



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05413 - Farmington North Creek Greenway Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 11:47 AM

Primary Contact

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Salutation First Name Middle Name Last Name

Title: Parks and Recreation Director

Department: Parks and Recreation

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Address: 430 Third Street

***:** Farmington Minnesota 55024
City State/Province Postal Code/Zip

Phone:* 651-280-6851
Phone Ext.

Fax:

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

Organization Information

Name: FARMINGTON, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

325 OAK ST

*

FARMINGTON

Minnesota

55024

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

651-463-7111

Ext.

Fax:

PeopleSoft Vendor Number

0000020943A1

Project Information

Project Name

Farmington North Creek Greenway Gap

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The application seeks funding for the North Creek Greenway-Farmington trail connection, a multi-use trail that will eliminate two gaps in north Farmington. One segment extends from just east of 189th St W to the north across North Creek about 0.07 miles to an existing trail that extends into Lakeville. The other segment extends from 195th St W to just south of 208th St W about 1.79 miles in length and includes a crossing of Middle Creek. The North Creek Greenway is a high priority segment of the 2030 Dakota County Park System Plan's vision for over 200 miles of greenways. With 75% of the North Creek Greenway completed or funded for construction in the next few years, elimination of this gap is important to reducing the confusion and frustration of an incomplete system as well as improving overall system accessibility and connectivity. The North Creek Greenway functions as an element of the Metropolitan Region's surface transportation system and regional trail system. It will link users to regional and local destinations in central Dakota County, including Downtown Farmington, the Vermillion River, the Minnesota Zoo, Lebanon Hills Regional Park, and Whitetail Woods Regional Park. Locally, the North Creek Greenway-Farmington segment will provide a safe and convenient space for cyclist and pedestrian transportation with no vehicular crossings. The first segment will bridge an existing gap in the trail system located just north of 189th St W. The longer segment will begin at 195th Street near Jim Bell Park and Preserve and use the underpass of 195th Street to travel south along the west side of North Creek until the creek itself veers east. At that point the trail will continue south, crossing Middle Creek, to the Vermillion River where it can connect to two schools, parks, three commercial areas, Rambling River Senior Center, and Downtown Farmington. Trail construction includes site clearing, trail bed preparation and surfacing, orientation signage, pedestrian bridges,

landscaping and site restoration. This request also involves the construction of a 12-foot wide by 30-foot long bridge over Middle Creek.

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

North Creek Greenway, Farmington, from existing trail to 189th St W and from 195th to just south of 208th St W- construct multi-use trail with two bridges

Project Length (Miles)

1.8

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$1,043,480.00

Match Amount

\$260,870.00

Minimum of 20% of project total

Project Total

\$1,304,350.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Dakota County CIP

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

Preferred Program Year

Select one:

2021

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

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

Project Information

County, City, or Lead Agency

City of Farmington

Zip Code where Majority of Work is Being Performed

55024

(Approximate) Begin Construction Date

05/01/2021

(Approximate) End Construction Date

11/30/2022

Name of Trail/Ped Facility:

Farmington North Creek Greenway Gap

(i.e., CEDAR LAKE TRAIL)

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

From: 185th Street W
(Intersection or Address)

To: Vermillion River and Downtown Farmington (Just south of
(Intersection or Address) 208th St W)

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

Or At:

Primary Types of Work Grade, Aggregate Base, Bituminous Base, Bituminous
Surface, Bridge (2)

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: Yes

Structure is Over/Under
(Bridge or culvert name): 1 - Over North Creek, 2- Over Middle Creek

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$64,225.00
Removals (approx. 5% of total cost)	\$64,225.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$114,500.00
Bridge	\$100,000.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00

Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$342,950.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$720,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,350.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$23,500.00
Bicycle and Pedestrian Contingencies	\$170,000.00
Other Bicycle and Pedestrian Elements	\$46,550.00
Totals	\$961,400.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00

Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$1,304,350.00
Construction Cost Total	\$1,304,350.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12

List the goals, objectives, strategies, and associated pages:

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)
Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)
2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

-The North Creek Greenway Master Plan ? pages 70-72

-Farmington 2030 Comprehensive Plan ? page 6

List the applicable documents and pages:

-The Dakota County 2030 Park System Plan ? pages 2.15 and 4.7

-Vermillion River Corridor Plan 2010 ? pages 40 & 58

-2030 Regional Parks Policy Plan

(Limit 2500 characters; approximately 750 words)

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

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

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1468534264296_NorthCreekGAPRBTN.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 17927

Existing Employment Within One Mile (Integer Only) 5331

Upload the "Population Summary" map 1468534335203_NorthCreekGAPPop.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

Yes

The Farmington North Creek Greenway segment is located in an area below the regional average for population in poverty or population of color. The area also encompasses numerous residential neighborhoods with young families and senior housing developments. Currently, there is a large geographical disconnect between the City's northern neighborhoods and its downtown for those traveling on foot or on bicycle. A large swath of agricultural land in the middle forces those traveling between the north and south for work, school, or recreation to go the long way around, crossing multiple intersections, traveling next to traffic, and exposing them to safety hazards For children attending Riverview Elementary or Dodge Middle School, and for older adults participating in programs at the Rambling River Senior Center and/or living in the Vermillion River Crossing, the current trails and road configuration do not present a safe pedestrian or cyclist opportunity. However, the proposed Farmington segment will mitigate these issues.

