Rosemount

CSAH 42 Trail Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05236

Nick Egger

Requested: $5,500,000

Status Initial Review

▼ Table of Contents

General Information
Project Information
Project Funding
Document Requirements
Documents
Qualifying Requirements
Prioritizing Criteria and Measures
Evaluative Criteria
Community Considerations
Funds & Payments - Internal
Grant Requirements - Internal
ArcGIS - Internal
Review & Feedback - Internal
Dates & Financials - Internal Only
Communications & Relationships - Internal
Notes & History - Internal

What application category are you applying for.*

Regional Bike Facilities

General Information

Organization Name: Rosemount

▼ Organization Information

Organization Name	Rosemount
Legal Name	Rosemount
Street Address	2875 145th ST W
Street Address 2	
City	Rosemount
County	Dakota
State	Minnesota
Country	United States of America
ZIP Code	55068

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Nick Egger	nick.egger@rosemountmn.gov	651-322-2015
Authorized User			
Grant			

Grant Administration			
Developer 1	Therese Haffner	THaffner@sehinc.com	320-292-5827
Developer 2	Stacy Crakes	scrakes@sehinc.com	952-238-6543

▼ Project Information

Project Name*	CSAH 42 Trail Gap
Select Primary county where project is located*	Dakota
Cities or Townships where the Project is located*	Rosemount
Jurisdictional Agency (if different than applicant):	Dakota County

Brief project description*

County State Aid Highway 42 (CSAH 42) through the City of Rosemount is part of the regional Principal Arterial (PA) network and a National Highway System (NHS) roadway that serves the highest degree of east-west mobility and daily traffic in the region. It is designated as a non-freeway PA and is the only east-west PA within Dakota County south of I-494. The existing corridor is a four-lane divided PA roadway with turn lanes provided at most intersections; the posted speed limit is 55 miles per hour (mph). Average Annual Daily Traffic (AADT) volumes along the corridor in 2025 was 18,460 vpd. The area currently lacks pedestrian and bicycle facilities. The project includes construction of separated 10-foot-wide paved trails along CSAH 42 with a grade separated underpass trail crossing of CSAH 42 at 145th St. W to connect the north and south sides of CSAH 42. Proposed trail segments are as follows:
North side of CSAH 42
• TH 3 - Biscayne Ave.
• 145th St. W - Akron Ave.
South side of CSAH 42
• Biscayne - Auburn Ave.
• Abbeyfield Ave. - Akron Ave.
Additionally, the project will improve intersections and install pedestrian ramps. Closing the CSAH 42 trail gap will enhance connectivity within regional multimodal networks. It will fill a gap in a RBTN corridor and connect to existing transit service. Importantly, the new trail will support multimodal access to existing and future development and allow residents to fully leverage jobs, services, and opportunities available in this growing area of the city.
In 2027 ahead of the CSAH 42 Trail Gap project, Dakota County will be reconstructing the CSAH 42 intersections at Biscayne Ave and Auburn Ave to incorporate new traffic signals and geometric improvements. The new signals will enhance pedestrian crossing of both CSAH 42 and the local streets. Additionally, the CSAH 42 intersections of Business Parkway and 145th Street will be reconstructed to ¾ restricted access intersections. The 2027 improvements will feature ADA upgrades that link to the CSAH 42 trail gap project.

Transportation Improvement Program (TIP) Description*

Construction of 10-foot-wide separated paved trails along the north side of CSAH 42 from TH 3 to Biscayne Ave. and from 145th St. W to Akron Ave. and on south side of CSAH 42 from Biscayne Ave. to Auburn Ave. and Abbeyfield Ave. to Akron Ave. with a grade separated underpass trail crossing of CSAH 42.

