (NEPA) and Dakota County Land Conservation Plan guidelines.

PP.2 Wetland Mitigation Areas

When wetland impacts cannot be avoided, create wetland mitigation areas in compliance with local, state and federal permits by delineating wetlands on transportation projects; creating wetland mitigation areas within the affected watershed first and within the county second; and developing wetland bank credits for cost effective wetland mitigation of future transportation projects.

PP.3 Well and Water Supply

When appropriate, install, maintain, or permanently seal all wells impacted or used in conjunction with any transportation project, in accordance with Dakota County Ordinance No. 114, Well and Water Supply Management and MN Rules 4725.

PP.4 On-Site Sewage Treatment

When appropriate, properly install, maintain, or properly abandon all sewage systems impacted or used in conjunction with any Dakota County transportation project, in accordance with Dakota County Ordinance No. 113, On-Site Sewage Treatment and MN Rules 7080.

PP.5 Surface Water Drainage System Design

Design surface water drainage systems with transportation system improvements to protect water quality and reduce long-term costs associated with managing and maintaining drainage systems. Comply with all federal, state and local requirements.

PP. 6 Pedestrian and Bicycle Facilities

Evaluate all transportation projects for opportunities to improve bicycle and pedestrian connectivity and safety, including repair or provision of shared use paths, shoulders bike lanes, sidewalks and crossing safety improvements.

PP.7 Design and Construction Standards

Use Mn/DOT, AASHTO, State Aid, and Federal Aid standards as appropriate in the design and construction of highways.

PP.8 Traffic Control Devices Design and Operation

Design and operate traffic control devices on the highway and on adjacent trail systems according to engineering study and standards as stated in the Highway Traffic Regulation Act (MS Ch. 169) and Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD).

PP.9 Speed Limits

Speed limits will be posted on highways as provided by Minnesota law. The County Engineer is authorized to request MnDOT to perform traffic studies to determine the reasonable and safe speed limits on highways where conditions have sufficiently changed to warrant a study and/or when a city council requests a speed study by resolution. Special speed zones may be appropriate adjacent to schools, in rural centers and in areas where many pedestrians are present.

PP.10 Parking Restrictions

The County Engineer is authorized, at the county's discretion, to place parking restrictions on county highways when supported by city council resolution.

PP.11 Temporary Traffic Controls

The County Engineer is authorized to establish, maintain, and remove temporary traffic controls as necessary to allow safe and efficient progress of authorized highway projects, or for emergency situations.

PP.12 CIP

Annually prepare and review the five-year Transportation CIP.

PP.13 CIP Resolution

Annually require a city council or township board resolution that requests and supports inclusion of a proposed project in the Transportation CIP.

PP.14 Transportation Plan Consistency

Prioritization and selection of Transportation CIP projects will consider consistency with the Transportation Plan and with Plan investment goals.

PP.15 Environmental Regulations

Follow the Dakota County Physical Development Division Environmental Due Diligence Process, investigate and clean up contamination in accordance with Minnesota Pollution Control Agency guidance when encountered, complete Regulated Building Materials Surveys on buildings that are to be demolished.

PP.16 NURP/NPDES

Apply National Urban Runoff Program (NURP) standards, or their equivalent, for highway projects and share maintenance costs. Conform to the National Pollutant Discharge Elimination System (NPDES) requirements and to state water quality standards in accordance with Mn Rules Chapter 7050.

PP.17 Solid Waste Management

Manage solid waste and evaluate available soil management options consistent and in accordance with Dakota County Ordinance No. 110 Solid Waste Management, the *Dakota County Solid Waste Master Plan*, and applicable state and federal solid waste regulations. Expand the use of compost (yard waste and food waste-derived) in MnDOT and local government transportation infrastructure projects when appropriate. Use MnDOT specifications for compost use as appropriate in roadside construction and landscaping projects.

PP.18 Hazardous Wastes and Materials

Manage hazardous wastes and hazardous materials in accordance with Dakota County Ordinance No. 111, Hazardous Waste Regulation, and applicable state and federal hazardous waste and hazardous materials regulations.

PP.19 Storm Water Pollution Prevention Plan

Prepare a Stormwater Pollution Prevention Plan (SWPPP) for highway construction projects in conformance with MPCA permit requirements and develop soil erosion control plans and practices for transportation projects. Work with local watersheds to implement their plans to clean, infiltrate and manage water.

PP.20 State and Federal Requirements

Adhere to state and federal requirements in soliciting comments regarding construction of the transportation network.

PP.21 Minnesota Data Practices Act

Make available to the public all policies, guidelines, and plans concerning highways consistent with the Minnesota Data Practices Act.

PP.22 Capital Improvement Program - Agency Involvement

Involve affected units of government, transit providers and other partners in the annual development of the CIP.

PP.23 Multi-Disciplinary Work Teams

Solicit input from and involve all interested parties in the planning and design of transportation projects to properly reflect community and environmental values.

PP.24 Manage the Adopt-a-Highway Program

Manage a program whereby the public can adopt segments of the county highway system to assist in keeping the highway right-of-way clean.

Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System

Policies**F.1 Cost Participation - Roadway**

For cities with populations over 5,000, the county will participate in engineering and construction costs for county highway and associated improvements as defined in Table 4 after deducting federal and state cost participation amounts, for the following cost-shared items, individually or in combination, for projects included in the adopted CIP:

1. Highway construction.
2. Mitigation required by local, state and federal permits, including accessibility requirements.
3. Eligible storm sewer and other drainage facilities based on contributing flows meeting State Aid sharing factors.
4. Replacement or restoration of fences, landscaping, and driveways when affected by construction.
5. Centerline drainage culverts.
6. Existing Traffic Signals as part of a roadway project.

7. Replace or adjust sanitary sewer, water, and storm sewer systems, if required due to construction.
8. Replace or adjust privately owned public utilities when utilities exist within privately held easements.
9. Eligible water pollution control best management practice items based on the county's share of contributing flows and meeting National Pollution Discharge Elimination System (NPDES) standards such as outlet structures, sedimentation basins and ponds, and temporary erosion control. This includes recognition of the best management practices and systems necessary to meet all local, county, state or federal storm water treatment requirements.
10. Trail and sidewalks along county highways including pedestrian crossing improvements such as beacons, median refuges and bump outs, and overpasses or underpasses, including the Transportation share of Greenway crossings, as deemed necessary by the county for safe accommodation of pedestrians and bicycles in the highway right-of-way.
11. Lighting of sidewalks and trails adjacent to county highways in marked school zones and pedestrian crossings in county highways right-of-way.
12. Transit infrastructure improvements on highways, including bus pullouts, bus shelter pads, and other I pedestrian facilities determined necessary to support transit.

The county will be responsible for 100 percent of the costs of existing pavement retained and/or rehabilitated through mill and overlay, resurfacing, reclamation, or other methods, as part of the final project. Applicable cost share policies will be applied to all other new construction or reconstruction involving excavation, installation, and placement of other new or reconstructed infrastructure. All other maintenance responsibilities not stated within a policy are county responsibilities. This policy (F.1) also is applied to the county highway portion of Trunk Highway Projects.

TABLE 4.

Dakota County Highway Cost Share Policy Overview

Please refer to individual policies for specific details.

Investment Goal	Activities	County Share	City Share	Comments	Cost Share Policy
Preservation	Paved Highway Surface Gravel Highway Surface Bridge Rehabilitation Traffic Safety and Operation Pedestrian and Bicycle Facilities Retaining Wall Rail Crossings	100%	0%		F.17 F.8
	Storm Sewer Maintenance	up to 80%		Up to 80% County for leads and up to 80% City for mainline	
Management	Small Safety Projects	100%	0%		F.15
	Roundabouts	up to 85%	15%	+15% City share per City leg	F.13
	New Traffic Signals	55%	45%		F.4
Replacement and Modernization	Highway Replacement Bridge Replacement Gravel Road Paving Lane Reductions 2- to 3-Lane Modernization	85%	15%	Includes improvements such as turn lanes, medians, shoulders, trails, sidewalks and school zone and pedestrian crossing lighting Does not include additional through lanes, small safety projects, traffic signals or interchanges.	F.1 F.2 F.3 F.19
	Signal Replacement and Modernization	up to 100%		Cost split per leg	
Replacement and Modernization and Expansion	Aesthetics	up to 3%		Up to 3% of construction cost	F.2
Expansion	Principal Arterials - non-Freeway	85%	15%	Does not include small safety projects, traffic signals or interchanges	F.1 F.2
	10-ton Routes and 6-lane -1/2 mile spacing	75%	25%	Does not include small safety projects, roundabouts, traffic signals or interchanges	
	All Other Expansion Projects	55%	45%		F.3 F.14
	Interchanges	avg. legs		Average of legs	

Table 4.

F.2 Cost Participation - Aesthetic

Participate in aesthetics up to three percent of the county share of highway construction costs (excluding right-of-way, bridges, ponds, and storm sewers) prior to application of federal, state, or jurisdictional transfer funds. The county share of aesthetic participation may not exceed the local cost share for aesthetics. Aesthetics may include landscaping, plantings, decorative pavements, surface treatments, or decorative fencing. The county will not participate in aesthetics on preservation or management projects.

Aesthetic elements are subject to clear zone and sight line requirements, may not hinder normal maintenance operations, or degrade safety or operation of the highway, including trail or sidewalk facilities. The county will not participate in additional right-of-way necessary for only aesthetic enhancements. The local agency is responsible for maintenance of all aesthetic elements. Failure to maintain aesthetic elements may result in the local agency no longer being eligible for aesthetic funding participation. The county reserves the right to remove non-maintained aesthetic elements and recover costs from the local agency.

F.3 Cost Participation - Right-of-Way

For cities with populations over 5,000, the county will participate in the cost of right-of-way for county highway and associated improvements as defined in Table 4 for existing highways where right-of-way is required for:

1. The construction of items described in F.1, (1-11) and F.5 (Traffic Signals), and F.12 (Roundabouts) provided city land use decisions have supported right-of-way needs in the corridor.
2. The county's portion of storm sewer and other drainage facilities based on contributing flows meeting State Aid sharing factors.
3. The county portion of water pollution control best management practice items based on the county's share of the contributing flows and meeting NPDES standards. This includes recognition of the best management practices and systems necessary to meet all local, county, state or federal storm water treatment requirements.

F.4 Cost Participation – Traffic Signals

Traffic signals on county highways including construction costs for attached street lights, interconnection, pre-emption, etc., will be eligible for the following county participation after subtracting federal and/or state funds as follows:

1. New traffic signal installation, both independent installations or when included with a broader highway project, up to 55 percent County funds.
2. Existing traffic signal replacement or modernization including operational revisions for independent intersection projects such as flashing yellow arrows and pedestrian indications up to the percentage of intersection approach legs under county jurisdiction.
3. 100 percent of traffic signal removals and any directly associated intersection revision construction costs as independent or included in a broader highway project.
4. County standard for signal poles is galvanized. Painting cost, when requested is aesthetic and would be at city cost.

F.5 Cost Participation Involving Federal and State Funds

Subtract from the county eligible project costs, funds received from regional federal solicitation, Trunk Highway Fund, Trunk Highway Jurisdictional Transfer Fund, or federal or state grants, with the balance of the remaining costs divided according to applicable county policies.

F.6 Cost Participation for Populations Less Than 5,000

Pay costs for eligible construction and reconstruction for county highway improvements in cities with populations less than 5,000 and all townships.

F.7 Cost Participation for Storm Sewer System Maintenance

Share the cost of city maintenance of the following elements of county transportation facility storm water drainage systems:

1. Roadway catch basins and pipes connecting catch basins to mainline pipes are eligible for up to 80 percent county participation, or the county share of contributing flows, whichever is less.
2. Mainline pipes at a minimum of 20 percent or the county's share of contributing flows, whichever is greater.
3. Storm water treatment and mitigation facilities based on the county's share of contributing flows.
4. To be eligible for county participation, a system-wide maintenance agreement between the county and local agency will be required to identify system-wide storm water roles and cost

- responsibilities. These cost share replacements are for actual repair and replacement projects and not for routine maintenance activities such as cleaning.
5. To be eligible for county participation, storm sewer repair and maintenance projects must be included in the currently adopted CIP or be approved by the county prior to incurring costs.