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

This project provides a key local and regional connection for users of all ages and abilities, especially children, people with disabilities, and older adults in Farmington. Not only does it provide a safer and more convenient north-south route, but it also eliminates a nearly two-mile gap in the local and regional trail system. The Farmington North Creek Greenway Gap does not cross any roads. The elimination of potential pedestrian/cyclist and vehicle accidents will allow residents of the city's northern residential neighborhoods to travel safely to Downtown Farmington for employment, education, and recreation. In addition, elimination of the Farmington gap will enable those who live in and around Downtown Farmington to travel along the North Creek Greenway to reach employment and recreation destinations in Lakeville, Apple Valley, and Eagan

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1468534387531_NorthCreekGAPSE.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Farmington	1.8
	2

Total Project Length

Total Project Length (Total Population) 1.8

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.8
Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

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

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

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier

Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions

Yes

The proposed project bridges a gap in both regional and local trail networks by constructing nearly 2 miles of trails and installing two bridges. Locally, the project will eliminate the need for residents of Farmington's northern neighborhoods from having to travel to Akin Road located a mile to the west to travel south to cross North Creek and Middle Creek. Akin Road currently has facilities that expose travelers to countless intersection crossings as well as an annual average daily traffic of about 5,600 in 2011. Currently, Aikin Road is the safest option for pedestrians and cyclists looking to cross these waterways. The only existing alternative to traveling to Aikin Road would be to travel east to Highway 3 which is without pedestrian or bicycle facilities. Highway 3 had an average annual daily traffic count of about 29,500 in 2013. The current infrastructure exposes pedestrian and cyclists to multiple safety hazards and does not provide a safe and accessible bicycle and pedestrian route to cross North and Middle Creeks.

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

In contrast, the proposed segment eliminates all vehicular and intersection conflicts and will directly connect to Downtown Farmington, the Vermillion River, two schools, and two senior facilities. Elimination of the gap will enable residents who live in and around Downtown to travel north to Lakeville without being impeded by the barrier of the creeks. As part of the 14-mile North Creek Greenway, the Farmington Segment will create continuity between important regional destinations including the Minnesota Zoo, Downtown Apple Valley, and Lebanon Hills Regional Park. Elimination of the 1.8-mile Farmington Segment gap will bring the greenway to more than 75% completion.

Measure B: Project Improvements

Currently, travelers heading from Farmington's northern neighborhoods into Downtown are forced to use Akin Road, crossing a dozen intersections and 15 curb cuts. This route exposes pedestrians and cyclists to numerous safety hazards. The current infrastructure also fails to provide users with a safe and accessible route to cross both North and Middle Creeks. The distance and exposure to vehicular traffic experienced by pedestrians and cyclists using alternative routes can be a deterrent to users and potentially encourage non-active living choices and lifestyles.

Completing the Farmington Segment of the North Creek Greenway will correct existing deficiencies in the regional and local trail system by eliminating a nearly two-mile gap and removing pedestrian and bicycle traffic from the roadways. This segment improves user safety and accessibility as it has no road crossings. This eliminates any and all crash potential and allows users of all ages and abilities to feel confident as they navigate the trail.

Additionally, it offers a safer and more direct local route for Farmington's pedestrians and bicyclists than existing options. The project also includes the construction of bridges over both North Creek and Middle Creek, creating a safe, accessible and scenic route for bicyclists and pedestrians to cross existing water barriers.

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

Measure A: Multimodal Elements

Response (Limit 1,400 characters; approximately 200 words)

The North Creek Greenway - Farmington segment will benefit multiple modes of transportation. Eliminating the nearly 2-mile gap, including two creek crossings, within the City of Farmington will complete the safe and efficient connection from the northern neighborhoods to Downtown Farmington. The Farmington segment's location along North Creek and away from any roadways will provide an enjoyable experience for trail users and also benefit motorized transportation by reducing potential conflicts with trail users. Amenities such as benches, bumpouts, wayfinding, and interpretation will also improve the experience of using the trail. In addition to transportation, the trail will improve connections to three of the city's parks and athletic complexes.