Provide the project length to the nearest one-tenth of a mile*	2.3
Lead Agency*	City of Rosemount
ZIP Code where majority of work is being performed*	55068
Approximate begin construction date (mo/yr)*	4/17/2028
Approximate end construction date (mo/yr)*	11/30/2028

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

CSAH 42 Trail

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	CSAH 42
From Cross-Steet*	TH 3
To Cross-Street*	Akron Avenue
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	2.3
Multiuse trail*	2.3
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0
Miles of new RBTN facilities*	2.3
Miles of improved existing RBTN facilities*	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	2.3
Miles of new Regional Trail facilities*	2.3
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	18460
Number of improved ADA ramps*	9
Number of intersection improvements*	7

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Park and ride, etc.)*

GRADE, AGG BASE, BIT BASE, BIT SURF, BIKE PATH, PED RAMPS, UNDERPASS

Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park, Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):

Within 1/4 mile of project*	More
Within 1/2 mile of project*	More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.	0
New Bridge/Culvert No.	1

Structure is over/under (Bridge or Culvert Name):

Under

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

No

Grant Request Amount, US$*	$5,500,000.00
Project Total: $*	$9,359,500.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount:	$3,859,500.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation

Sales Tax-funded projects)

Match percentage: 41%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds* Local City and County funds

Please check the years that are feasible for your program.* 2028 (All projects), 2029 (All projects), 2030 (Federal projects)

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Roadway Costs* $1,870,500.00

Bicycle/Pedestrian Costs* $7,489,000.00

Transit/TDM Capital Costs* $0.00

Transit/TDM Operating Costs* $0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

N/A

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select

Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (9)

CSAH 42 Trail Gap-Rosemount Total-Project-Cost-Worksheet_Final.xlsx
Total Project Cost Worksheet
Added by Stacy Crakes at 9:25 AM on June 24, 2026

Rosemount_CSAH42Trail_ProjectSummary-One Pager.pdf
Project Summary
Added by Stacy Crakes at 5:30 AM on June 24, 2026

Rosemount_CSAH42Trail_DestinationMap.pdf
Connection to Key Destinations Map
Added by Stacy Crakes at 5:28 AM on June 24, 2026

Regional Solicitation Dakota County CSAH 42 Trail Gap Project.pdf
Other Document | MNDOT Letter of Support
Added by Stacy Crakes at 4:17 AM on June 23, 2026

RSRTS_Proposed Trail Segments.pdf
Map or Concept Drawing
Added by Stacy Crakes at 5:22 PM on June 22, 2026

1 - 5 of 9 Records

1 2

Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required*

Check the box to indicate that the project meets the requirement above.* Yes

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

The proposed project is consistent with the 2050 Transportation Policy Plan and aligns with the following objectives and policies:

Objective: An Equitable and Inclusive Region
Policy 4 Shared Decision-making
Policy 5 Needs of people with disabilities
Policy 7 Equitable benefits and burdens

Objective: Health and Safe Communities
Policy 9: Quality transportation facilities
Policy 10: Eliminate traffic deaths and serious injuries
Policy 11: Bicycle and pedestrian safety
Policy 12: Safe, secure, welcoming transit facilities
Policy 13: Reduce negative health impacts

Objective: A Dynamic and Resilient Region
Policy 15: Bicycle network
Policy 16: Eliminate bicycle/pedestrian gaps and barriers
Policy 17: Pedestrian network
Policy 22: Multimodal connections
Policy 23: Complete Streets approach

Objective: Leading on Climate
Policy 30: Reduce greenhouse gas emissions
Policy 31: Reduce vehicle miles traveled

Objective: Natural Systems
Policy 33: Protect natural systems

Check the box to indicate that the project meets the requirement above.* Yes

---

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

---

List the applicable document(s) and pages*

Rosemount 2040 Comprehensive Plan (2020): Chapter 8 Transportation, Pages 8-3, 8-43 – 8-53
Dakota County 2040 Transportation Plan (2021): Connectedness, Page 3-3, and Context-Sensitive Design and Complete Streets, Pages 3-12, 3-13
Dakota County Pedestrian and Bicycle Study (2018): Chapter 2 Pages 2-1 – 2-28
Dakota County Highway 42 2040 Management Plan (2022): Pages 4, 15, 22-24, 26, Figures E & F

