



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14342 - North Creek Greenway Regional Trail - Downtown Farmington to 195th Street

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 05/14/2020 9:59 AM

Primary Contact

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

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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

North Creek Greenway Regional Trail - Downtown Farmington to 195th Street

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

City of Farmington, Empire Township

Jurisdictional Agency (If Different than the Applicant):

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

The North Creek Greenway Regional Trail Project will provide a 1.6-mile off-road greenway trail experience, completing a vital segment of both the RBTN and the North Creek Greenway, connecting users from Downtown Farmington to the existing trail network at 195th Street. Along the way, the project will provide non-motorized transportation link to Levi Dodge Middle School, Riverview Elementary School, and eliminate an identified bicycle and pedestrian barrier to cross the North Branch of the Vermillion River. Other trail amenities to be included in the project are areas for resting and interpretation with benches, waste receptacles and interpretive signage at approximately 1/3-mile intervals, as well as wayfinding at junctions with existing trails. Themes of interpretation include natural resources and wetlands, river and creek ecology, and the history of the railroad corridor (which runs parallel to portions of the trail alignment).

Completing this segment of the North Creek Greenway Regional Trail will eliminate an existing gap in the regional and local trail system and provide a safe, enjoyable, and accessible route for pedestrians and bicyclists travelling through this area of Farmington and Empire Township.

(Limit 2,800 characters; approximately 400 words)

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

NORTH CREEK GREENWAY REGIONAL TRAIL IMPROVEMENTS FROM DOWNTOWN FARMINGTON TO 195TH STREET

Project Length (Miles)

1.6

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$1,411,200.00

Match Amount	\$352,800.00
<i>Minimum of 20% of project total</i>	
Project Total	\$1,764,000.00
<i>For transit projects, the total cost for the application is total cost minus fare revenues.</i>	
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	20%
<i>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</i>	
Preferred Program Year	
Select one:	2024
<i>Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.</i>	
Additional Program Years:	2022, 2023
<i>Select all years that are feasible if funding in an earlier year becomes available.</i>	

Project Information

County, City, or Lead Agency	City of Farmington
Zip Code where Majority of Work is Being Performed	55024
(Approximate) Begin Construction Date	04/01/2024
(Approximate) End Construction Date	10/01/2024
Name of Trail/Ped Facility:	North Creek Greenway Regional Trail
<i>(i.e., CEDAR LAKE TRAIL)</i>	
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From:	Approx. 0.1 mi southeast of 208th St. W at Levi P. Dodge
(Intersection or Address)	Middle School
To:	Approx. 0.1 mi east of southern terminus of Diamond Path
(Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
Or At:	
Miles of trail (nearest 0.1 miles):	1.6
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.6
Is this a new trail?	Yes
Primary Types of Work	Grading, Aggregate Base, Bituminous Surface, Bridge, Wayfinding, Interpretation, Seating, Waste Receptacles
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under
(Bridge or culvert name):

Vermillion River North Branch

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

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

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

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17

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

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

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

(Limit 2,800 characters; approximately 400 words)

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

- City of Farmington 2040 Comprehensive Plan (2019): Pg.5-123, Pg. 7-155

List the applicable documents and pages:

- North Creek Greenway Master Plan (2011): Pg. 36-38

- Farmington Bike + Ped Plan (2019): Pg. 3-3

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

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

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: \$250,000 to \$1,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 05/20/2019

Link to plan:

https://www.farmingtonmn.gov/government/departments/engineering/americans_with_disabilities_act

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$73,500.00
Removals (approx. 5% of total cost)	\$73,500.00
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	\$100,000.00
Bridge	\$550,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$797,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$760,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$20,000.00
Bicycle and Pedestrian Contingencies	\$147,000.00
Other Bicycle and Pedestrian Elements	\$40,000.00
Totals	\$967,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$1,764,000.00
Construction Cost Total	\$1,764,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor 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 1589410353413_OnlineMapApp_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 17882