The North Creek Greenway - Farmington segment will improve non-motorized access to the MVTA 157th Street Transit Center located along the greenway in Apple Valley, as well as the Apple Valley Transit Center on Cedar Avenue, located only a mile west of the proposed greenway. Existing trail systems within the cities of Apple Valley and Lakeville will link users of the North Creek Greenway to the Metro Red Line (Cedar Avenue BRT).

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 01/01/2019

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 01/31/2020

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

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

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

Yes

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

Yes

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 01/01/2021

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet) Yes

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 03/31/2021

10) Letting

Anticipated Letting Date 05/01/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,304,350.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,304,350.00

Points Awarded in Previous Criteria

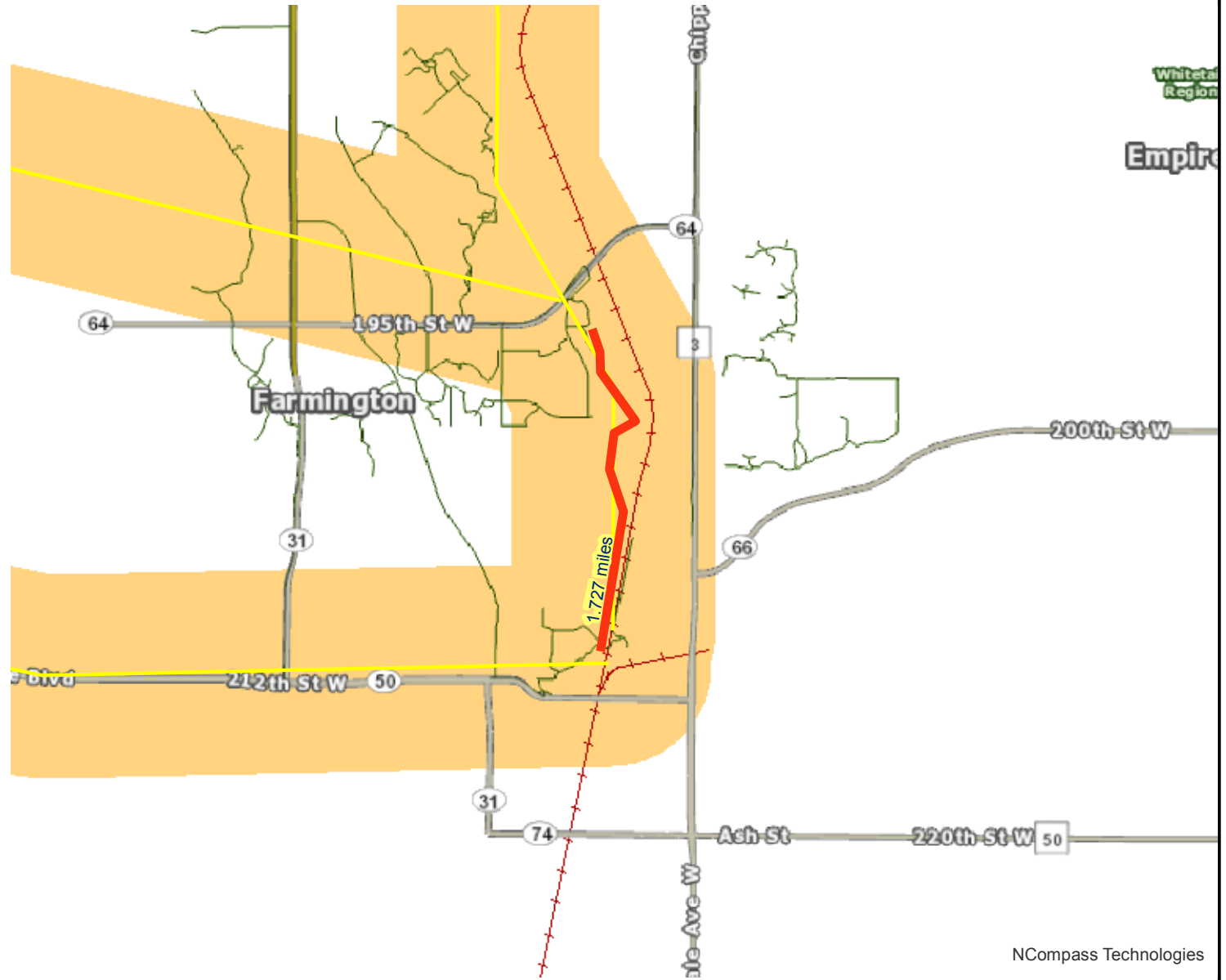
Cost Effectiveness \$0.00

Other Attachments

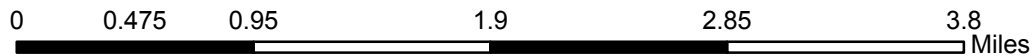
File Name	Description	File Size
Farmington North Creek Greenway Gap.pdf	1) Project Area Map 2) Population Summary Map Northern Segment 3) RBTN Map Northern Segment 4) Socio-economic conditions Map Northern Segment 5-6) Existing Conditions Photos 7) Dakota County Resolution	1021 KB