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

---

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

Check the box to indicate that the project meets the requirement above.* Yes

---

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

---

The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

---

The infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets the requirement above.* Yes

---

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.* Yes

---

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.* Yes

---

The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.*	Yes

---

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

Check the box to indicate that the project meets the requirement above.*	Yes

---

Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets the requirement above.*	Yes

---

The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	12/1/2024
Link to plan*	https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransit

---

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.*	Yes

---

All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connects two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets the requirement above.*	Yes

---

Regional Bike Facilities: The proposed project in the Regional Bike Facilities application category must be identified on the Regional Bicycle Transportation Network (RBTN), Regional Bike Barrier Study (RBBS), or council-approved regional trail plan. For projects that implement or improve RBTN facilities, at least 50% of the total project length must follow an existing or planned alignment or extend along and within an RBTN corridor. Projects including less than 50% of total project length to improving the RBTN (excluding regional trails that are

not on the RBTN) should apply in the Local Bicycle Facilities application category.

Check the box to indicate that the project meets the requirement above.*	Yes

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Regional Bicycle Facilities application category is intended to fund construction of and improvements to the regional bicycle system, and projects must either build out the Regional Bicycle Transportation Network (RBTN), address barriers identified in the Regional Bicycle Barrier Study (RBBS), or construct regional trails identified in the Regional Parks and Trails System Plan.

2050 TPP Objectives or Policies:
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails
- Bicycle or multiuse trail facility bridges or underpasses
- Dedicated on- or off-street bicycle facilities, including separated or protected bikeways
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

▼ Evaluative Criteria

1. Regional Bicycle Priorities

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on established regional policies and priorities.

Regional Bicycle Transportation Network (RBTN) is the official regional bikeway network that sets the region's priority vision for planning and investment. The network was established in 2014 based on a Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

Regional Trails are part of the Regional Parks system and include planned alignments from the 2050 Regional Parks and Trails Policy Plan.

Regional Bicycle Barrier Crossings are the barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as adopted in 2025 and shown in the Regional Bike Boulevard Study (RBBS) online map. Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bicycle facility treatment, to receive points.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota, and St. Croix Rivers as identified in figure 6 of the Bicycle Investment Plan within the 2050 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment to receive points.

Measure A Identified Network Priorities

Select the category that best applies, based on the project's location*	RBTN Alignment (Tier 2), RBTN Corridor (Tier 2), Regional Bicycle Barrier Crossings (Tier 1), Regional Bicycle Barrier Crossings (Tier 2)
Provide an optional narrative to explain why multiple boxes were selected:	The CSAH 42 corridor is within the RBTN Tier 2 Corridor and Alignments area. Additionally, CSAH 42 is a Tier 2 barrier crossing extending along the project from TH 3 extending east to Abbyfield Avenue and Akron Avenue where it is a Tier 1 barrier crossing area.

(Note: Projects that create or improve a bicycle barrier crossing AND an RBTN facility of differing tiers will receive points for the higher tier level improvement.)

Measure A Scoring Guidance

The applicant will receive points based on the project's ability to advance previously defined regional bicycle priorities. Projects that include more than one type of improvement will receive the point value of the highest scoring improvement (e.g., RBTN Tier 1 alignment and Regional Trail would get the highest of those point totals based on the table below). In cases where a Regional Trail alignment that runs along and adjacent to a roadway does not match exactly with the parallel RBTN alignment in the same roadway corridor, the trail alignment may be interpreted as the RBTN alignment at the scorer's discretion. The scoring for regional trails will be revisited next funding cycle based on the results of the planning project to add RBTN corridors and alignments in rural communities.This regional effort will evaluate additions to the RBTN network in the rural parts of the region.