Existing Employment Within One Mile (Integer Only) 4405

Upload the "Population Summary" map 1589410417762_OnlineMapApp_PopulationEmployment.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Response:

This project was identified as a priority for trail gap-filling for the regional trail system during the planning process for the Dakota County Greenway Guidebook, and the subsequent planning effort for the North Creek Greenway Master Plan. The planning process for the Dakota County Greenway Guidebook identified and engaged stakeholders within the county-wide geography, namely school groups, seniors, non-motorized commuters, hikers, runners, cyclists, people who have disabilities, residents, and families. The engagement process for the North Creek Greenway Master Plan included (2) community open houses that were advertised through direct mail to all residents within ¼ mile of the trail route, as well as a cultural resources and interpretation workshop. Individual meetings were held with key stakeholders who provided representative input from a variety of user groups. Feedback from the master planning process was primarily positive, with support for building off of existing trails and providing scenic views of natural areas. Subsequent engagement through the Farmington Bicycle and Pedestrian Plan process further enforced community support for greenway development. This process involved (2) online community survey that gathered nearly 800 responses, with a significant number of responses from youth ages 17 or younger.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

The completion of this segment of the North Creek Greenway will provide a vital connection for non-motorized travel connections between the northern neighborhoods of Farmington and employment areas in Downtown Farmington. There will also be a significant benefit for students travelling to and from Levi P Dodge Middle School and Riverview Elementary School.

Underserved populations, such as low-income households, households without vehicles, children, the elderly, and disabled populations will have better access to the larger regional destinations that the completed North Creek Greenway will be able to offer. These destinations include civic destinations in downtown Farmington such as City Hall, the Dakota County Library, and elementary, middle and high schools. Rambling River Center, which provides programming for seniors in Farmington is another popular link from this trail. Lebanon Hills Regional Park, the Minnesota Zoo, and to the Vermillion River are other regional destinations that will be accessed by the completed trail segment. The trail will provide a free and convenient recreational amenity for low-income populations in Farmington, Empire Township, and the surrounding communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors, including people with disabilities, a safe and enjoyable experience.

The project will provide public health benefits. The segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, four-fifths of students do not engage in the recommended 60 minutes of daily physical activity (2016) and the 19% of adults reported no leisure-time activity during the previous month in 2014. Nationally, older adults, women, African-American adults, and Hispanic adults are at risk for not getting enough physical activity.

Response:

The proposed project also provides a viable non-motorized and accessible route for crossing the North Branch of the Vermillion River, which poses as a significant barrier to pedestrians and bicyclists in the area. Currently, there are limited options for north-south travel in this area, with most pedestrians and bicyclists using Aikin Road as a north-south connection route in this area of Farmington. The proposed trail and waterway crossing will provide a completely off-road experience for trail users, with elevated comfort and safety.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

No permanent, negative impacts are anticipated in connection with the proposed project. During construction, typical temporary negative impacts of construction can be anticipated. These potentially include construction noise, dust, etc. Dakota County, Farmington, and Empire Township will work to minimize temporary negative impacts, meet ordinances that address issues of noise, runoff and dust, and mitigate any potential negative impact to vulnerable populations. Because the trail alignment does not cross any existing roadways, there will be minimal disruption to daily routines for nearby residents, students, or employees in the area.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589410542248_OnlineMapApp_Socio-Economic Conditions.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Farmington	1.6	1.0	62.0	62.0

Total Project Length

Total Project Length 1.6

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 1.6

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Response:

The proposed trail would improve bicycle and pedestrian access for residents of affordable housing locations within ½ mile of the project by connecting to and extending the existing bicycle and pedestrian network. In particular, this trail connection will provide a strong connection between the established, developed neighborhoods of Farmington (Southeast) with the newer, developed neighborhoods of Farmington (Northwest). Doing so will give residents located in established, market-rate yet affordable neighborhoods opportunities to connect to the broader trail system and reach their employment, school and recreation destinations. Residents who do not own a vehicle, do not wish to drive, or are unable to drive, will have expanded opportunities for multi-modal connections throughout the city and township. This multi-use trail project will also connect to and extend the length of North Creek Greenway as well as intersect with the Vermillion River Greenway, further connecting residents to destinations throughout Dakota County. No Dakota County CDA housing units are located within a half mile of the proposed trail. There are 76 existing market rate apartment units at densities (8 u/ac and above) that support affordable housing. The number of bedrooms within the apartment units varies.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589413254263_NC Greenway_Housing.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed project fills a gap in both a regional and local trail network by constructing a multi-use trail and grade-separated crossing over a river (the North Branch of the Vermillion River). This waterway crossing is identified as Tier 1 Regional Bicycle Barrier Crossing Improvement Area, (confirmed by Metropolitan Council through email exchange on 03/17/2020) and the trail segment lies within a Tier 2 RBTN Corridor. The nearest crossings of this waterway are just over a mile in length apart (at Aikin Road and at TH3). The new bicycle crossing proposed with this project will significantly increase the viability for choosing bicycling as a mode for travel or recreation to reach destinations in this area.

At a local level, the proposed project will provide a direct link between the residential neighborhood and park areas in northern Farmington to Downtown Farmington, providing a completely off-road trail experience, eliminating the need for bicyclists to cross roadways as they are travelling north or south in this area of Farmington, and avoiding riding along Aikin Road, a higher-volume roadway. The proposed project will also connect directly to the existing local trail network that provides access to the area just north of Downtown Farmington and the Vermillion River. With this gap eliminated, users will be able to travel along the existing local trail network to connect directly to Levi P. Dodge Middle School, Riverview Elementary School, to Farmington Preserve Park, and to Jim Bell and Preserve Park in Farmington. Closing this gap is also critical in achieving the Regional Bicycle Transportation Network. This project is part of the RBTN Tier 2 Corridor, and will provide a north-south pedestrian and bicycle connection between commercial and employment destinations, as well as eliminate a Tier 1 Regional Bicycle Barrier. This project will complete the last major segment of the North Creek Greenway Regional Trail between Apple Valley and

Response:

Downtown Farmington, via North Creek Park and connection to schools.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

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

Measure B: Project Improvements

Completing this segment of the North Creek Greenway will correct existing deficiencies in the Regional Bicycle Transportation Network and local trail system by eliminating a 1.6-mile gap in the regional and local trail system, and by providing a primary north-south route for pedestrians and bicyclists travelling north-south through this area of Farmington and Empire Township. The project also includes the construction of a bridge of the North Branch of the Vermillion River, providing a safe, accessible and scenic route for bicyclists and pedestrians to cross an existing water barrier.

The proposed route will provide an alternative route for non-motorized travel that is not along a major roadway. Today, bicyclists and pedestrians travelling between Downtown Farmington and the northern area of Farmington or western Empire Township have the choice of riding or walking along Akin Road or along TH3 (Chippendale Ave). Akin Road is a major collector road with an average daily traffic count of 5,300 vehicles (2016, MnDOT). Akin Road has a local paved trail along the east side, with crossings at roadway intersections and driveways. TH3 is a minor arterial state highway with an average daily traffic count of 12,300 vehicles (2016, MnDOT). A paved trail exists along TH3 through Empire Township on the west side of the roadway, with trail crossings at roadway intersections and driveways. Through the construction of the proposed segment of the North Creek Greenway, a new continuous paved trail will provide a route that eliminates conflicts between bicyclists, pedestrians, and vehicles along the north-south corridor in this area of Farmington and Empire Township.