F.8 Multi-Use Trails and Sidewalk Maintenance

Participate in pavement preservation, overlay or reconstruction of trails and sidewalks along the county highway system up to 100 percent. The city is responsible for snow and ice removal. To be eligible for county participation in trails and sidewalks, a system-wide maintenance agreement between the county and local agency will be required to identify system-wide trail and sidewalk roles and cost responsibilities.

F.9 Transit Capital and Operating

Consider participation in transit capital and operating enhancements, or pilot projects, up to 50 percent after application of federal, state or regional funds available for the project as determined by the county.

F.10 Tax Increment Financing (TIF) Costs

Subtract from the county eligible project costs, the costs of highway improvements or other highway costs (e.g. turn lanes, traffic controls, etc.), which are, in the determination of the county, the result of tax increment financing plan or an amendment to a TIF plan with the balance of costs divided according to policies. County Board resolution is required for any significant deviation from this policy.

F.11 Township Allotment Fund

As requested by the township and approved by the County Engineer, use the "township allotment" to fund:

1. 50 percent of township road or bridge construction projects.
2. Intersection lighting of county highways, including energy costs. (Energy costs will be submitted on an annual basis.)
3. Sign replacement funding.

F.12 Capital Improvement Program

Annually prepare and review the five-year Transportation, Transportation Sales and Use Tax and Regional Rail Authority CIP's.

F.13 Cost Participation – Roundabouts

Participate up to 85 percent of the costs for eligible engineering and construction items, including street lights and other features determined as necessary for operation for roundabouts as described in Policy F.1 as follows:

- County Intersections: 25 percent base level of participation plus 15 percent for each county approach leg of the intersection.
- Trunk Highway Intersections: 85 percent for each county leg of the intersection after application of federal and/or state funds.

The county does not participate in strictly aesthetic elements for roundabout projects.

F.14 Cost Share Participation – Future County Road Segments

At county discretion, participate in the construction and engineering costs in accordance with F.1 for constructing local roadways that are identified as future county roadway segments to county standards, over and above the costs that would have been incurred to construct the segment to city collector street standards.

F.15 Cost Share Participation – Small Safety Projects

The county may participate up to 100 percent of the engineering and construction costs of the following project types based on county review or prioritization to improve the safety of the transportation system, provided that they would not otherwise be included in a larger management, replacement and modernization or expansion project, or permit request:

1. Median closures or modifications;
2. Access closures or modifications;
3. Streetlights at intersections, marked pedestrian crossing locations and lighting along county highway trails within school zones with demonstrated safety benefit based on county evaluation – Participate up to 100 percent for power and maintenance costs;
4. Turn lanes or channelization at the Intersection of two county highways;
5. Pedestrian crossing improvements including median refuges, bump outs, and pavement markings;
6. Guardrail installation; and
7. ADA required safety improvements including curb ramps, sidewalk and bus shelter pads and sidewalk connections within county highway right-of-way.

F.16 Cost Share Participation – Local Roadway System

The county may participate up to 85 percent, as defined on Table 4, of the costs for construction of local roadways necessary to directly mitigate physical, safety or operational deficiencies on the county highway system. Actual participation amount shall be based on the quantifiable benefit to the county highway system, as determined by the county based on engineering study. Local roadway construction costs that will be considered include:

1. Costs associated with relocation and construction of portions of the local roadway system to provide for its continuity and operation at a level that approximates its condition prior to construction of a county highway project.
2. Costs associated with improvements necessary to adequately accommodate county highway traffic detoured onto a local roadway during county highway construction.
3. Costs to improve local roadways to adequately accommodate traffic turning from the county highway onto a local roadway due to the addition of turn lanes on the county highway.
4. Costs directly associated with removal or consolidation of existing access to the county highway system.
5. Costs associated with construction of a local roadway that directly mitigates an existing county highway safety or operational issue or directly eliminates or significantly delays the need to expand the County highway system.

F.17 Traffic Signal and Street Lighting Power Costs and Maintenance Responsibilities

Participate in the maintenance and power costs for new and replacement traffic signals and standard streetlights as follows. Aesthetically-enhanced and decorative streetlights are subject to Policy F.2.

- A. Installation (New and Replacement)

- a. Street lights at intersections, marked pedestrian crossing locations and lighting along county highway trails within school zones with demonstrated safety benefit based on county evaluation – Participate up to 100 percent for power and maintenance costs.

- b. Street lighting at roundabouts – The county will be responsible for power costs and maintenance on county-county and state-county intersection roundabouts and the city will be responsible o city-county intersection roundabouts.

Street lighting, maintenance and power costs for traffic signals – The county will participation in power costs for traffic signals including the streetlight up to the percentage of intersection approach legs under county jurisdiction. The street lights must be energy saving and connected to the service cabinet. Street lighting is the luminaire pole and all wiring located above the signal mast arm. The city is responsible for maintenance of streetlights and all costs for unmetered services. Painting maintenance of streetlights for signals is 100 percent city responsibility.

B. Existing

Energy saving light retrofits – The county does not participate. Cities may elect to retrofit street lights at their cost and by permit through the county.

F.18 County Advanced Funding for City Cost Participation

The county will consider advancing the local share of a project, consistent with adopted county cost participation policies, in the approved CIP's by agreement with the city involved when all the following criteria are met:

1. The county determines there is a need on the county transportation system that should be addressed sooner than city funding allows.
2. The county has available funds to pay the city cost share at the time the cost will be incurred.
3. The city submits a request to the county explaining the reason(s) for the county to advance fund their share.
4. The plan for city repayment is defined in an agreement between the city and county.
5. County advance funding is limited to a maximum 3-year period.

F.19 Left Turn Lane/Access Permit Process

In cities over 5,000 in population, the county will participate up to 85 percent of one half (42.5 percent) of the engineering, right-of-way and construction costs for left turn lanes required by the county through the access permitting process on high speed, two-lane, undivided county highways to accommodate a new access across from an existing access that does not have an existing left turn or bypass lane. For locations in cities under 5,000 in population or townships, the county may participate up to 50 percent of the engineering, right-of-way and construction costs.

Goal 2: Preservation of the Existing System**P.1 Bridge Inspection and Maintenance**

Perform inspection and maintenance of bridges in compliance with state statutes, MnDOT and federal requirements.

P.2 Bicycle Trail Resurfacing

Perform trail maintenance and trail resurfacing at end of useful pavement life for trails in county right-of-way.

P.3 County Highway Sweeping

Sweep all county highways with urban sections, and selected county highways with rural sections as necessary based on debris, annually in the spring. County highway segments will also be swept in the non-snow season as determined necessary by the county based on debris. Fall street sweeping will focus on removing leaves from urbanized segments of the county's road system. The county will:

1. Strive to remove sand before it goes into the storm sewer.
2. Attempt to remove leaves from the gutters.
3. Rotate the order of sweeping among the cities.
4. Work with cities to determine priority areas to clean first (e.g., to prevent sand from going into catch basins where there may be a problem).
5. If additional assistance is needed, consider contracting with local municipalities.
65. Comply with NPDES requirements.

P.4 Mowing Policy

During the growing season (May to October), mow medians and boulevards in non-rural areas up to six times per year for safety. In rural areas observe Minnesota Statute 160.232 Mowing Ditches Outside Cities. Cities may supplement the mowing.

P.5 Mailbox Replacement

Mailboxes conforming to current design standards adjacent to highways that have been hit directly by a snowplow or have been removed by a county project or maintenance activity will be repaired or replaced with a conforming mailbox at the expense of the county. Owners are responsible for the care and replacement of mailboxes unless hit directly by a snowplow.

Mailboxes adjacent to highways that require repair or replacement because they are a safety hazard or because they are non-conforming will be replaced by the owner or the county in accordance with Minnesota Statute 169.072.

P.6 Drainage Cleaning

Clean drainage ditches, gutters, and storm sewer inlet grates as identified per maintenance agreements for storm sewer systems.

P.7 Permit Coordination

Coordinate permit approval with cities prior to issuing permits to avoid possible city conflicts.

Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity

M.1 Access Spacing Guidelines - Local Streets and Driveways

Pursue spacing and configuration of intersecting local streets and driveways in accordance with access management principles and with the county's adopted access guidelines through the plat approval process, in conjunction with construction projects, corridor studies or as required by safety and operation of the highway in consideration of all users.

M.2 Weight Restrictions

The County Engineer may impose weight restrictions on highways to prevent significant structural deterioration.

M.3 10-Ton Routes - Plan Updates

With each plan update, adopt an updated network of 10-ton routes.

M.4 10-Ton Routes - Designation

10-ton routes will be implemented consistent with applicable State Statutes based on the following criteria:

- The proposed route is included on the adopted 10-ton route system;
- Adequate pavement structure and cross section design;
- Provides primary access to intensive industrial and commercial development;
- Provides primary access to trunk highways or other 10-ton routes;
- Has support of townships through township board consultation and cities through a city council resolution; and
- Board resolution.

M.5 Jurisdictional Classification - Potential Jurisdictional Transfers

Evaluate county highways identified for potential jurisdictional changes, including highways not on the county system according to the following criteria:

- Traffic volumes
- Functional classification
- Connections to major activity centers
- Connectivity to the metropolitan transportation system
- Goods movement function
- Economic impact
- Mobility versus land access
- Spacing between county highways
- Route continuity
- Connectivity to multiple communities and areas outside the region

M.6 Jurisdictional Transfers

For roadways identified in the Plan for jurisdictional transfer:

- Coordinate efforts with local units of government to complete jurisdictional transfers in accordance with Minnesota Statute 163.11.
- Work in coordination with local governments to execute agreements prior to official revocation of the highway by County Board resolution.

- Consider potential MnDOT jurisdictional transfers on a case-by-case basis by County Board resolution.
- If agreeable between the county and a city or township, provide financial payment for jurisdictional transfers based on need or highway improvement in lieu of making improvements.

M.7 Traffic Control Signals – City or State Maintenance Assistance

Provide maintenance assistance and advanced traffic management system management (ATMS) for traffic control signals under the jurisdiction of cities or the State. Maintenance assistance and access to the county's ATMS will be defined through agreements. The city will reimburse the county for actual costs incurred for staff, equipment and materials used through an annual fee. The county will evaluate the annual fee each year.

M.8 Traffic Control Signals – Transit Priority

Work with transit providers, cities, and the state to evaluate the use of priority timing of signal systems for transit vehicles along specific corridors.

M.9 Intersection Traffic Control Changes

Install, modify or remove intersection traffic controls based on engineering study to determine the best measure for the safety and operation of the intersection and adjacent corridor. Installation or removal of intersection traffic controls requires County Board approval.

M.10 Right-of-Way - Landscaping

By permit, allow low maintenance landscape plantings on highway right-of-way. Permittees will be responsible for maintenance of landscape and associated facilities.

M.11 Contiguous Plat Ordinance

The Plat Commission will review any plat adjacent to a county highway or a highway shown on the plats needs map as identified in the Contiguous Plat Ordinance No.108. The review of a proposed plat and final approval of that plat is specifically limited to the following factors of countywide significance:

1. Ingress and egress to and from county roads.
2. Approach grade intersection with county roads.
3. Drainage.
4. Safety standards.
5. Right-of-way requirements of county roads.
6. Local road system integration with county road system.
7. Land use impact on development of county road system.

M.12 Right-of-Way Permits

Require a permit for any obstruction, excavation or placement of signs, utilities, facilities or other items within the county rights-of-way. The permit application process and requirements are described in Ordinance No. 126, Management of the Public Right-of-Way, and the Right-of-Way Management Procedures document, which details permit issuance practices.

M.13 Bicycle and Pedestrian Facilities within County Right-of-Way

Require approval for design and location of bicycle and pedestrian facilities by non-county agencies within county highway right-of-way.

M.14 Bicycle and Pedestrian Facilities Signs and Pavement Markings

Traffic controls and signage on bicycle and trail facilities will be in accordance with the Minnesota Manual on Uniform Traffic Control Devices.