Project to RBTN Orientation

Multise Trails and Bicycle Facilities Project: Farmington North Creek Greenway Gap | Map ID: 1468336489162



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



Created: 7/12/2016
LandscapeRSA1



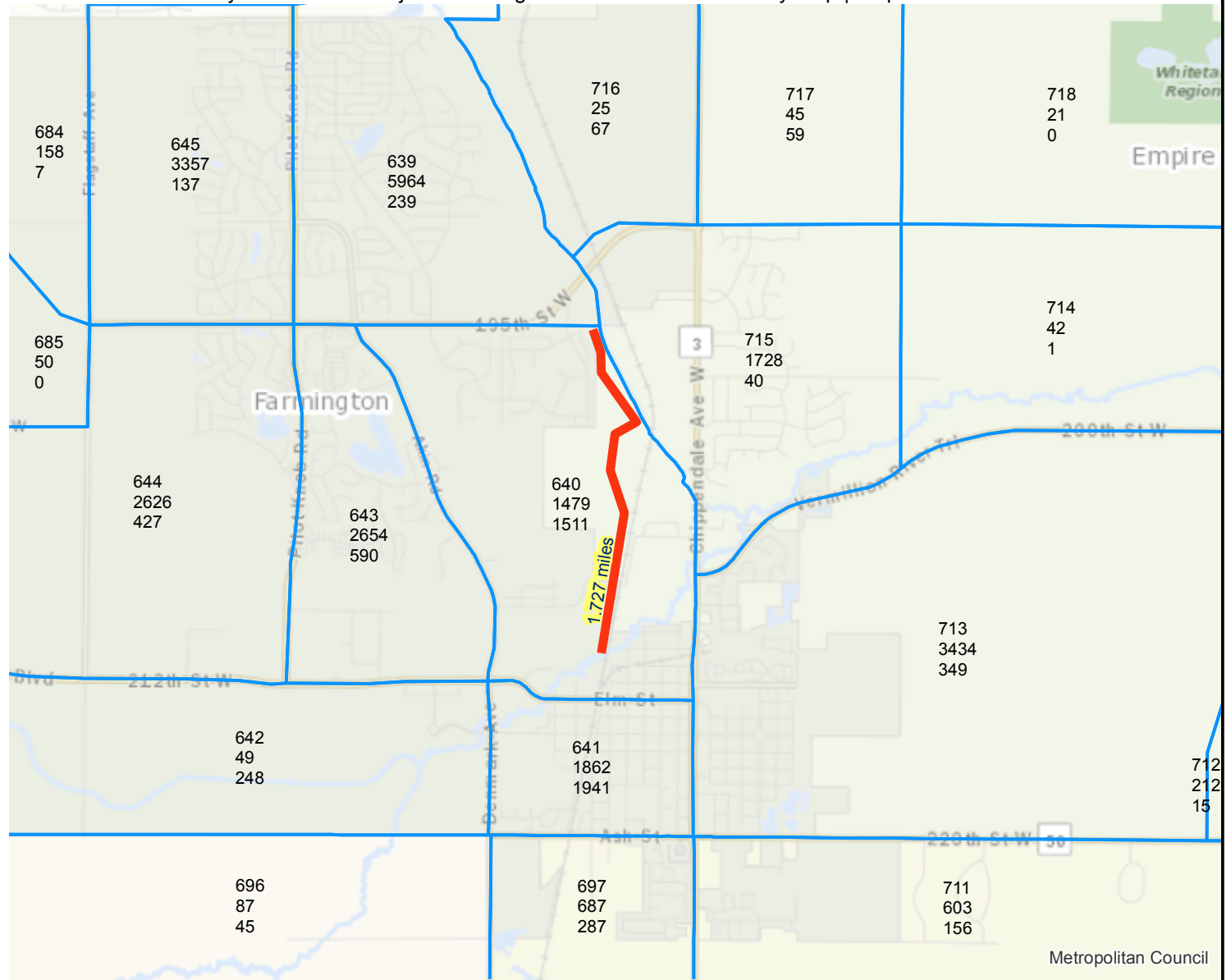
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Population Summary

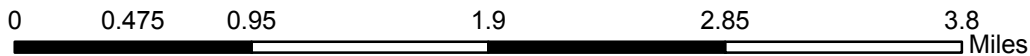
Multiuse Trails and Bicycle Facilities Project: Farmington North Creek Greenway Gap | Map ID: 1468336489162