Crash data collected from MnDOT between 2009 to 2018 shows that there were 12 total pedestrian/bicycle/vehicle crashes in this area. The majority (6) of these crashes resulted in minor injuries, with (4) resulting in possible injury and (2)

Response:

resulting in serious injury. Of these crashes, most happened along CR 50, 3rd Street, or TH3 (Chippendale Road). The construction of the proposed project will eliminate the need for most bicycles or pedestrians to use these three roadways for travel through this area, decreasing the risk for future crashes of this nature.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project provides a needed solution to provide multimodal transportation between Downtown Farmington, Empire Township, north Farmington and beyond to destinations in Apple Valley. The proposed project will establish a 10-ft wide, ADA compliant bituminous trail, with a grade-separated crossing (bridge) across a natural water barrier at the North Branch of the Vermillion River. The proposed trail will provide enough room for bicyclists and pedestrians to comfortably move past each other as they travel to their destinations. The project will increase the safety and comfort of pedestrians and bicyclists as they will have the option to use completely off-road greenway trail and will have decreased interactions with moving vehicles and intersection crossings. Other trail amenities that will be provided alongside this project include bench seating at multiple locations along the trail, wayfinding at intersections with existing trails, and interpretative signage at the river crossing.

Response:

The proposed project will achieve the following multimodal goals:

- Provide an off-street trail for pedestrians and bicyclists to safely travel to destinations in the area

- Reduce pedestrian and bicycle exposure, while improving pedestrian and bicycle access and mobility

- Support and enhance the RBTN

- Promote and encourage walking, biking, and active living principles

- Address a 1.6-mile gap in the regional trail network

There are no transit stops, transit hubs, or park & rides located within the City of Farmington or Empire Township. Transit Link on-demand dial-a-

ride service is provided through the Metropolitan Council throughout Dakota County, and could be used in combination with this trail route for extending mobility options.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1589411671477_NC Greenway_Project Map and Layout.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 12/16/2010

Meeting with partner agencies: 07/14/2010

Targeted online/mail outreach: 12/16/2010

Number of respondents: 30

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

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

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

More details about the above community engagement and additional outreach performed are listed below:

Meeting with general public:

- 12/16/2010

- 7/20/2011

Meeting with partner agencies:

- Technical Advisory Group - 7/14/10, 10/13/10, 11/17/10, 3/3/11, 5/4/11

Targeted online/mail outreach:

- 12/16/10 (1,100 people, 30 respondents)

- 7/20/11 (1,100 people, 17 respondents)

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

The engagement process for the North Creek Greenway Master Plan included (2) community open houses that were advertised through direct mail to all residents within ¼ mile of the trail route, as well as a cultural resources and interpretation workshop. Individual meetings were held with key stakeholders who provided representative input from a variety of user groups. Feedback gathered through the master planning process was used to verify and refine the trail route, builds off of existing trails and public open space. Input gathered also showed strong community support for off-road trails that provide scenic views of natural areas in Farmington and Empire Township. Later engagement through the Farmington Bicycle and Pedestrian Plan process further enforced community support for greenway development. This process involved (2) online community survey that gathered nearly 800 responses, with a

significant number of responses from youth ages 17 or younger. Feedback from participating community members showed a strong preference for longer connections throughout Farmington, contributing to a larger, connected recreational trail network.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,764,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,764,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