M.15 Bicycle and Pedestrian Facility Construction

Construct bicycle and pedestrian facilities in conjunction with all highway construction and mill and overlay projects based on needs and context, to the extent practical.

M.16 On-Road Bicycle Facilities

Include bikeable shoulder on county highways in rural and urban areas with roadway projects when practical.

Goal 4: Replacement and Modernization of Deficient Elements of the System**R.1 Highway Replacement**

Reconstruct and modernize highways or highway elements that have exceeded their useful life based on structural, functional, operational or safety factors.

R.2 Bridge Inspections

Perform bridge inspections of county bridges in accordance with applicable laws and rules.

Goal 5: Transit and Transitways**T.1 Funding Partnerships**

Provide funding for transitway operations in accordance with established regional and interagency agreements and consider providing funding contributions for other services on an individual basis in cooperation with service providers and local municipalities and according to applicable County Cost Participation policies.

T.2 Improve Operating Conditions

Dakota County will identify and pursue federal improvements to county highways through the Capital Improvement Program that can improve transit service quality, operating efficiency, and accessibility to provide an integrated multi-modal system that will maximize the movement of people within Dakota County and the region.

T.3 Develop Cost Effective and Efficient Transit Solutions Through Mobility Management

Dakota County will assume a lead role, currently through GoDakota, with transit providers and human service agencies and other community stakeholders to identify opportunities for broad collaboration, coordination and integration between all transportation modes that is consistent with mobility management concepts.

T.4 Consider Transit Facility Needs in All Transportation Projects

Provide infrastructure for transit operations and transit service access within county highway right-of-way where practical including signage, pedestrian facilities, bus pull-outs and bus stop amenities.

Goal 6: Expansion of Transportation Corridors**E.1 Right-of-Way Acquisition - Highway Construction/Plat Dedication**

When appropriate, assure that right-of-way acquisition for highway construction projects is consistent with plat dedication requirements to plan for long term system needs.

E.2 Right-of-Way - Standards

Follow standards for placement of utilities, trails, and other structures within highway right-of-way to minimize the need for relocation due to future expansion.

E.3 Right-of-Way - 20-Year Needs Map

Develop and maintain a countywide right-of-way needs map based upon long-term system capacity needs to identify future right-of-way needs. The following factors will be considered:

1. 20-year traffic projections.
2. Function of highway.
3. Corridor preservation.
4. Consistency with policy objectives.
5. Environmental considerations.
6. Intermodal potential.
7. Coordination with adjacent lane use.
8. Corridor study recommendations.
9. Future interchanges locations.
10. Continuity along corridors.

E.4 Future County Highway Alignments

Future county highway alignments and re-alignments are identified through engineering studies and adopted by County Board resolution.

Plan Policy Revisions

Transportation Plan Principles

PP.1 Cultural and Natural Resources

The preservation and enhancement of the region's cultural and natural resources will be balanced with transportation projects in accordance to Minnesota Environmental Quality Board (MEQB), the National Environmental Policy Act (NEPA) and [Dakota County Land Conservation Plan Farmland/Natural Areas](#) guidelines.

PP.2 Wetland Mitigation Areas

[When wetland impacts cannot be avoided, create](#) wetland mitigation areas in compliance with local, state and federal permits by delineating wetlands on transportation projects; creating wetland mitigation areas within the affected watershed first and within the county second; and developing wetland bank credits for cost effective wetland mitigation of future transportation projects.

PP.3 Well and Water Supply

When appropriate, install, maintain, or permanently seal all wells impacted or used in conjunction with any transportation project, in accordance with Dakota County Ordinance No. 114, Well and Water Supply Management and MN Rules 4725.

PP.4 On-Site Sewage Treatment

When appropriate, properly install, maintain, or [permanently seal](#) [properly abandon](#) all sewage systems impacted or used in conjunction with any Dakota County transportation project, in accordance with Dakota County Ordinance No. 113, On-Site Sewage Treatment and MN Rules 7080.

PP.5 Surface Water Drainage System Design

Design surface water drainage systems with transportation system improvements to protect water quality and reduce long-term costs associated with managing and maintaining drainage systems. [Comply with all federal, state and local requirements.](#)

PP.6 Paved Shoulders, Trails and Bike Lanes

[Include paved shoulders or trails as a regular component of highway improvements on both sides of the highway where practical. Prioritization of bike lanes or shoulder improvements will be made in consideration of an identified system.](#)

PP. 6 Pedestrian and Bicycle Facilities

[Evaluate all transportation projects for opportunities to improve bicycle and pedestrian connectivity and safety, including repair or provision of shared use paths, shoulders bike lanes, sidewalks and crossing safety improvements.](#)

PP.7 Design and Construction Standards

Use Mn/DOT, AASHTO, State Aid, and Federal Aid standards as appropriate in the design and construction of highways.

PP.8 Traffic Control Devices Design and Operation

Design and operate traffic control devices on the highway and on adjacent trail systems according to engineering study and standards as stated in the Highway Traffic Regulation Act (MS Ch. 169) and Minnesota Manual on Uniform Traffic Control Devices (MNMUTCD).

PP.9 Speed Limits

Speed limits will be posted on highways as provided by Minnesota law. The County Engineer is authorized to request MnDOT/Mn/DOT to perform traffic studies to determine the reasonable and safe speed limits on highways where conditions have sufficiently changed to warrant a study and/or when a city council requests a speed study by resolution. Special speed zones may be appropriate adjacent to schools, in rural centers and in areas where many pedestrians are present.

PP.10 Parking Restrictions

The County Engineer is authorized, at the county's discretion, to place parking restrictions on county highways when supported by city council resolution.

PP.11 Temporary Traffic Controls

The County Engineer is authorized to establish, maintain, and remove temporary traffic controls as necessary to allow safe and efficient progress of authorized highway projects, or for emergency situations.

PP.12 CIP

Annually prepare and review the five-year Transportation CIP.

PP.13 CIP Resolution

Annually require a city council or township board resolution that requests and supports inclusion of a proposed project in the Transportation CIP.

PP.14 Transportation Plan Consistency

Prioritization and selection of Transportation CIP projects will consider consistency with the Transportation Plan and with Plan investment goals.

PP.15 Environmental Regulations

Follow the Dakota County Physical Development Division Environmental Due Diligence Process, investigate and clean up contamination in accordance with Minnesota Pollution Control Agency guidance when encountered, complete Regulated Building Materials Surveys on buildings that are to be demolished. Evaluate environmental effects of projects and adhere to guidelines, licenses, and permits as required by local, county, state and federal regulations.

PP.16 NURP/NPDES

Apply National Urban Runoff Program (NURP) standards, or their equivalent, for highway projects and share maintenance costs. Conform to the National Pollutant Discharge Elimination System (NPDES) requirements and to state water quality standards in accordance with Mn Rules Chapter 7050, and Mn Statute 115.03.

PP.17 Solid Waste Management

Manage solid waste and evaluate available soil management options consistent and in accordance with Dakota County Ordinance No. 110 Solid Waste Management, the *Dakota County Solid Waste Master Plan*, and applicable state and federal solid waste regulations. [Expand the use of compost \(yard waste and food waste-derived\) in MnDOT and local government transportation infrastructure projects when appropriate. Use MnDOT specifications for compost use as appropriate in roadside construction and landscaping projects.](#)

PP.18 Hazardous Wastes and Materials

Manage hazardous wastes and hazardous materials in accordance with Dakota County Ordinance No. 111, Hazardous Waste Regulation, and applicable state and federal hazardous waste and hazardous materials regulations.

PP.19 Storm Water Pollution Prevention Plan

Prepare a Stormwater Pollution Prevention Plan (SWPPP) for highway construction projects in conformance with MPCA permit requirements, and develop soil erosion control plans and practices for transportation projects. [Work with local watersheds to implement their plans to clean, infiltrate and manage water.](#)

PP.20 State and Federal Requirements

Adhere to state and federal requirements in soliciting comments regarding construction of the transportation network.

PP.21 Minnesota Data Practices Act

Make available to the public all policies, guidelines, and plans concerning highways consistent with the Minnesota Data Practices Act.

PP.22 Capital Improvement Program - Agency Involvement

Involve affected units of government, and transit providers and other partners in the annual development of the CIP.

PP.23 Multi-Disciplinary Work Teams

Solicit input from and involve all interested parties in the planning and design of transportation projects to properly reflect community and environmental values.

PP.24 Manage the Adopt-a-Highway Program

Manage a program whereby the public can adopt segments of the county highway system to assist in keeping the highway right-of-way clean.

Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System

Policies**F.1 Cost Participation - Roadway**

For cities with populations over 5,000, the county will participate in engineering and construction costs for county highway and associated improvements as defined in Table 4 after deducting federal and state cost participation amounts, for the following cost-shared items, individually or

~~in combination, up to 55 percent of the engineering and construction costs of the following cost-shared items~~ for projects included in the adopted CIP:

13. Highway construction ~~items~~.
14. Mitigation required by local, state and federal permits, including accessibility requirements.
15. Eligible storm sewer and other drainage facilities based on contributing flows meeting State Aid sharing factors.
16. Replacement or restoration of fences, landscaping, and driveways when affected by construction.
17. Centerline drainage culverts.

17.18. Existing Traffic

Signals as part of a roadway project.

18.19. Replace or adjust sanitary sewer, water, and storm sewer systems, if required due to construction.

19.20. Replace or adjust privately owned public utilities when utilities exist within privately held easements, not performed at the expense of the utility.

20.21. Eligible water pollution control best management practice items based on the cCounty's share of contributing flows and meeting National Pollution Discharge Elimination System (NPDES) National Urban Runoff Protection (NURP) standards such as outlet structures, sedimentation basins and ponds, and temporary erosion control. This includes recognition of the best management practices and systems necessary to meet all local, county, state or federal storm water treatment requirements.

21. Design elements integral to the safe design and operation of a roundabout, including: street lighting, line of sight treatments, and pedestrian safety and accessibility treatments.

22. Trail and sidewalks along county highways including pedestrian crossing improvements such as beacons, median refuges and bump outs, and overpasses or underpasses, including the Transportation share of Greenway crossings, as deemed necessary by the county for safe accommodation of pedestrians and bicycles in the highway right-of-way.

23. Lighting of sidewalks and trails adjacent to county highways in marked school zones and pedestrian crossings in county highways right-of-way.

22.24. Transit infrastructure improvements on highways, including bus pullouts, bus shelters pads, and other all pedestrian facilities determined necessary to support transit.

The county will be responsible for 100 percent of the costs of existing pavement retained and/or rehabilitated through mill and overlay, resurfacing, reclamation, or other methods, as part of the final project. Applicable cost share policies will be applied to all other new construction or reconstruction involving excavation, installation, and placement of other new or reconstructed infrastructure. All other maintenance responsibilities not stated within a policy are county responsibilities. This policy (F.1) also is applied to the county highway portion of Trunk Highway Projects. Along principal arterials, interchanges and segments designated for $\frac{1}{2}$ mile full access spacing, the City's cost share for the County eligible engineering and construction costs of the above items will be a maximum of 25 percent of the total costs.

TABLE 4.**Dakota County Highway Cost Share Policy Overview***Please refer to individual policies for specific details.*

Investment Goal	Activities	County Share	City Share	Comments	Cost Share Policy
Preservation	Paved Highway Surface Gravel Highway Surface Bridge Rehabilitation Traffic Safety and Operation Pedestrian and Bicycle Facilities Retaining Wall Rail Crossings	100%	0%		F.17 F.8
	Storm Sewer Maintenance	up to 80%		Up to 80% County for leads and up to 80% City for mainline	F.7
Management	Small Safety Projects	100%	0%		F.15
	Roundabouts	up to 85%	15%	+15% City share per City leg	F.13
	New Traffic Signals	55%	45%		F.4
Replacement and Modernization	Highway Replacement Bridge Replacement Gravel Road Paving Lane Reductions 2- to 3-Lane Modernization	85%	15%	Includes improvements such as turn lanes, medians, shoulders, trails, sidewalks and school zone and pedestrian crossing lighting Does not include additional through lanes, small safety projects, traffic signals or interchanges.	F.1 F.2 F.3 F.19
	Signal Replacement and Modernization	up to 100%		Cost split per leg	F.4
Replacement and Modernization and Expansion	Aesthetics	up to 3%		Up to 3% of construction cost	F.2
Expansion	Principal Arterials - non-Freeway	85%	15%	Does not include small safety projects, traffic signals or interchanges	F.1 F.2
	10-ton Routes and 6-lane -1/2 mile spacing	75%	25%	Does not include small safety projects, roundabouts, traffic signals or interchanges	F.3
	All Other Expansion Projects	55%	45%		
	Interchanges	avg. legs		Average of legs	F.14

Table 4.