- 30 Points Projects with 50% or more of the project's length within and along a Tier 1 RBTN alignment Improvements to a Tier 1 Regional Bicycle Barrier or Major Bicycle Barrier Crossing
- 25 Points Projects with 50% or more of the project's length within and along a Tier 1 RBTN corridor or Tier 2 RBTN alignment, or a non-RBTN Regional Trail Corridor or alignment Improvements to a Tier 2 Regional Bicycle Barrier
- 20 Points Projects with 50% or more of the project's length within and along a Tier 2 RBTN corridor Improvements to a Tier 3 Regional Bicycle Barrier
- 10 Points N/A Non-tiered bicycle barriers
- 0 Points Project does not implement a regional facility or address a regional barrier

Scorers may use discretion to apply a lower point value to projects that are located at a defined barrier crossing, but do not meaningfully improve upon existing condition

---

2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map (in the Document Requirements section), along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

There are several challenges identified in Rosemount for pedestrians and bicyclists, which include traveling along and crossing CSAH 42. CSAH 42 is classified as a Principal Arterial system with traffic volumes of 18,460 (2025) AADT within the project limits that creates a significant pedestrian barrier. The US Census Bureau has ranked Rosemount as the 9th fastest growing city in the US as of May 15, 2025. This region of Rosemount is rapidly growing with established residential neighborhoods along the northern limits of the project and sprawling new development directly adjacent and along CSAH 42. The proposed separated multiuse trail and underpass will provide safe travel for pedestrians and cyclists, linking residents to essential destinations such as educational institutions, retail centers, and employment opportunities. The CSAH 42 corridor in Rosemount has a mix of commercial and residential areas, including around Business Parkway and Biscayne Avenue. Rosemount School District is currently building a new Middle School at CSAH 42 and Biscayne Avenue and it is expected to serve 1,350 students with an opening in Fall 2027. A second development area is located between Akron Avenue and US 52; this area includes multiple large scale development projects, with some currently under construction and others in high-level planning stages. Dakota County Technical College (DCTC) is located at Akron Avenue and just east will be Meta Data Center, a technology campus currently under construction consisting of buildings to house office space, servers, and support equipment. Amber Fields is a residential development along the south side of CSAH 42 from Auburn Ave to Akron Ave that will include 1,959 new residential units with a mixture of single-family, townhouse, and multifamily lots. To date, more than 50% of Amber Fields has been completed with the full build out expected in near future. The project will be completed in phases. Bray Hill, currently under construction, includes 49 new single-family lots. New commercial developments include First State Bank of Rosemount, Copperfield Restaurant, Kwik Trip, Sweet Kneads Rosemount Bakery & Coffee House, Life Time Fitness and O2B Kids Daycare Center. Residential neighborhoods line the north side of the project corridor.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-High
- Medium: Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-Low
- Low: Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

---

3. All Ages & Abilities Design

This criterion measures how well the project provides bicycling infrastructure for all ages and abilities. Guidance from sources such as the following may be referenced as part of the written explanation, but the applicant should, at a minimum, provide the information requested below.

- Minnesota Department of Transportation's Bicycle Facility Design Manual
- National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide 3rd Edition
- American Association of Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities 5th Edition
- Federal Highways Administration's Bikeway Selection Guide
- FHWA guidance provides authorization for use of alternate roadway design guides in federally-funded projects. See Alternate Roadway Design Publications Recognized by FHWA under IIJA and FAST Act for details.

Measure A – Facility Type

Describe the minimum level of protection this facility will provide. If your project proposes more than one facility type, provide the following information for each segment. Applicants are encouraged to consider how the project development process may affect the final layout after application to minimize need for scope changes.*

- Proposed facility types: Multiuse trail, sidepath, off-street bikeway, on-street bikeway protected with permanent materials, on-street bikeway protected with temporary materials, on-street bikeway with painted buffer, constrained bike lane, advisory bike lane, bike boulevard, shared space.
- Roadway AADT: Use the highest value from the most recent count available.
- Motor vehicle design speed: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of design speed. If state aid rules require a design speed greater than 25 mph, the applicant should acknowledge risk of a scope change if their application bases facility selection on a lower design speed on premise of receiving a variance.
- Number of lanes in each direction: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of number of lanes. If state aid rules require or the project development process could lead to requiring more than one lane in any direction, the applicant should acknowledge risk of a scope change if their application bases facility selection on the premise of having no more than one lane per direction.