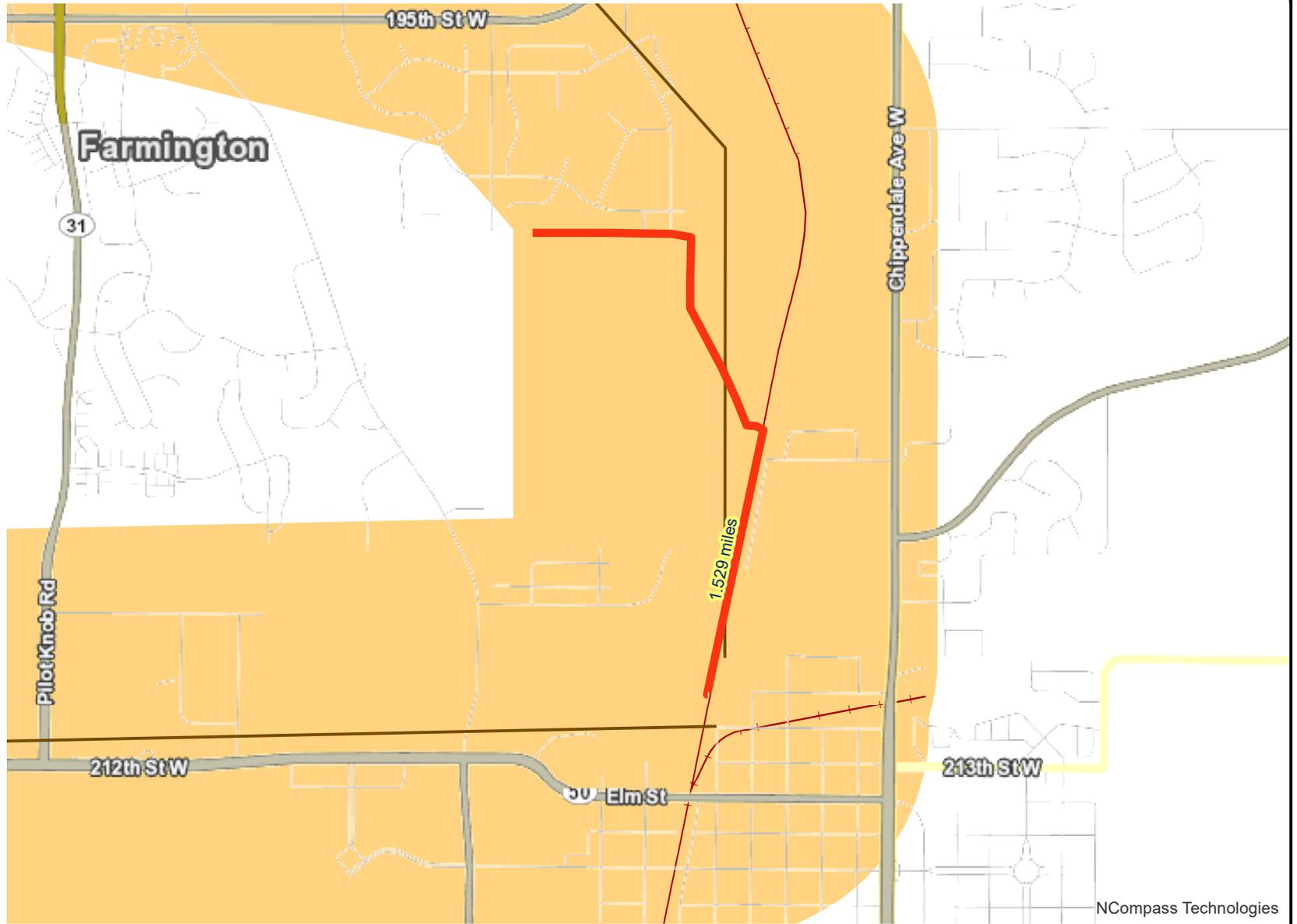
File Name	Description	File Size
2020 Regional Solicitation Grant Snow and Ice Removal Letter.pdf	Snow and Ice Removal Letter	287 KB
20200417_DC layout approval Farmington (002).pdf	Dakota County Layout Approval Letter	163 KB
Dakota County Resolution.pdf	Dakota County Resolution	78 KB
Empire Letter of Support.pdf	Empire Township Letter of Support	31 KB
NC Greenway_Photos.pdf	North Creek Greenway Photos	115 KB
NC Greenway_Project Information Summary.pdf	North Creek Greenway Project Summary	200 KB
NC Greenway_Project Map and Layout.pdf	North Creek Greenway Map and Layout	578 KB
North Creek Trail Grant City LTR support.pdf	Farmington Letter of Support	89 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: FARM 195th to Downtown | Map ID: 1583436066787

Results

Project IN TIER 2
Bicycle Transport Corridor.