F.2 Cost Participation - Aesthetic

Participate in aesthetics up to three percent of the county share of highway construction costs (excluding right-of-way, bridges, ponds, and storm sewers) prior to application of federal, state, or jurisdictional transfer funds. The county share of aesthetic participation may not exceed the local cost share for aesthetics. Aesthetics may include landscaping, plantings, decorative pavements, surface treatments, or decorative fencing. The county will not participate in aesthetics on preservation or management projects.

~~Along designated transitway corridors, participate in aesthetics up to six percent of the County share of transit improvement costs, and up to three percent of the County share of highway improvement costs. The local share of construction and installation costs for aesthetic elements determined by the County to be a necessary component of a regional transitway project will be 20 percent after application of applicable federal, state and regional funding sources. The local share of costs for aesthetic elements not determined as a necessary component by the County~~

~~will be 100 percent. Maintenance of aesthetic elements of transitway projects will be accomplished in accordance with applicable County highway maintenance policies. (Also as Policy T.4).~~

Aesthetic elements are subject to clear zone and sight line requirements, may not hinder normal maintenance operations, or degrade safety or operation of the highway, including trail or sidewalk facilities. The county will not participate in additional right-of-way necessary for only aesthetic enhancements. The local agency is responsible for maintenance of all aesthetic elements. Failure to maintain aesthetic elements may result in the local agency no longer being eligible for aesthetic funding participation. The county reserves the right to remove non-maintained aesthetic elements and recover costs from the local agency.

F.3 Cost Participation - Right-of-Way

For cities with populations over 5,000, ~~the county will~~ participate ~~in up to 55 percent of~~ the cost of right-of-way for ~~county existing highways and associated improvements as defined in Table 4 for existing highways~~ where right-of-way is required for:

4. The construction of items described in F.1, (1-~~1011~~) and F.5 (Traffic Signals), ~~and F.12 (Roundabouts)~~ provided city land use decisions have supported right-of-way needs in the corridor.
5. The county's portion of storm sewer and other drainage facilities based on contributing flows meeting State Aid sharing factors.
6. The county portion of water pollution control best management practice items based on the county's share of the contributing flows and meeting NPDES standards. This includes recognition of the best management practices and systems necessary to meet all local, county, state or federal storm water treatment requirements.

~~Along principal arterials, interchanges, and segments designated for ½ mile full access spacing, the City's cost share for the right of way acquisition costs as described above will be a maximum of 25 percent of the total right of way costs.~~

F.4 Cost Participation – Engineering

~~For cities with populations over 5,000, design and construction engineering costs will be split based on the County and city share of construction costs.~~

F.45 Cost Participation – Traffic Signals

Traffic signals on county highways ~~(including construction costs for attached street lights, interconnection, pre-emption, etc.)~~ will be eligible for the following county participation after subtracting federal and/or ~~-s~~State funds ~~as follows:~~

5. New traffic signal installation, ~~both independent installations or when included with a broader highway project, Operational Revisions and Signal Placement with highway projects~~ ~~—up to 55 percent %~~ County funds.
6. Existing traffic signal replacement ~~or modernization due to signal age— including operational revisions for independent intersection projects such as flashing yellow arrows and pedestrian indications~~ up to the percentage of intersection approach legs under ~~c~~County jurisdiction.
7. 100 percent of traffic signal removals and any directly associated intersection revision construction costs as independent or included in a broader highway project.

6.8. County standard for signal poles is galvanized. Painting cost, when requested is aesthetic and would be at city cost.

F.56 Cost Participation Involving Federal and State Funds

Subtract from the county eligible project costs, funds received from regional federal solicitation, Trunk Highway Fund, Trunk Highway Jurisdictional Transfer Fund, or federal or state grants, with the then balance of the remaining costs will be divided according to applicable county policies.

F.67 Cost Participation for Populations Less Than 5,000

Pay costs for eligible construction and reconstruction (F.1, 1-8) for county highway improvements in existing projects for cities with populations less than 5,000 and all townships.

F.78 Cost Participation for Storm Sewer System Maintenance

Share the cost of city maintenance of the following elements of county transportation facility storm water drainage systems:

6. Roadway catch basins and pipes connecting catch basins to mainline pipes are eligible for up to 80 percent county participation, , or the county share of contributing flows, whichever is less.
7. Mainline pipes at a minimum of 20 percent or and storm water treatment and mitigation facilities based on the county's share of contributing flows, , whichever is greater.
- 7.8. Storm water treatment and mitigation facilities based on the county's share of contributing flows.
9. To be eligible for county participation, a system-wide maintenance agreement between the county and local agency will be required to identify system-wide storm water roles and cost responsibilities. storm sewer repair and maintenance projects must be included in the adopted CIP or be approved by the County prior to incurring costs. These cost share replacements are for actual repair and replacement projects and not for routine maintenance activities such as cleaning.
10. To be eligible for county participation, storm sewer repair and maintenance projects must be included in the currently adopted CIP or be approved by the county prior to incurring costs.

F.89 Cost Participation for Multi-Use Trails and Sidewalks Maintenance

Participate in pavement preservation, the overlay or reconstruction of trails and sidewalks along the county highway system up to 100 55 percent. The city is responsible for snow and ice removal. To be eligible for county participation in trails and sidewalks, a system-wide maintenance agreement between the county and local agency will be required to identify system-wide trail and sidewalk roles and cost responsibilities. (less any applicable grants), if the local unit of government is following the adopted Bikeway Trail maintenance agreement. If the local unit of government has failed to follow the maintenance agreement, the overlay or reconstruction costs become the sole responsibility of the city.

F.109 Transit Capital and Operating Cost Participation for Transitways

Consider participation in transit capital and operating enhancements, or pilot projects, up to 50 percent after application of federal, state or regional funds available for the project as determined by the county. The County will participate in providing the local share of regional transitway improvements as required by the Counties Transit Improvement Board (CTIB). Participate in the transit components of improvements on County Highways that are also Regional Transitways up to 80 percent of the local share. Participate in transit infrastructure improvements up to 55 percent for less significant elements normally associated with transit projects as determined necessary by the County to support transit.

F.1011 Tax Increment Financing (TIF) Costs

Subtract from the county eligible project costs, the costs of highway improvements or other highway costs (e.g. turn lanes, traffic controls, etc.), which are, in the determination of the county, the result of tax increment financing plan or an amendment to a TIF plan with the balance of costs divided according to policies. County Board resolution is required for any significant deviation from this policy.

F.1211 Township Allotment Fund

As requested by the township and approved by the County Engineer, use the —"township allotment" to fund:

4. 50 percent of township road or bridge construction projects.
5. Intersection lighting of county highways, including energy costs. (Energy costs will be submitted on an annual basis.)
6. Sign replacement funding.

F.1312 Capital Improvement Program

Annually prepare and review the five-year Transportation, Transportation Sales and Use Tax and Regional Rail Authority CIP's.

F.1413 Cost Participation – Roundabouts

Participate up to 85 55 percent of the costs for eligible engineering and construction items, including street lights and other features determined as necessary for operation for roundabouts as described in Policy F.1 as follows:-

- County Intersections: 25 percent base level of participation plus 15 percent for each county approach leg of the intersection.
- Trunk Highway Intersections: 85 percent for each county leg of the intersection after application of federal and/or state funds.

The county does not participate in strictly aesthetic elements for off roundabout projects. are subject to Policy F.2. For roundabouts along principal arterials, interchanges, and segments designated for ½ mile full access spacing, the City's cost share for the engineering and construction costs will be a maximum of 25 percent.

F.1514 Cost Share Participation – Future County Road Segments

At county discretion, participate in the construction and engineering costs in accordance with F.1 for constructing local roadways that are identified as future county roadway segments to county standards, over and above the costs that would have been incurred to construct the segment to city collector street standards.

F.1615 Cost Share Participation – Small Safety Projects

The county may participate up to 100 percent of the engineering and construction costs of the following project types based on county review or prioritization to improve the safety of the transportation system, provided that they would not otherwise be included in a larger management, replacement and modernization or expansion project, or permit request:

8. Median closures or mModifications;
9. Access closures or mModifications;

10. Intersection Streetlights Street Lighting; at intersections, marked pedestrian crossing locations and lighting along county highway trails within school zones with demonstrated safety benefit based on county evaluation – Participate up to 100 percent for power and maintenance costs;
11. Turn Ilanes or channelization at the Intersection of tTwo county highways: Roadways (including minor signal changes to accommodate improvement);
- 11.12. Pedestrian crossing improvements including median refuges, bump outs, and pavement markings;
- 12.13. Guardrail installation; and
- 13.14. ADA required safety improvements including curb ramps, sidewalk and bus shelter pads and sidewalk connections within county highway right-of-way.

F.1716 Cost Share Participation – Local Roadway System

The county may participate up to 85 percent~~55%~~, as defined on Table 4, of the costs for construction of local roadways necessary to directly mitigate physical, safety or operational deficiencies on the county highway system. Actual participation amount shall be based on the quantifiable benefit to the county highway system, as determined by the county based on engineering study. Local roadway construction costs that will be considered include:

6. Costs associated with relocation and construction of portions of the local roadway system to provide for its continuity and operation at a level that approximates its condition prior to construction of a county highway project.
7. Costs associated with improvements necessary to adequately accommodate county highway traffic detoured onto a local roadway during county highway construction.
8. Costs to improve local roadways to adequately accommodate traffic turning from the county highway onto a local roadway due to the addition of turn lanes on the county highway.
9. Costs directly associated with removal or consolidation of existing access to the county highway system.
10. Costs associated with construction of a local roadway that directly mitigates an existing county highway safety or operational issue or directly eliminates or significantly delays the need to expand the County highway system.

F.1718 Traffic Signal and Street Lighting Power Costs and Maintenance Responsibilities

Participate in the maintenanceinstallation, and power costs for new and replacement traffic signals and maintenance, and utility costs of standard streetlights as follows. Aesthetically-enhanced and decorative streetlights are subject to Policy F.2.

C. Installation (New and Replacement)

- a. Intersection Street lLights at intersections, marked pedestrian crossing locations and lighting along county highway trails within school zones stop controlled intersections with demonstrated safety benefit based on county evaluation – Participate up to 100 percent for power and maintenance costs.
- b. Street lighting at roundabouts – The county will be responsible for power costs and maintenance on county-county and state-county intersection roundabouts and the city will be responsible on city-county intersection roundabouts.
- b. Street lLightings, maintenance and power costs for on-tTraffic sSignals – The county will pParticipation in power costs for traffic signals including the streetlight up to the percentage of intersection approach legs under county

jurisdiction. The street lights must be energy saving and connected to the service cabinet. Street lighting is the luminaire pole and all wiring located above the signal mast arm. The city is responsible for maintenance of streetlights and all costs for unmetered services. Painting maintenance of streetlights for signals is 100 percent city responsibility. will be consistent with other improvements per Policy F.5.

- c. Integral Street Lights at Roundabout Intersections – Participate up to 55 percent.
- D. Street Lighting along High Priority Transit Corridors – Participate up to 55 percent.

E.D. Existing Maintenance and Utility Power Costs

- a. Energy saving light retrofits – The county does not participate. Cities may elect to retrofit street lights at their cost and by permit through the county. Intersection Street Lights at stop controlled intersections with demonstrated safety benefit based on County evaluation – Participate up to 100 percent.
- b. Street Lighting at Roundabouts and High Priority County Transit Corridors – The County does not participate.
- c. Street Lights on Traffic Signals – The County does not participate in power costs or maintenance. (Street lighting is the light, luminaire pole and all wiring located above the signal mast arm.)