The table below shows the minimum recommended level of separation based on roadway features and operational characteristics.

Facility Type	Target Motor Vehicle Speed	Motor Vehicle Lanes in Same Direction	Motor Vehicle AADT
Off-street (multiuse trail, sidepath, or bikeway)	Any	Any	Any
Protected Bike Lane (with permanent materials)	Any	Any	Any
Bike Lane with Buffer or temporary protection	≤25 mph	Single lane	≤6,000
Bike Lane	≤20 mph	Single lane	≤1,500-3,000

Advisory Bike Lane or Bicycle Boulevard	≤20 mph	Single lane or no centerline	≤500-2,000
Shared Spaces	≤10 mph	No centerline	≤1,000

Click the + button below to add and provide details of the Proposed Facilities. Add all of the facilities required.*

Proposed Facilities*

- CSAH 42 - TH 3 to Akron Ave — Edit | View
- CSAH 42 - TH 3 to Akron Ave — Edit | View

Segment Name/Description	Proposed Facility Type	Proposed Facility Length	Roadway AADT	Motor Vehicle Design Speed	Number of Lanes in Each Direction
CSAH 42 - TH 3 to Akron Ave	Multiuse trail	2.3	18460	55	2
CSAH 42 - TH 3 to Akron Ave	Off-street bikeway	2.3	18460	55	2

Measure A Scoring Guidance

The project will be scored based on the following guidance. Projects may be rated at any point along the scale based on their performance against the stated criteria.

Single facility type

- High: All off-street multiuse trails, sidepaths, or bikeways and on-street bike lanes separated with permanent materials will receive high scores. All on-street facilities matching the recommended facility type or providing a higher level of protection will receive high scores.
- Medium-High
- Medium: Projects that do not adhere to the facility type guidance but provide an accepted justification for why they are providing the “next best facility type,” such as the examples listed in the prompt above, will receive a medium score.
- Medium: Applicants who are not in alignment with the recommended facility types may receive a medium score if they cite alternate guidance along with a clearly stated and accepted explanation of why that guidance is appropriate for the project.
- Medium-Low
- Low: Projects that do not adhere to the facility type guidance and do not provide an accepted justification.

Multiple facility types

Projects that include multiple facility types will receive length proportionate points based on the score of each proposed segment.

Measure B - Design Features and roadway crossings

Provide a brief description (400 words or less) outlining the ways the project will meet or exceed the applicable design standards, specifically focusing on ways the project provides facilities suitable for users of all ages and abilities.*

The description should include the best available information on the facility’s proposed width, buffer or separation, pavement markings and signage, facility transitions, ADA considerations, intersection design, driveways and conflict points, and any traffic calming elements.

In order to implement the Imagine 2050 Transportation Policy Plan actions seeking to provide a bicycle network suitable for riders of all ages and abilities, applicants are encouraged to meet or exceed the outlined guidance wherever possible.