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



Created: 3/5/2020
LandscapeRSA6



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



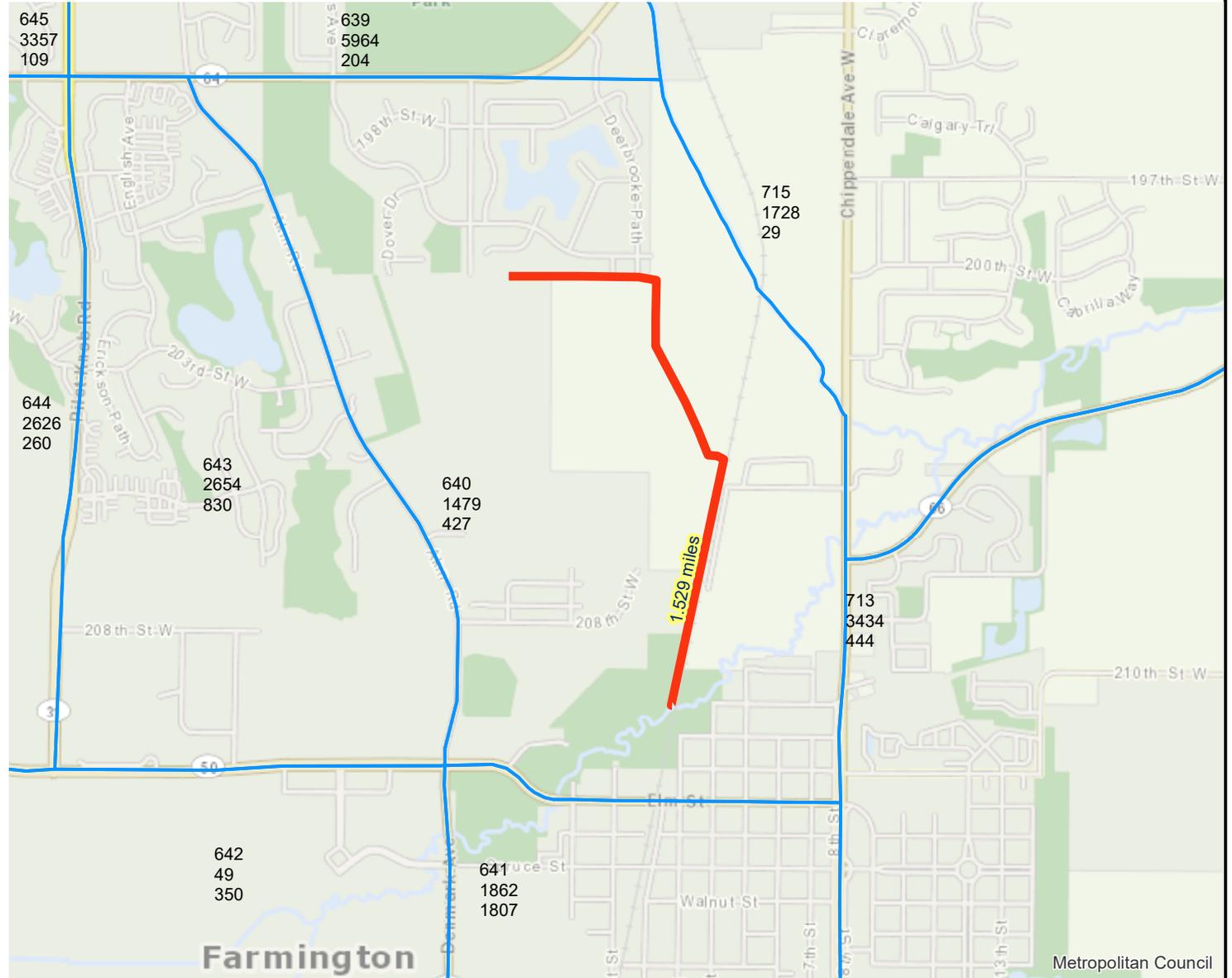
NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: FARM 195th to Downtown | Map ID: 1583436066787