F.18 County Advanced Funding for City Cost Participation

The county will consider advancing the local share of a project, consistent with adopted county cost participation policies, in the approved CIP's by agreement with the city involved when all the following criteria are met:

6. The county determines there is a need on the county transportation system that should be addressed sooner than city funding allows.
7. The county has available funds to pay the city cost share at the time the cost will be incurred.
8. The city submits a request to the county explaining the reason(s) for the county to advance fund their share.
9. The plan for city repayment is defined in an agreement between the city and county.
10. County advance funding is limited to a maximum 3-year period.

F.19 Left Turn Lane/Access Permit Process

In cities over 5,000 in population, the county will participate up to 85 percent of one half (42.5 percent) of the engineering, right-of-way and construction costs for left turn lanes required by the county through the access permitting process on high speed, two-lane, undivided county highways to accommodate a new access across from an existing access that does not have an existing left turn or bypass lane. For locations in cities under 5,000 in population or townships, the county may participate up to 50 percent of the engineering, right-of-way and construction costs.

NOTE: Goal 2: Transit and Integration of Transportation Modes has undergone a complete re-write. Transit-related policies are now located under Chapter 8 – Goal 5: Transit and Transitways.

Goal 2: Transit and Integration of Transportation Modes

T.1 Support Flexible and Expandable Transit Services

Dakota County will partner with local agencies and transit providers to maximize resource flexibility and to identify opportunities for the expansion and better utilization of existing transit services.

T.2 Secure Dedicated and Reliable Funding Sources for Transit

Dakota County will provide a leadership role in obtaining funds for transit capital projects within the County, and cooperate with regional partners to ensure permanent, dedicated, and reliable funding for transit operations through local, regional, state and national sources.

T.3 Transit Signage

Dakota County will seek to accommodate service providers in placement of signage compliant with the Minnesota MUTCD in County right of way to aid the effectiveness and visibility of transit service and facilities.

T.4 Streetscape Improvements

The local share of construction and installation costs for aesthetic elements determined by the County to be a necessary component of a regional transitway project will be 20 percent after application of applicable federal, state and regional funding sources. The local share of costs for aesthetic elements not determined as a necessary component by the County will be 100 percent. Maintenance of aesthetic elements of transitway projects will be accomplished in accordance with applicable County highway maintenance policies.

T.5 Transitway Development

Dakota County shall act as the lead agency for the conduct of feasibility studies and alternatives analyses for transitway projects within the County.

T.6 Improve Operating Conditions

Dakota County will identify and pursue feasible improvements to County highways through the Capital Improvement Program that can improve transit service quality and operating efficiency to provide an integrated intermodal system that will maximize the movement of people within Dakota County and the seven county Twin Cities Region.

T.7 Coordinated Service Delivery

Dakota County will lead efforts to identify and implement organizational and operating efficiencies in the delivery of paratransit service and Community Services Transportation.

T.8 Account for Evolving Transit Facility Needs

Dakota County will identify transit facilities that can effectively provide convenient access to transit users and meet service providers' needs for vehicle maintenance and efficient operation as a component of established regional and national transitway planning processes and through regional service planning efforts led by the Metropolitan Council and through the development of the Transportation CIP.

T.9 Pull-outs

Dakota County will identify and pursue opportunities to include bus pull outs as part of ongoing construction and maintenance projects or through the Capital Improvement Program where they may benefit both transit and automobile operations.

T.10 Meet the Transit Needs of the Transit Dependent Population

Dakota County will cooperate with relevant agencies and stakeholders to identify and advance: a) provisions of better transit coverage and frequency of service; b) addition of new routes with high concentrations of transit dependent people; and c) improvement of the level of service for specialized transportation in exurban areas.

T.11 Develop Cost Effective and Efficient Transit Solutions through Mobility Management

Dakota County will partner with transit providers to identify opportunities for collaboration, coordination and integration between all transportation modes at a broader infrastructure investment level that is consistent with mobility management concepts.

T.12 Effective Use of New Technologies

Dakota County will identify and investigate technologies that can prospectively improve transit service quality and efficiency. Investigation of technology will be undertaken, as appropriate, with the cooperation of regional planning agencies and service providers.

T.13 Regional Cooperation

Dakota County will participate in the regional cooperative efforts aimed towards increasing the effectiveness of transit through technology and multi-modal demand management practices.

T.14 Link Land Use, Economic Development, Transit, and Transportation Decisions Dakota County will coordinate with local communities and agencies to promote land use and economic development that support transit services and are compatible with community and regional planning goals.**T.15 Bicycle and Trail Facilities within County Right of Way**

Require the approval for design and location of bicycle and trail facilities within County highway right of way.

T.16 Bicycle and Trail Facilities Signs

Traffic controls and signage on bicycle and trail facilities will be in accordance with the Minnesota Manual on Uniform Traffic Control Devices.

T.17 Bicycle and Trail Facilities Maintenance

Local governments are required to provide maintenance through terms of the County Bikeway Trails Maintenance Agreement. If not addressed through the trail maintenance agreements, snow removal is at the discretion of the local government.

T.18 Bicycle and Trail Facilities Construction

Construct off highway bicycle and trail facilities in conjunction with all urban highway projects, whenever practical. Construct paved shoulders to service bicycle and pedestrian modes on rural construction and resurfacing projects whenever practical.

T.19 Complete Streets

Evaluate pedestrian and bicycle facilities (lighting, ramps, crosswalks, countdown timers, etc...) by context and identify deficiencies to be addressed by the County or cities.

Goal 23: Preservation of the Existing System

P.1 Bridge Inspection and Maintenance

Perform inspection and maintenance of bridges in compliance with state statutes, MnDOT/Minn/DOT and federal requirements.

P.2 Bicycle Trail Resurfacing

Perform Participate in trail maintenance and trail resurfacing at end of useful pavement life for trails in county right-of-way. maintained in accordance with the Bikeways Trails Maintenance Agreement between the County and city.

P.3 County Highway Sweeping

Sweep all county highways with urban sections, and selected county highways with rural sections as necessary based on debris, annually in the spring. County highway segments will also be swept in the non-snow season as determined necessary by the county based on debris. Fall street sweeping will focus on removing leaves from urbanized segments of the county's road system. The county will:

1. Strive to remove sand before it goes into the storm sewer.

2. Attempt to remove leaves from the gutters.

32. Rotate the order of sweeping among the cities.

43.

Work with cities to

determine priority areas to clean first (e.g., to prevent sand from going into catch basins where there may be a problem).

54. If additional assistance is needed, consider contracting with local municipalities.

65. Comply with NPDES requirements.

P.4 Mowing Policy

During the growing season (May to October), mow medians and boulevards in non-rural areas up to six times per year for safety. In rural areas observe Minnesota Statute 160.232 Mowing Ditches Outside Cities. and rural ditches up to four times per year for safety, in accordance with Department of Natural Resources recommended wildlife and environmental regulations. Cities may supplement the mowing.

P.5 Mailbox Replacement

Mailboxes conforming to current design standards adjacent to highways that have been hit directly by a snowplow or have been removed by a county project or maintenance activity will be repaired or replaced with a conforming mailbox at the expense of the county. Owners are responsible for the care and replacement of mailboxes unless hit directly bywith a snowplow. Mailboxes adjacent to highways that require repair or replacement because they are a safety hazard or because they are non-conforming will be replaced by the owner or the county in accordance with Minnesota Statute 169.072.

P.6 Drainage Cleaning

Clean drainage ditches, gutters, and storm sewer inlet grates. as identified per maintenance agreements for storm sewer systems.

P.7 Permit Coordination

Coordinate permit approval with cities prior to issuing permits to avoid possible city conflicts.

Goal 34: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity

M.21 Weight Restrictions

The County Engineer may impose weight restrictions on highways to prevent significant structural deterioration.

M.12 Access Spacing Guidelines - Local Streets and Driveways

Pursue spacing and configuration of intersecting local streets and driveways in accordance with access management principles and with the county's adopted access guidelines through the plat approval process, in conjunction with construction projects, corridor studies or as required by safety and operation of the highway in consideration of all users.

M.3 10-Ton Routes - Plan Updates

With each plan update, adopt an updated network of potential 10-ton routes.

M.4 10-Ton Routes - DesignationImplementation

10-ton routes will be implemented consistent with applicable Minnesota State Statutes based on the following criteria:

- The proposed route is included on the adopted potential 10-ton route system;
- Adequate pavement structure and cross section design;
- Provides primary access to intensive industrial and commercial development;
- Provides primary access to trunk highways or other 10-ton routes;
- Has support of townships through township board consultation and cities through a city council resolution; and
- Board resolution.

M.5 Jurisdictional Classification - Potential Jurisdictional Transfers

Evaluate county highways identified for potential jurisdictional changes, including highways not on the county system according to the following criteria:

- Traffic volumes
- Functional classification
- Connections to major activity centers
- Connectivity to the metropolitan transportation system
- Goods movement function
- Economic impact
- Mobility versus land access
- Spacing between county highways
- Route continuity
- Connectivity to multiple communities and areas outside the region

M.6 Jurisdictional Transfers

For roadways identified in the Plan for jurisdictional transfer:

- Coordinate efforts with local units of government to complete jurisdictional transfers in accordance with Minnesota Statute 163.11.
- Work in coordination with local governments to execute agreements prior to official revocation of the highway by County Board resolution.
- Consider potential MnDOT/Mn/DOT jurisdictional transfers on a case-by-case basis by with County Board resolution. approval.
- If agreeable between the county and a city or township, provide financial payment for jurisdictional transfers based on need or highway improvement in lieu or making improvements.

M.7 Traffic Control Signals – City or State Maintenance Assistance

Provide maintenance assistance and advanced traffic management system management (ATMS) for traffic control signals under the jurisdiction of cities or the State. Maintenance assistance and access to the county's ATMS will be defined through agreements. The city will reimburse the county for actual costs incurred for staff, equipment and materials used through an annual fee. The county will evaluate the annual fee each year.

M.8 Traffic Control Signals – Transit Priority

Work with transit providers, cities, and the state to evaluate the use of priority timing of signal systems for transit vehicles along specific corridors.

M.9 ~~Traffic Control Signal Operations, Maintenance, and Energy Costs with Cities~~

~~The county and city will share in the operation, maintenance, and energy costs of traffic signal systems in the following manner:~~

- ~~1. Energy costs for operation of the traffic signal system, excluding street lights, will be shared between the County and city based on the number of County and city approaches entering the intersection.~~
- ~~2. The County is responsible for all costs associated with maintenance and operation of traffic signal control equipment and hardware, cleaning and painting, and replacement of signal indications.~~
- ~~3. The city is responsible for power costs of attached street lights in accordance with Policy F.18~~

M.~~910~~ Intersection Traffic Control Changes

Install, modify or remove intersection traffic controls (such as traffic signals, roundabouts, stop signs, and channelization) based on a county engineering study to determine that indicates the best measure for the safety and operation of the intersection and adjacent corridor, an intersection. Installation is based on priority and availability of funds. Installation or removal of intersection traffic controls requires County Board approval.

M.~~1011~~ Right-of-Way - Landscaping

By permit, allow low maintenance landscape plantings on highway right-of-way. Permittees will be responsible for maintenance of landscape and associated facilities.

M.~~1112~~ Contiguous Plat Ordinance

The Plat Commission will review any plat adjacent to a county highway or a highway shown on the plats needs map as identified in the Contiguous Plat Ordinance No. #108. The review of a proposed plat and final approval of that plat is specifically limited to the following factors of countywide significance:

8. Ingress and egress to and from county roads.
9. Approach grade intersection with county roads.
10. Drainage.
11. Safety standards.
12. Right-of-way requirements of county roads.
13. Local road system integration with county road system.
14. Land use impact on development of county road system.

M.12~~13~~

Right-of-Way Permits

Require a permit for any obstruction, excavation or placement of signs, utilities, facilities or other items within the county rights-of-way. The permit application process and requirements are described in Ordinance No. 126, Management of the Public Right-of-Way, and the Right-of-Way Management Procedures document, which details permit issuance practices.