Results

Within ONE Mile of project:
 Total Population: 17927
 Total Employment: 5331

- Project
- 2010 TAZ



Created: 7/12/2016
 LandscapeRSA4

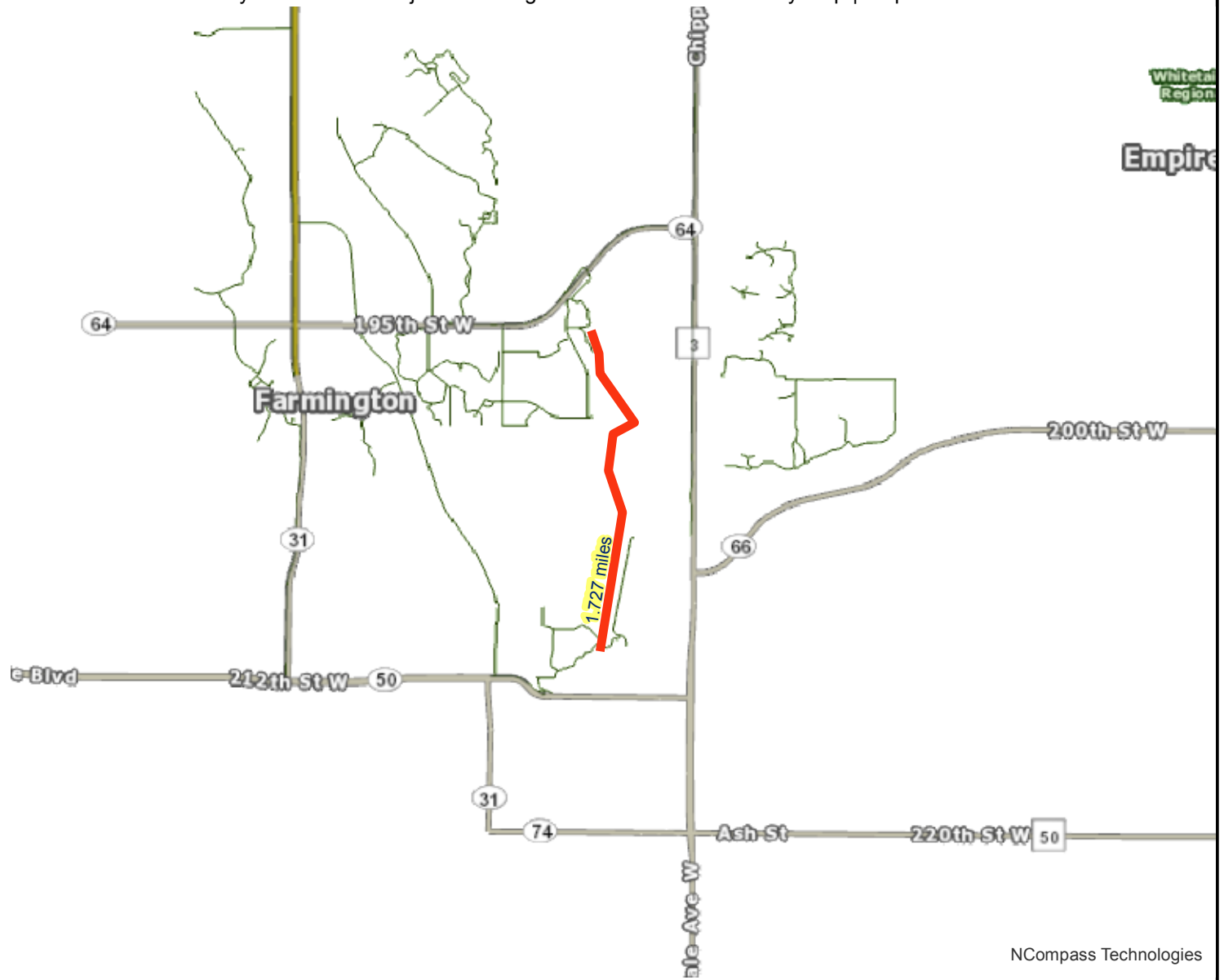


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

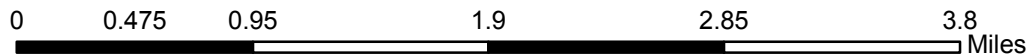
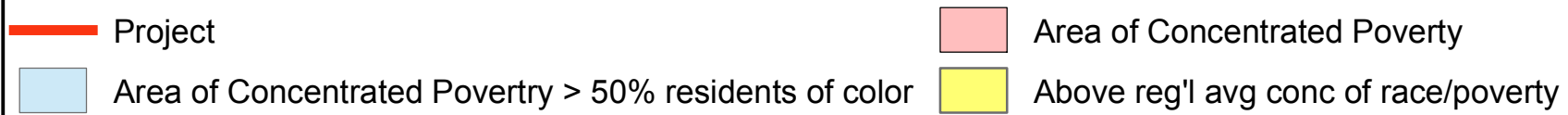


Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



NCompass Technologies

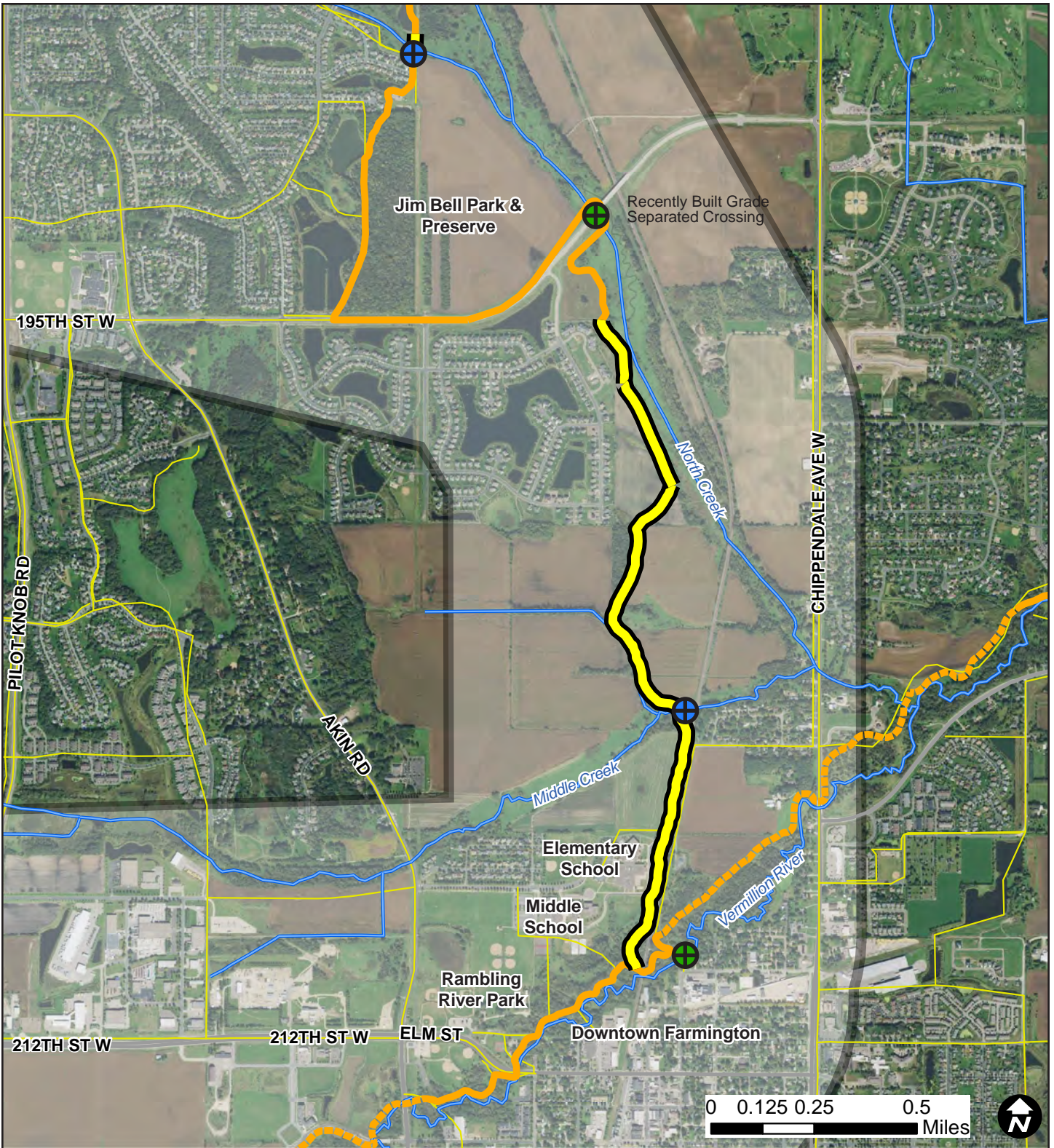


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LandscapeRSA2



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Farmington

North Creek Greenway Gap

Legend

-  Farmington Greenway Segment
-  Existing Greenways
-  Planned Greenways
-  Local Trails