The existing CSAH 42 corridor is a four-lane divided Principal Arterial roadway with turn lanes at most intersections; the posted speed limit is 55 miles per hour (mph). Average Annual Daily Traffic (AADT) volumes along the corridor in 2025 was 18,460 vpd. The project corridor is experiencing significant development, including completed projects, as well as projects under construction and planned. The type of development is a mix of residential, commercial, technology, and education. Due to the significant amount of development that has occurred or is planned, traffic forecasts were reviewed and updated as part of a traffic study completed in 2025 for the CSAH 42 Rosemount area. The proposed development will add significantly more traffic with the 2050 estimated daily traffic along CSAH 42 at 42,100 (west of TH 3) and 38,500 (east of TH 3).
The area currently has gaps in the trail system and the new trail segments will connect to existing pedestrian paths at cross streets. The addition of the new ADA accessible separated multi-use trails, new ped ramps and an underpass crossing of CSAH 42 at 145th St. W will provide multi-modal transportation options for users of all ages and abilities.
CSAH 42 is owned and maintained by Dakota County. As the jurisdictional authority over this facility, Dakota County's transportation policies and design standards govern how the trail project along the CSAH 42 corridor

is planned and built.
Complete Streets is an adopted principle within the Dakota County 2040 Transportation Plan, which commits the County to implementing a Complete Streets approach during transportation project planning, development, operation, and maintenance activities in accordance with Minnesota Statutes §174.75. This approach evaluates and balances the safety, accessibility, and mobility needs of all users while recognizing that transportation solutions should be sensitive to local context. Complete Streets implementation is guided by factors including community context, road function, traffic volumes and speeds, transit service, freight activity, and pedestrian and bicyclist demand.
Dakota County further applies context-sensitive design principles to transportation projects, seeking to balance transportation needs with economic, social, environmental, and community objectives. The County's Pedestrian and Bicycle Study institutionalize this approach by identifying and prioritizing pedestrian and bicycle network gaps along County highways and establishing shared-use trails as the preferred facility type in most urban and suburban contexts. The proposed multiuse trail facilities on both sides of this corridor are a direct application of these adopted County practices and policies.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the guidelines provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: High rated projects will provide low-stress facilities suitable for riders of all ages and abilities, provide simple to navigate and/or protected crossings, and provide strong vertical and horizontal separation from traffic or a low-speed, low-volume traffic place to ride.
- Medium-High
- Medium: Medium rated projects will provide bicycle facilities that are suitable for most adults, provide crossings that are easy for an adult to navigate, and provide a place to ride separated with permanent materials from higher speed and multilane traffic.
- Medium-Low
- Low: Low-rated projects have elements that meet minimum state design standards, but do not provide a low-stress facility. This may include providing facilities with adequate width and temporary or painted separation, but few improvements to roadway crossings or other conflict points.
- Non-responsive/Not relevant: Projects that do not meet minimum state design standards should receive zero points for this measure.

---

4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (*note an online map is being developed and a link will be provided in final application*):

Identified on Regional Top 25 Priority lists, Crash Risk Index >15

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

CSAH 42 serves significant east-west traffic volumes and provides access to major north-south routes such as TH 3 and US 52 near the project area, as well as I-35W and I-35E to the west. 145th Street W is an east-west major collector roadway connecting from Diamond Path to CSAH 42, approximately 2 ½ miles. 145th Street W is generally a two-lane undivided roadway with a posted speed limit of 30 mph that connects to downtown Rosemount. 145th Street has a 2023 AADT of 2,225 vpd to the west. At CSAH 42, 145th Street W has a separate left turn lane and right turn lane for the southbound approach; there is currently no southern leg at the intersection. The intersection is currently controlled with stop signs on the minor approach.
The project corridor has demonstrated safety issues. According to the most recent 5-years of crash data, from January 1, 2020 through December 31, 2024 obtained from the Minnesota Department of Transportation (MnDOT) Crash Mapping Analysis Tool (MnCMAT2), CSAH 42 at the Biscayne Avenue intersection has a critical index of 2.81, statistically indicating the crash rate is higher than expected at the intersection. There was one fatal crash and one Severity A crash along CSAH 42 between 145th Street and Auburn Avenue. The fatal crash involved a driver striking a bicyclist who was biking in-lane, the Severity A crash involved a wrong way driver striking another vehicle in a head-on collision.
The new multiuse path will address existing deficiencies by providing dedicated, accessible multiuse paths that physically separate non-motorized users from motorized traffic. Additionally, the proposed underpass at 145th Street W will separate pedestrians from vehicles allowing safe crossing of CSAH 42, a high traffic, high speed, four lane principal arterial roadway. The buffer separating vehicles from the trail is designed to enhance comfort and safety for all trail users, particularly addressing the concerns of middle school students and parents whose children will use the trail as a route to school.
The result will be safe and comfortable dedicated multimodal facilities and a significantly stronger network connecting the wide range of origins and destinations in the project area. The project also will improve crossings at roadways and driveways along CSAH 42. The project includes new pedestrian ramps. These added features will improve safety, comfort, and ADA-compliance.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with