M.13 Bicycle and Pedestrian Facilities within County Right-of-Way

Require approval for design and location of bicycle and pedestrian facilities by non-county agencies within county highway right-of-way.

M.14 Bicycle and Pedestrian Facilities Signs and Pavement Markings

Traffic controls and signage on bicycle and trail facilities will be in accordance with the Minnesota Manual on Uniform Traffic Control Devices.

M.15 Bicycle and Pedestrian Facility Construction

Construct bicycle and pedestrian facilities in conjunction with all highway construction and mill and overlay projects based on needs and context, to the extent practical.

M.16 On-Road Bicycle Facilities

Include bikeable shoulder on county highways in rural and urban areas with roadway projects when practical.

Goal 45: Replacement and Modernization of Deficient Elements of the System

R.1 Highway Replacement

Reconstruct and modernize highways or highway elements that have exceeded their useful life based on structural, functional, operational or safety factors.

R.2 Bridge Inspections

Perform bridge inspections of county bridges in accordance with applicable laws and rules.

Goal 5: Transit and Transitways

T.1 Funding Partnerships

Provide funding for transitway operations in accordance with established regional and interagency agreements and consider providing funding contributions for other services on an individual basis in cooperation with service providers and local municipalities and according to applicable County Cost Participation policies.

T.2 Improve Operating Conditions

Dakota County will identify and pursue federal improvements to county highways through the Capital Improvement Program that can improve transit service quality, operating efficiency, and accessibility to provide an integrated multi-modal system that will maximize the movement of people within Dakota County and the region.

T.3 Develop Cost Effective and Efficient Transit Solutions Through Mobility Management

Dakota County will assume a lead role, currently through GoDakota, with transit providers and human service agencies and other community stakeholders to identify opportunities for broad collaboration, coordination and integration between all transportation modes that is consistent with mobility management concepts.

T.4 Consider Transit Facility Needs in All Transportation Projects

Provide infrastructure for transit operations and transit service access within county highway right-of-way where practical including signage, pedestrian facilities, bus pull-outs and bus stop amenities.

Goal 6: Improvement and Expansion of Transportation Corridors

¶E.1 Right-of-Way Acquisition - Highway Construction/Plat Dedication

When appropriate, assure that right-of-way acquisition for highway construction projects is consistent with plat dedication requirements [to plan for long term system needs](#).

¶E.2 Right-of-Way - Standards

Follow standards for placement of utilities, trails, and other structures within highway right-of-way [to minimize the need for relocation due to future expansion](#).

¶E.3 Right-of-Way - 20-Year Needs Map

Develop [and maintain](#) a countywide [right-of-way needs](#) map based upon long-term system capacity needs to identify [future](#) right-of-way needs. The following factors will be considered:

11. 20-year traffic projections.
12. Function of highway.
13. Corridor preservation.
14. Consistency with policy objectives.
15. Environmental considerations.
16. Intermodal potential.
17. Coordination with adjacent lane use.
18. Corridor study recommendations.
19. Future interchanges locations.
20. Continuity along corridors.

¶E.4 Future County Highway Alignments

| Future county highway alignments and re-alignments are identified through engineering studies
and adopted by County Board resolution.

Plan Policy Conversion Chart

Plan Principles			Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Capacity					
2012 Plan		2020 Plan		2012 Plan		2020 Plan		
Policy #	Policy	Policy #	Reason	Policy #	Policy	Policy #	Reason	
PP.1	Cultural and Natural Resources	PP.1		M.1	Weight Restrictions	M.2	reorganization	
PP.2	Wetland Mitigation Areas	PP.2		M.2	Access Guidelines - Local Streets and Driveways	M.1	reorganization	
PP.3	Well and Water Supply	PP.3		M.3	10-Ton Routes - Plan Updates	M.3		
PP.4	On-Site Sewage Treatment	PP.4		M.4	10-Ton Routes - Implementation	revised		
PP.5	Surface Water Drainage System Design	PP.5			10-Ton Routes - Designation	M.4	revised	
PP.6	Paved Shoulders, Trails and Bike Lanes	revised		M.5	Jurisdictional Classification - Potential Jurisdictional Transf	M.5		
	Pedestrian and Bicycle Facilities	PP.6		M.6	Jurisdictional Transfers	M.6		
PP.7	Design and Construction Standards	PP.7		M.7	Traffic Control Signals - City or State Maintenance Assistan	M.7		
PP.8	Traffic Control Devices Design and Operation	PP.8		M.8	Traffic Control Signals - Transit Priority	M.8		
PP.9	Speed Limits	PP.9		M.9	Traffic Control Signal Operations, Maintenance and Energy removed	reorganization		
PP.10	Parking Restrictions	PP.10		M.10	Intersection Traffic Control Changes	M.9		
PP.11	Temporary Traffic Controls	PP.11		M.11	Right-of-Way - Landscaping	M.10		
PP.12	CIP	PP.12		M.12	Contiguous Plat Ordinance	M.11		
PP.13	CIP Resolution	PP.13		M.13	Right of Way Permits	M.12		
PP.14	Transportation Plan Consistency	PP.14		T.15	Bicycle and Trail Facilities Within County Right of Way	revised		
PP.15	Environmental Regulations	PP.15			Bicycle and Pedestrian Facilities Within County Right of Wa	M.13	reorganization	
PP.16	NURP/NPDES	PP.16		T.16	Bicycle and Trail Facilities and Signs	revised		
PP.17	Solid Waste Management	PP.17			Bicycle and Pedestrian Facilities, Signs and Pavement Mark	M.14	reorganization	
PP.18	Hazardous Wastes and Materials	PP.18		T.18	Bicycle and Trail Facilities Construction	revised		
PP.19	Storm Water Pollution Prevention Plan	PP.19			Bicycle and Pedestrian Facilities Construction	M.15	reorganization	
PP.20	State and Federal Requirements	PP.20			On-Road Bicycle Facilities	M.16	new policy	
PP.21	Minnesota Data Practices Act	PP.21						
PP.22	Capital Improvement Program - Agency Involvement	PP.22						
PP.23	Multi-Disciplinary Work Teams	PP.23						
PP.24	Manage the Adopt-a-Highway Program	PP.24						
Goal 1: Limited Resources are Directed to the Highest Priority Needs			Goal 4: Replacement and Modernization of Deficient Elements of the System			2012 Plan		
Policy #	Policy	Policy #	Policy	Policy #	Policy	Policy #	Reason	
R.1	Highway Replacement	R.1						
R.2	Bridge Inspections	R.2						
Goal 2: Preservation of the Existing System			Goal 5: Transit and Transitways			2012 Plan		
Policy #	Policy	Policy #	Policy	Policy #	Policy	Policy #	Reason	
F.1	Cost Participation -Roadway	F.1		T.1	Support Flexible and Expandable Transit Service	removed	chapter re-write	
F.2	Cost Participation - Aesthetic	F.2		T.2	Secure Dedicated and Reliable Funding Sources for Transit	removed	chapter re-write	
F.3	Cost Participation - Right-of-Way	F.3		T.3	Transit Signage	removed	chapter re-write	
F.4	Cost Participation - Engineering	removed	no longer applies	T.4	Streetscape Improvements	removed	chapter re-write	
F.5	Cost Participation - Traffic Signals	F.4	reorganization	T.5	Transitway Development	removed	chapter re-write	
F.6	Cost Participation Involving Federal and State Funds	F.5	reorganization	T.6	Improve Operating Conditions	T.2	revised	
F.7	Cost Participation for Populations Less Than 5,000	F.6	reorganization	T.7	Coordinated Service Delivery	removed	chapter re-write	
F.8	Cost Participation for Storm Sewer System Maintenance	F.7	reorganization	T.8	Account for Evolving Transit Facility Needs	removed	chapter re-write	
F.9	Cost Participation for Multi-Use Trails and Sidewalks	revised		T.9	Pull-outs	removed	chapter re-write	
	Multi-Use Trails and Sidewalks Maintenance	F.8	reorganization	T.10	Meet the Transit Needs of the Transit Dependent Populati	removed	chapter re-write	
F.10	Cost Participation for Transitways	revised		T.11	Develop Cost Effective and Efficient Transit Solutions thro	T.3	revised	
	Transit Capital and Operating	F.9	reorganization	T.12	Effective Use of New Technologies	removed	chapter re-write	
F.11	Tax Increment Financing (TIF) Costs	F.10	reorganization	T.13	Regional Cooperation	removed	chapter re-write	
F.12	Township Allocation Fund	F.11	reorganization	T.14	Link Land Use, Economic Development, Transit and Transp	removed	chapter re-write	
F.13	Capital Improvement Program	F.12	reorganization	T.15	Bicycle and Trail Facilities within County Right of Way	revised		
F.14	Cost Participation - Roundabouts	F.13	reorganization		Bicycle and Pedestrian Facilities within County Right of Wa	M.14	reorganization	
F.15	Cost Participation - Future County Road Segments	F.14	reorganization	T.16	Bicycle and Trail Facilities and Signs	revised		
F.16	Cost Participation - Small Safety Projects	F.15	reorganization		Bicycle and Pedestrian Facilities, Signs and Pavement Mark	M.15	reorganization	
F.17	Cost Participation - Local Roadway System	F.16	reorganization	T.17	Bicycle and Trail Facilities Maintenance	removed	chapter re-write	
F.18	Street Lighting	revised		T.18	Bicycle and Trail Facilities Construction	revised		
	Traffic Signal and Street Lighting Power & Maintenance	F.17	reorganization		Bicycle and Pedestrian Facilities Construction	M.16	reorganization	
	County Advanced Funding for City Cost Participation	F.18	new policy	T.19	Complete Streets	removed	chapter re-write	
	Left Turn Lane/Access Permit Process	F.19	new policy		Funding Partnerships	T.1	new policy	
					Consider Transit Facility Needs in All Transportation Proj	T.4	new policy	
Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Capacity			Goal 6: Expansion of Transportation Corridors			2012 Plan		
Policy #	Policy	Policy #	Policy	Policy #	Policy	Policy #	Reason	
I.E.1	Right-of-Way Acquisition - Highway Construction/Plat Ded	E.1						
I.E.2	Right-of-Way - Standards	E.2						
I.E.3	Right-of-Way - 20-Year Needs Map	E.3						
I.E.4	Future County Highway Alignments	E.4						

Dakota County 2040 Comprehensive Plan (DC2040) Amendment

The following revisions were made for consistency with the Dakota County 2040 Transportation Plan.

Pages	Plan Revision
ii	Goals: updated to match Transportation Plan update, with changes to: Goal 3.4 Replacement and Modernization of Deficient Elements of the System Goal 3.5: Transit and Transitways (removed other modes, covered throughout other goals)
ii	Updated map, <i>Future Functional Classification of Highways</i>
11-12	Updated purpose and background context Added information on impacts of COVID-19 pandemic to transportation systems
14-15	Updated Transportation Guiding Principles to match Transportation Plan update: <ul style="list-style-type: none"> • Combined Context-Sensitive Design and Complete Streets Principles • Added ADA Transition Plan Principle • Added Transportation Technology
15-17	Goals: updated to match Transportation Plan update, with changes to: Goal 3.4 Replacement and Modernization of Deficient Elements of the System Goal 3.5: Transit and Transitways (removed other modes, covered throughout other goals)
17	Updated descriptive statistics of County system
18	Updated map, <i>Dakota County Transportation System</i>
19	Updated descriptive statistics based on functional classification
21	Updated map, <i>Existing Functional Classification</i>
22	Updated map, <i>Recommended Future Functional Classification</i>
23	Updated table, <i>County Highway Mileage by Type</i>
25	Updated map, <i>Access Spacing</i>
26	Updated description and findings from Dakota County Travel Demand Model to 2020 version
27	Added language on State Trunk Highway expansion needs
28	Updated map, <i>Existing Traffic Volumes</i>
29	Updated map, <i>Projected 2040 Traffic Volumes</i>
31	Updated map, <i>Future County Expansion Needs</i>
33	Updated descriptive statistics on mode integration
34	Updated map, <i>Transit Market Areas</i>
35	Updated language on current plans for the METRO Orange Line Bus Rapid Transit
36	Updated language on alternatives for the Robert Street Transitway
38	Updated description of the Apple Valley Transit Station
39	Added information on bus garages in Dakota County
44	Updated map, <i>Existing Pedestrian and Bicycle System</i>
45	Updated map, <i>Gaps in the Existing County Pedestrian System</i>
46	Updated map, <i>Gaps in the Existing County Bicycle System</i>
48	Updated language on Pedestrian and Bicycle Study, added approaches for filling gaps
49	Updated map, <i>Planned County Pedestrian System</i>
50	Updated map, <i>Planned County Bicycle System</i>
53	Updated language on autonomous and connected vehicles
57	Updated language on twin trailer truck routes
58	Updated map, <i>Tiered Truck Corridors in Dakota County</i>
59	Updated map, <i>Ten-Ton Highways</i>
62-66	Updated State, Regional, and County studies and findings
66	Updated language on Capital Improvement Plan to reflect 2020-2024 Plan.
154-170	Updated tables to current 2020-2024 Transportation Capital Improvement Plan
217-227	Updated demographic forecasts by transportation analysis zones

Additional Revisions Made after Public Review (October 20 to December 21, 2020)

All maps were updated with technical changes and basemap revisions from additional jurisdictional transfers occurring in the second half of 2020.