Regional Bicycle Transportation Network

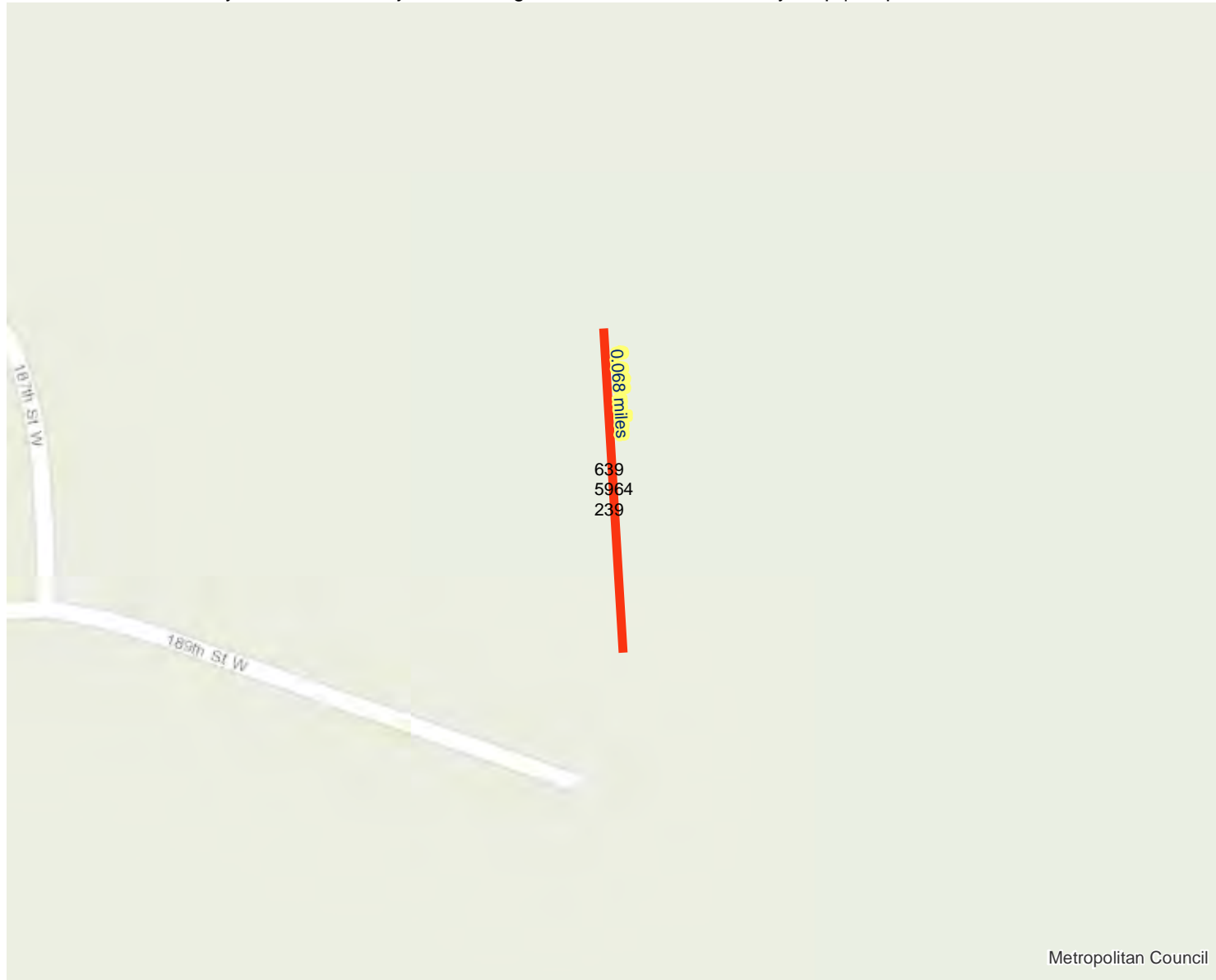
-  RBTN Corridor Search Area
-  Grade Separated Crossing (Existing)
-  Grade Separated Crossing (Proposed)

Population Summary

Multiuse Trails and Bicycle Facilities Project: Farmington North Creek Greenway Gap | Map ID: 1468332646706