community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The designation of CSAH 42 as a Principal Arterial notes the importance of the corridor from a motorized vehicle perspective but does not indicate the importance of other modes of transportation such as walking, biking, and taking public transit. Historically, transportation funding has prioritized facilities for cars and trucks, disproportionately benefiting those with access to personal motor vehicles. Meanwhile, the negative health effects of the transportation system disproportionately impact vulnerable or underrepresented members of the community, such as low-income and minority populations, youth, seniors and persons with disabilities. Inadequate infrastructure in areas with vulnerable populations makes walking, biking, or using a wheelchair unsafe and inconvenient for those who depend on these modes. According to the Regional Solicitation Data Atlas, the project area covers two census tracts, each with approximately 18% minority populations and 7.5% of residents with disabilities.
In general, pedestrians prefer using facilities that allow them to access their destinations easily while also feeling safe and comfortable. The land uses and existing facilities along CSAH 42 attract a variety of pedestrian users. These users include elderly pedestrians, leisurely walkers, students, transit users, wheelchair users, and people with young children. Amber Fields is a large, planned unit development that offers a variety of housing types, including senior housing. Pedestrian facilities are designed to accommodate and attract all ages and abilities.
The CSAH 42 corridor includes a network of sidewalks and multi-use trails that run parallel to CSAH 42 on the north and south sides. Based on information provided in the Dakota County Pedestrian and Bicycle Study (2018), there are existing gaps and deficiencies in the pedestrian network, including the proposed project area. Several gaps do not provide essential connections to the local street and sidewalk networks, and the deficiencies include aging infrastructure and non-compliant ADA accessibility. Gaps in the pedestrian networks predominantly impact vulnerable populations who are less likely to drive.
The proposed separated multiuse trails and underpass will provide safe travel for pedestrians and cyclists, linking residents to essential destinations such as educational institutions, retail centers, and employment opportunities. The CSAH 42 corridor in Rosemount has a mix of commercial and residential areas, including around Business Parkway and Biscayne Avenue. A new middle school is currently under construction at CSAH 42 and Biscayne Avenue and it is expected to serve 1,350 students with an opening in the Fall of 2027. A second development area is located between Akron Avenue and TH 55; this area includes multiple large scale development projects, with some currently under construction and others in high-level planning stages. Dakota County Technical College (DCTC) is located at Akron Avenue and just east will be Meta Data Center, a technology campus consisting of buildings to house office space, servers, and support equipment. Amber Fields is a planned unit development that is largely already built and at total buildout includes 1,959 new residential units with a mixture of single-family, townhouse, and multifamily homes. Bray Hill, currently under construction, includes 49 new single-family lots. New commercial developments include First State Bank of Rosemount, Copperfield Restaurant, Kwik Trip, Sweet Kneads Rosemount Bakery & Coffee House, Life Time Fitness and O2B Kids Daycare Center. Residential neighborhoods line the north side of the project corridor.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the

engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

The project has been identified through various planning studies, including the City of Rosemount's Pedestrian & Bicycle Master Plan (2010), Dakota County Pedestrian and Bicycle Study (2018), Dakota County Highway 42 2040 Corridor Management Plan (2022), and within the RBTN. Public input was a critical part of each of the planning studies. For the most recent plan, Dakota County Highway 42 2040 Corridor Management Plan, community engagement methods, such as long-range and strategic planning, surveys, meetings with community members and neighborhood groups, social media outreach, and other approaches took place. Discussions with specific communities contributed to identifying the project needs, and engagement will continue throughout the project.
Dakota County led the 2022 Dakota County Highway 42 Corridor Management Plan in partnership with cities along the corridor, including Rosemount. A study advisory committee included representatives from partnering cities, Dakota County, Minnesota Valley Transit, Minnesota Department of Transportation, Federal Highway Administration, businesses, and Metropolitan Council. Public engagement was integral, helping to understand community needs and priorities. The engagement process occurred in three phases from spring 2020 to summer 2021:
• Phase 1: Three pop-up events and one in-person Open House reached hundreds of residents and businesses. 1,000+ mailings to adjacent property owners, emails, social media campaign, and project website.
• Phase 2: Virtual focus groups, field walk, social media, emails, multi-lingual flyers, and hotlines.
• Phase 3: Participation in Rosemount Leprechaun Days, mailings, door hangers, social media, and email.

During the recent public engagement meeting for the CSAH 42 Corridor Improvement and Trail Feasibility Study, community members emphasized that safety near the new middle school is a critical concern for students and staff who walk, bike, and drive. The proposed improvements—including new trails, enhanced crosswalks, and a grade separated crossing—directly respond to these concerns by improving safety and strengthening multimodal connectivity between neighborhoods, schools, parks, and local businesses.
Since late 2025, Dakota County, in partnership with the City of Rosemount, has led an extensive trail feasibility study to evaluate options and gather community input. Engagement has included open houses, mailed and hand delivered informational flyers, stakeholder discussions, and an interactive project website that allows residents to review concepts and submit comments. These efforts have reached a broad cross section of the community, including traditionally underserved populations, and have shaped the project's design and priorities.
Public engagement will continue throughout project development. Planned activities include another Public Open House in fall 2026, additional engagement when 60% plans are completed in spring 2027, and a post construction feedback meeting hosted by Dakota County. Equitable engagement remains a core focus, with strategies designed to meet people where they are, provide multiple ways to participate, and ensure that community voices continue to guide project decisions.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:
- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with "specific communities" helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:
- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with "specific communities" that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The project delivers essential multimodal connectivity across CSAH 42, a long standing barrier that separates neighborhoods, schools, parks, and downtown Rosemount. The new multiuse trail and grade separated

underpass at 145th Street will provide the first safe, continuous north–south route for people walking, biking, and accessing transit.
The underpass directly connects the new middle school—whose student population is largely north of CSAH 42—to the school campus, addressing a critical community need for safe student access. It also links residents south of CSAH 42, including new development areas, to downtown Rosemount, TH 3, parks, and the existing high school. These connections support access to jobs, education, services, and MVTA Route 420.
The project mitigates long standing burdens created by high speeds, high traffic volumes, and the absence of multimodal facilities. The corridor is identified as high risk and high stress for non motorized users, with a Higher Risk Bicycle Crash Index of 15–25 and 25+ in the project area. Today, people walking or biking must use the shoulder or travel lanes of a Principal Arterial, creating unsafe conditions and limiting mobility for those without vehicles.
Any temporary construction impacts will be managed through standard mitigation practices, including maintaining access, providing detours, and coordinating with schools and transit providers. No long term negative impacts are anticipated.
Overall, the project removes a major barrier, improves safety, restores community connectivity, and expands equitable access to key destinations for residents who rely on active transportation.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Connection to Key Destinations:

Measure A – Identified Network Priorities:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Facility Type:

Measure B – Design Features and roadway crossings:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $5,500,000.00

Total Project Budget:

▼ Communications & Relationships - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Nick Egger at 10:06 AM on June 24, 2026

HISTORY

Show History

Updated By:	Nick Egger
Created By:	Therese Haffner
Updated At:	6/24/2026
Created At:	6/9/2026