Notification of the draft Comprehensive Plan Amendment availability for review was sent to affected and adjacent jurisdictions, including:

County Communities	Adjacent Communities	Independent School Districts
Apple Valley	Bloomington	191; Burnsville-Eagan-Savage
Burnsville	Cottage Grove	192; Farmington
Castle Rock Twp.		
Coates	Credit River Twp.	194; Lakeville
Douglas Twp.	Denmark Twp.	195; Randolph
Eagan	Grey Cloud Island Twp.	196; Rosemount-Apple Valley-Eagan
Empire Twp.	New Market Twp.	197; West St. Paul-Mendota Hts.-Eagan
Eureka Twp.	Newport	199; Inver Grove Heights
Farmington	Savage	200; Hastings
Greenvale Twp.	St. Paul	252; Cannon Falls
Hampton	St. Paul Park	6; South St. Paul
Hampton Twp.	Hennepin County	659; Northfield
Hastings	Ramsey County	
Inver Grove Heights	Scott County	
Lakeville	Washington County	
Watershed Management Orgs.		
Lilydale		Black Dog WMO
Marshan Twp.		Capitol Region WD
Mendota		Eagan-Inver Grove Heights WMO
Mendota Heights	Cannon Falls	Lower Minnesota River WD
Miesville	Cannon Falls Twp.	Lower Mississippi River WMO
New Trier	Goodhue County	North Cannon River WMO
Nininger Twp.	Northfield	Ramsey Washington Metro WD
Randolph	Northfield Twp.	Scott County WMO
Randolph Twp.	Rice County	South Washington Watershed District
Ravenna Twp.	Stanton Twp.	Vermillion River Watershed JPO
Rosemount	Webster Twp.	
Rural Collaborative	Welch Twp.	
Sciota Twp.		
South St. Paul		
Sunfish Lake		
Vermillion		
Vermillion Twp.		
Waterford Twp.		
West St. Paul		
Out-of-Region Communities		
Agencies		
	MN DNR	
	MN DOT	
	MN Valley Transit Authority	

Three comments were received specifically on the Comprehensive Plan Amendment.

Scott County:

Scott County will be completing a Countywide Transit Plan by the end of the first quarter of 2021. One recommendation being developed into the plan is to work with partners to implement service along the CSAH

42 corridor between Scott County and Dakota County. At the regional policy level, the plan calls for working with partners to establish a long-term BRT Corridor Vision on CSAH 42.

Staff Response:

Additional language has been added to the County Plans and Studies section, under the East West Transit Study: The CSAH 42 Corridor has also been identified as a priority for improved transit service by the Dakota County Regional Chamber of Commerce Transit Study as well as the draft Scott County Transit Plan.

City of St. Paul:

Pp11-12 Anecdotally, I've heard that regular route bus ridership is at about 90% of pre-COVID levels, though commuter bus ridership is still way down. Statement that transit ridership dropped 90% and has been slow to recover may be misleading (certainly would be in St. Paul, where most ridership is on local routes). Consider consulting with Metro Transit to improve the accuracy of this statement about COVID impacts on transit.

Staff Response:

Staff will continue to monitor ridership levels with the Minnesota Valley Transit Authority (MVTA) and Metro Transit as the pandemic impacts continue to evolve. As of the end of 2020, MVTA reported that ridership was significantly lower than pre-COVID levels, noted particularly for express routes. Metro Transit was compiling their annual ridership report for 2020 during the review period, although anecdotal information indicated that special transit services remained robust (Metro Mobility), and express routes were lower than pre-COVID levels.

Washington County:

Page 3-36: This text about Red Rock and the results of various studies is inaccurate, please consider including the text in red for accuracy. Red Rock Transitway (Bus Rapid Transit) — The planned Red Rock Corridor connects St. Paul, Hastings and communities in Washington County along TH 61. In 2014, the Red Rock Corridor Commission completed an update to an earlier alternative analysis, identifying bus rapid transit as the preferred transit mode for the corridor. In 2016, the Red Rock Corridor Commissioner completed an Implementation Plan which included near term and long-term recommendations to achieve full Bus Rapid Transit implementation. This plan does not suggest that extension of service to Hastings is supportable in the near- to medium-term. Intermediate efforts for improved service in the corridor include expansion of express service and park and ride capacity to establish a larger ridership base. Dakota County was a member of the Red Rock Corridor Commission through 2017 and participated in its ongoing planning activities. In 2017, the Dakota County Regional Railroad Authority left the Commission; staff continues to monitor Commission activities for any actions that may affect the County.

Staff Response:

Given the County's changing role in transit, no changes were needed for the plan.

Next Steps



Oct 13th and Oct 20nd
PDC and CB meeting

Oct 20th – Dec 21st

Jan 19th
CB Public Hearing

March 25th
Planning Commission

April
PDC and CB meeting

April – June
Met Council Review

June
PDC and CB meeting

Transportation Plan

- Release for public review
- Adopt cost share policies
- 60-day review period

- Review public and agency comments

- Review public and agency comments

- Consider adopting plan
 - Modify cost share policy text for clarity.

Comp Plan Amendment Transportation Chapter

- Release for public review
- Set public hearing date
- Submit to Met Council staff for conformance review
- 60-day review period
- Statutory requirement, receive comments, no action requested
- Review public and agency comments and consider recommendation to PDC
- Consider submitting to Met Council for official review
- Metro Council comp plan amendment review process and comments
- Consider adopting plan amendment

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

Ratification Of Application For 2021 Metropolitan Council Grant

Meeting Date: 4/13/2021
 Item Type: Regular-Action
 Division: Physical Development
 Department: Parks, Facilities, and Fleet Management
 Contact: Landahl, Beth
 Contact Phone: (952) 891-7964
 Prepared by: Landahl, Beth

Fiscal/FTE Impact:
 None Other
 Current budget Amendment requested
 New FTE(s) requested
 Board Goal: A great place to live
 Public Engagement Level: N/A

PURPOSE/ACTION REQUESTED

Ratify application for the 2021 Metropolitan Council (MC) Competitive Equity Grant (Grant) to focus on increased awareness, access, and more equitable use of the Mississippi River Greenway (MRG).

SUMMARY

Background: The MC Grant program provides funding to regional park agencies for projects that strengthen equitable usage of regional parks and trails by all our region's residents, across age, race, ethnicity, income, national origin, and ability. Two recent planning efforts, the Dakota County Parks Visitor Services Plan and Connecting People to the Mississippi River Study, identified goals that aligned with the grant criteria of awareness building, access, community partnerships and engagement, and programming (Attachment A).

Project Description: In close collaboration with the following partners, Dakota County Parks developed a grant project focused on building and bridging community by creating vibrant, inclusive spaces along the MRG: Inver Hills Community College, Dakota County Library Inver Glen Branch, Independent School District (ISD) 199, including Simley High School and Inver Grove Heights Middle School, and city of Inver Grove Heights Park and Recreation Department.

Dakota County regional greenways are extremely popular, serving nearly 700,000 visitors annually. As popular as they are, there are barriers that some residents experience around accessibility, including lack of equipment and awareness. The goal of the project is to reduce these barriers through a collaborative, community-driven approach focused in Inver Grove Heights that will create new connections between the MRG and important community centers. This will be accomplished through collaborative community engagement and the designation of a MRG community connector route (Attachment B) that utilizes existing greenway and city trails and incorporates interpretive nodes that celebrate the multiculturalism of Dakota County and Inver Grove Heights. A free bicycle lending pilot program is identified at one node. The multifaceted programmatic package to activate the community connector route will include 1) curriculum development related to the route so educators can include it as part of their lessons and 2) outreach events, programs, and activities to bring life to this connector route and celebrate its unifying themes. Both components will be developed through close collaborative planning with the partners and community.

The grant application included letters of support from ISD 199, Inver Hills Community College, and the Dakota County Library. The tight timeframe of the grant deadline required ratification of the grant after it was submitted versus the preferred approach of authorization to submit. Should the grant be awarded, authorization to accept and execute the grant and authorization to amend the Adopted 2021 Parks Capital Improvement Program and Operations budgets will be brought back to the County Board for approval along with any predominant terms of this proposed partnership. Additionally, should a joint powers agreement be necessary to implement, it will be brought back to the County Board for approval. The timeline for this project, if approved, is July 2021–May 2024.

RECOMMENDATION

Staff recommends ratification of application for the 2021 MC Grant.

Should the grant not be awarded, the County will continue to pursue collaboration with the community organizations and alternative forms of funding to strengthen usage of parks and greenways.

EXPLANATION OF FISCAL/FTE IMPACTS

The grant application is more competitive with a County match. The overall estimated project cost is \$320,000 with a grant request for \$160,000 and a 50 percent County match for \$160,000. The Adopted 2021 Parks CIP includes sufficient funds for this match in the Grant Match set aside (P00117).

Supporting Documents:

Attachment A: Grant Overview
 Attachment B: Proposed MRG Community Connector Route
 Attachment C: Financial Summary – Grant Match Setaside

Previous Board Action(s):

17-541; 10/31/17

RESOLUTION

WHEREAS, the Metropolitan Council Competitive Equity Grant program provides funding to regional park agencies for projects that will strengthen equitable usage of regional parks and trails by all our region's residents, across age, race, ethnicity, income, national origin, and ability; and

WHEREAS, Dakota County Parks, in close collaboration with Inver Hills Community College, Dakota County Library Inver Glen Branch, Independent School District 199 including Simley High School, and Inver Grove Heights Middle School, and city of Inver Grove Heights Park and Recreation Department, developed a grant project focused on building and bridging community by creating inclusive spaces along the Mississippi River Greenway; and

WHEREAS, the goal of the project is to reduce use and visitation barriers through a collaborative, community-driven approach focused in Inver Grove Heights that will create new connections between the Mississippi River Greenway and important community centers; and

WHEREAS, the project goals will be accomplished through collaborative community engagement and the creation of a community connector route that connects residents to the Mississippi River Greenway through wayfinding, interpretation, and engaging programming; and

WHEREAS, the grant application included letters of support from Independent School District 199, Inver Hills Community College, and Dakota County Library; and

WHEREAS, the timeline for this project, if approved, is July 2021–May 2024; and

WHEREAS, the overall estimated project cost is \$320,000 with a grant request for \$160,000 and a 50 percent County match for \$160,000; and

WHEREAS, the Adopted 2021 Parks Capital Improvement Program includes sufficient funds for this match in the Grant Match set aside (P00117).

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby ratifies application for the 2021 Metropolitan Council Competitive Equity Grant; and

BE IT FURTHER RESOLVED, That, if awarded, authorization to accept and execute the grant and authorization to amend the Adopted 2021 Parks Capital Improvement Program and Operations budgets to recognize the grant revenue and allocate funds from the Grant Match set aside to the project to satisfy the grant requirements budget will be brought back to the County Board for approval.