Results

Within ONE Mile of project:
Total Population: 15252
Total Employment: 2643



Metropolitan Council

Project School

2010 TAZ



Created: 7/12/2016
LandscapeRSA4

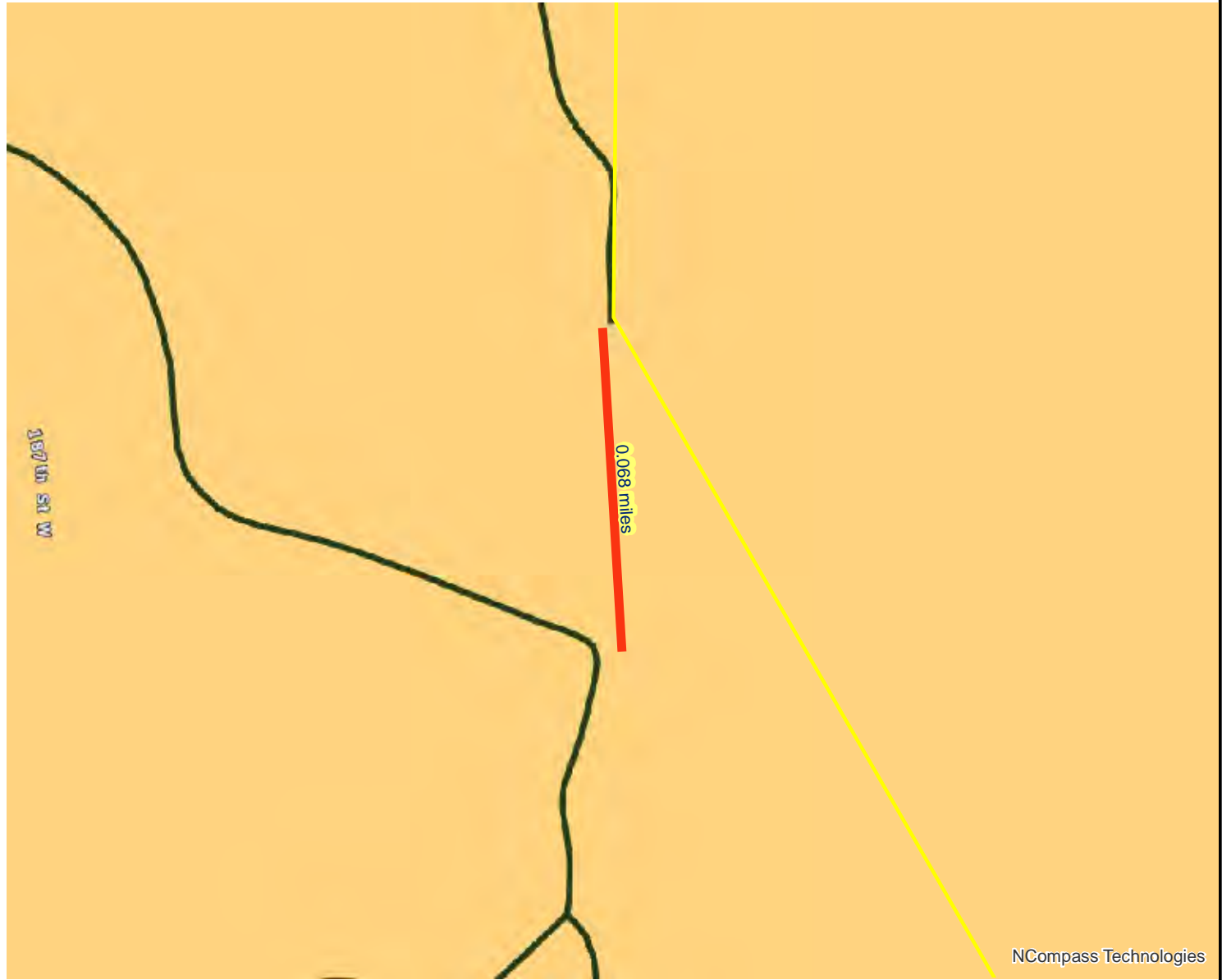


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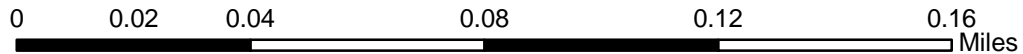
Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Farmington North Creek Greenway Gap | Map ID: 1468332646706



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



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LandscapeRSA1



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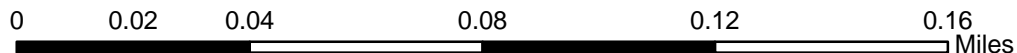
Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



NCompass Technologies

-  Project
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 7/12/2016
LandscapeRSA2



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



End of Current North Creek Greenway Farmington Trail





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

June 21, 2016
Motion by Commissioner Workman

Resolution No. 16-337
Second by Commissioner Holberg

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

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

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

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

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 15, 2016; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

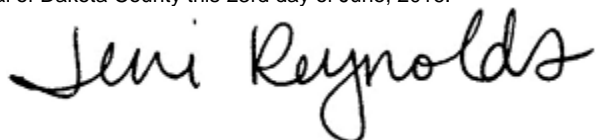
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and
12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.



Clerk to the Board

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

- 13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
- 14. Orange Line Extension – Lead Agency: Metro Transit
- 15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
- 16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
- 17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
- 18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
- 19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

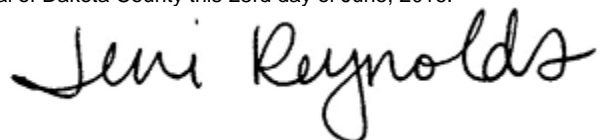
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota County transportation cost share policies.

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

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Clerk to the Board