County Manager's Comments:

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

Reviewed by (if required):

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



County Manager

Metropolitan Council Grant Overview:

Project Title: *Building and Bridging Community by Creating Inclusive Spaces along the Mississippi River Greenway (MRG)*

Purpose of Metropolitan Council Equity Grant Program

The Metropolitan Council Equity Grant Program provides funding to regional parks agencies for projects that will strengthen equitable usage of regional parks and trails by all our region's residents, across age, race, ethnicity, income, national origin, and ability.

Background

How did we get here?

Goals and opportunities identified in two recent plans aligned with the criteria of the Met Council grant.

1. Visitor Services Plan adopted by the Board of Commissioners in 2017 identified goals and implementation strategies including:
 - a. Building awareness resulting in increased use
 - b. Continuing to engage and outreach to the community, especially harder to reach communities
 - i. This project grew out of community input and relationships developed over the last two years of outreach work.
 - c. Pursuing external funds
 - d. Expanding partnerships
2. Connecting People to the Mississippi River Study reviewed by the Board of Commissioners in 2018 – 2019 identified opportunities to improve access and visibility to MRG and to improve the quality of the trail experience. In particular, the section along Concord Boulevard through Inver Grove Heights was identified as a priority area to address these issues of access, visibility, and trail experience.

Why are we pursuing this project?

- Advance goals in the areas mentioned above.
- Maximize existing investment in greenway system by introducing more people to this amenity, resulting in increased visitation and improved experience.
- Through deeper partnerships and new connections, gain audiences that may be new to MRG and bring expertise and perspectives from partners that county staff may not have.
- Test a scalable community-based model for increasing usage and maximizing investment in the greenway system.

What is the public value of this project?

- Provide broad community benefit by improving access and awareness, telling stories of people and places, reaching new or hard to reach audiences (e.g. youth, young adults, students, elders).
- Reduce barriers to trail usage by forming new connections between the MRG and community centers where people already gather.
- Create more welcoming spaces and programs that connect people to the outdoors by bringing parks and greenways into community spaces.
- Activate and connect community spaces to MRG through collaborative community engagement, partnerships, and programming.

Key components of the grant:

- More programmatic-oriented:
 - § Community engagement
 - § Programming (for the general public, for schools and students, for harder-to-reach communities)
- More capital-oriented:
 - § Activate the proposed MRG Community Connector Route with wayfinding and interpretive elements. **Note: This route uses existing trails; no new trails will be constructed as part of this project.**

Partner Roles and Commitment

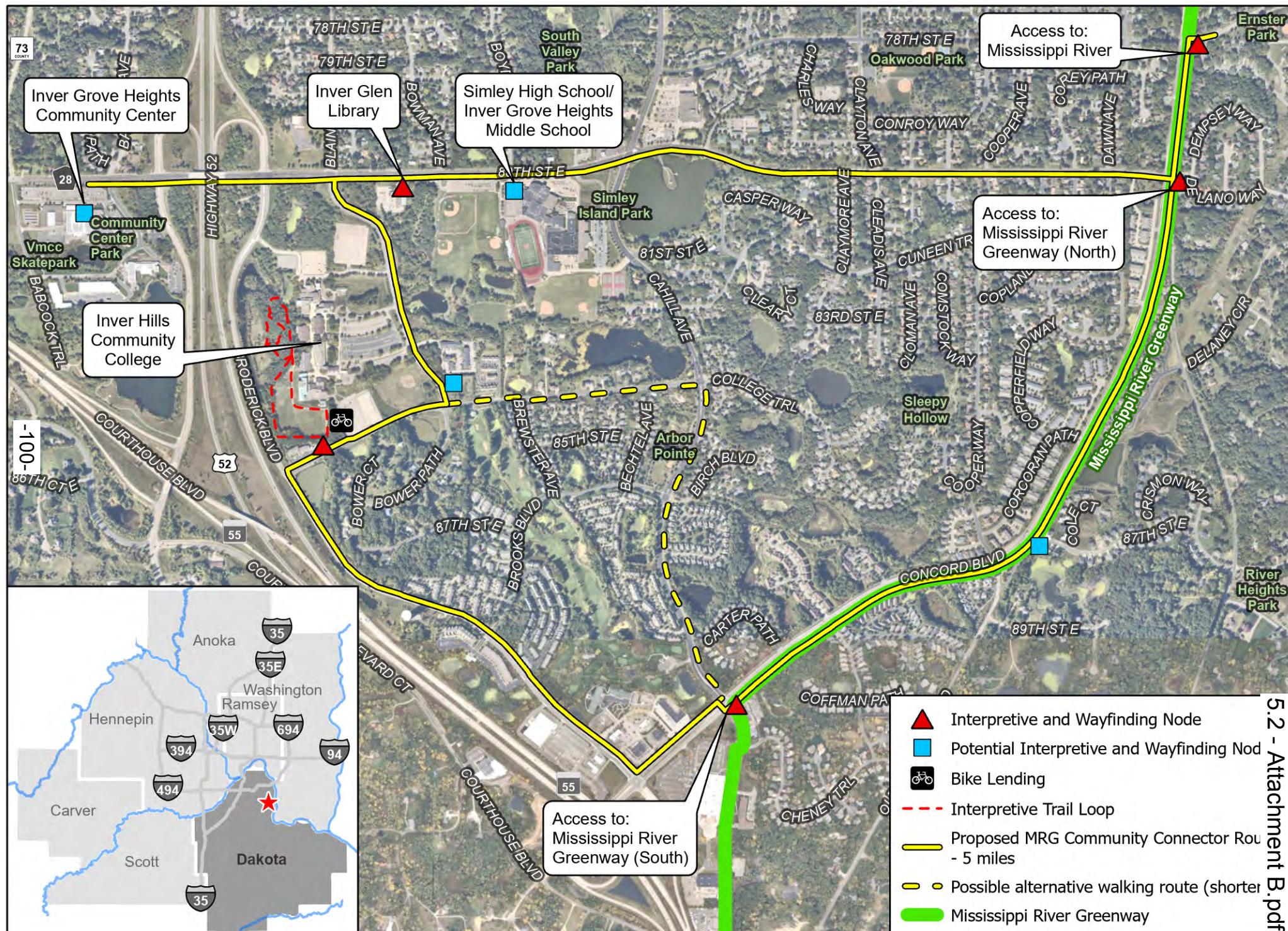
- **Inver Hills Community College (IHCC):**
 - Host an interpretive node, which will focus on interpretation honoring Indigenous communities. The Indigenous-focused interpretation in this node will be located along a walking trail that is open to the public and will provide a stop and destination for greenway users and enhance their experience in this segment.
 - Host and operate free bike lending pilot program. While more details will be established, IHCC will manage the bikes, space, and staffing for the program.
 - Engage with the IHCC/DCTC American Indian Advisory Committee on the project.
 - Engage student body, faculty, and alumni.
 - Provided letter of support.
 - Participate in the grant project team.
- **Inver Glen Library:**
 - Host a node or outdoor learning space, which may include a reading garden, literacy, and educational elements along the Community Connector Route as well as wayfinding to the MRG and other nodes in the loop.
 - Provided letter of support.
 - Participate in the grant project team.
- **ISD 199 (Simley High School and Inver Grove Height Middle School):**
 - Engage student body, faculty, and families.
 - Provided letter of support.
 - Participate in the grant project team.
- **City of Inver Grove Heights:**
 - Support project and will participate in the grant project team.
- **Dakota County Parks:**
 - Manage the grant deliverables, reporting, and budget.
 - Provide technical support in areas like equipment rental management, interpretation development, wayfinding.
 - Participate in the grant project team.
- The grant will be operationalized and managed by the grant project team for the duration of the project. All partners have committed to participating on the project team. The outcome of community engagement will define how this is programmed, including the operational details.
- The operations and maintenance impacts will be addressed by the project team and are anticipated to be minimal. The responsible partner will continue providing operations and maintenance of its existing trails plus the grant proposed capital improvements, including interpretive waysides.

Proposed Grant Budget

Construction	\$125,000
	Construction and installation of 5 – 7 interpretive and wayfinding nodes and elements (5 would be on MRG or county right-of-way). Note, no new trail will be constructed. Interpretation and wayfinding would occur along existing trails.
External Professional Services	\$69,000
	Research, develop and design interpretive content for all wayfinding and interpretation
Community Engagement	\$30,000
	Facilitation and materials to implement community engagement
Outreach Event Costs	\$30,000
	Payment for instructors and materials to implement the two-year outreach program plan
Other	\$66,000
	Bike lending pilot program materials, educator stipends for curriculum development
Total	\$320,000 with a 50% Dakota County grant match (\$160,000)

Proposed Mississippi River Greenway Community Connector Route

(located on existing trails/sidewalks)



P00117 - Natural Resources, Greenway, and Park Improvement Grant Match

Year	Expense Budget			Funding Sources Budget						
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2021	-	-	-	-	-	-	-	-	-	-
2021 Budget	500,000	-	500,000	500,000	-	500,000	-	-	-	500,000
2022 Plan	500,000		500,000	500,000	-	500,000	-	-	-	500,000
2023 Plan	500,000		500,000	500,000	-	500,000	-	-	-	500,000
2024 Plan	607,752		607,752	607,752	-	607,752	-	-	-	607,752
2025 Plan	638,141		638,141	638,141	-	638,141	-	-	-	638,141
<i>Current CIP Total</i>	2,745,893	-	2,745,893	2,745,893	-	2,745,893	-	-	-	2,745,893
Costs Beyond Current CIP	-		-	-	-	-	-	-	-	-
Total	2,745,893	-	2,745,893	2,745,893	-	2,745,893	-	-	-	2,745,893

DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE**Update On Veterans Memorial Greenway**

Meeting Date: 4/13/2021
 Item Type: Regular-Information
 Division: Physical Development
 Department: Parks, Facilities, and Fleet Management
 Contact: Hoopingarner, Taud
 Contact Phone: (952) 891-7004
 Prepared by: Parent, Matthew

Fiscal/FTE Impact:
 None Other
 Current budget Amendment requested
 New FTE(s) requested
 Board Goal: A great place to live
 Public Engagement Level: Level 2 - Discuss

PURPOSE/ACTION REQUESTED

Receive an update on the preliminary and final design of the Veterans Memorial Greenway County Project (Project) in the City of Eagan and Inver Grove Heights (Attachment A).

SUMMARY

To provide a safe and efficient transportation system, Dakota County is proceeding with the Veterans Memorial Greenway. The Project will be a new five-mile greenway that would include five to seven veteran memorials. The greenway, which follows the adopted Rich Valley Greenway master plan corridor, would provide a needed link between Lebanon Hills Regional Park and the Mississippi River Greenway and would provide neighborhood access points and local park connections (Attachment A). The memorials along the trail will be planned and constructed in partnership with Veterans groups. A greenway feasibility study was completed in early 2020. Project implementation is dependent upon the availability of funds, property acquisition, and approval by the County Board.

The purpose of this project is to provide engineering consulting services for the Veterans Memorial Greenway between Dodd Road in the City of Eagan and Trunk Highway 52 in the City of Inver Grove Heights. This project will also include engagement of a Veterans Advisory Group to plan/design six veterans memorial interpretive site nodes and one large site at Rich Valley Park.

This project will build off of a feasibility study completed in January 2020, which determined a feasible alignment and recommendations for location of interpretive nodes as well as locations where grade-separated crossings are recommended.

The project design team has been meeting regularly since October 2020 with the Veterans Advisory Group formed and having met four times since December 2020. Staff will provide an update on Phase 1, Phase 2, and the Veterans Advisory Group, as well as discuss upcoming public engagement.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

The Adopted Parks Capital Improvement Program includes \$5,000,000 of County revenue and \$5,000,000 of secured State Bonding from the ML20 legislative session for a total of \$10,000,000. (Attachment C).

Supporting Documents:

Attachment A: Project Location

Previous Board Action(s):

20-430; 9/1/20

RESOLUTION

Information only; no action requested

County Manager's Comments:

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



County Manager

Reviewed by (if required):

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

Veterans Memorial Greenway - Dakota County