Results

Within ONE Mile of project:
 Total Population: 17882
 Total Employment: 4405



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/5/2020
 LandscapeRSA4



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



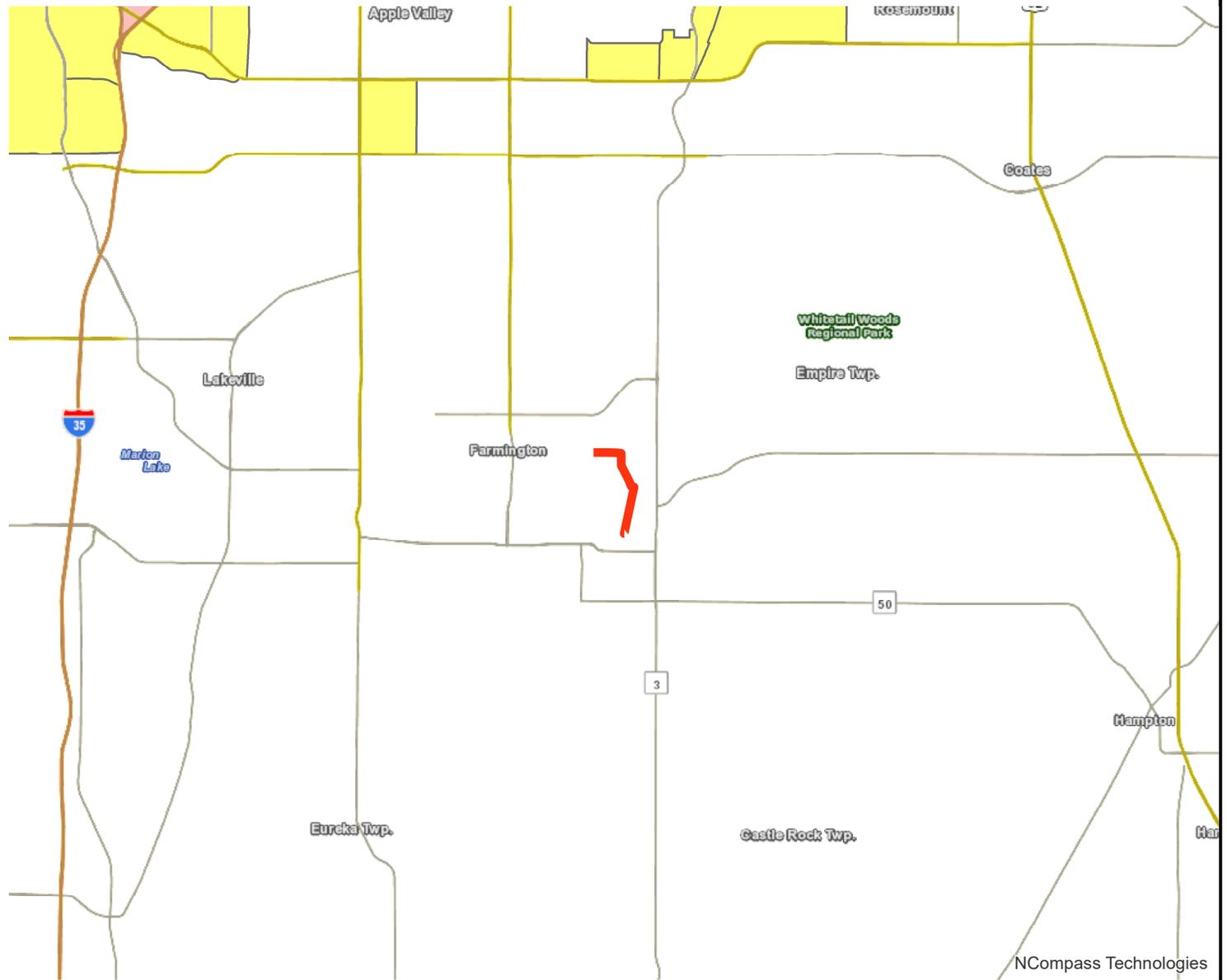
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: FARM 195th to Downtown | Map ID: 1583436066787

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)

Tracts within half-mile:
60902 60904 60905
60907



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 3/5/2020
LandscapeRSA2

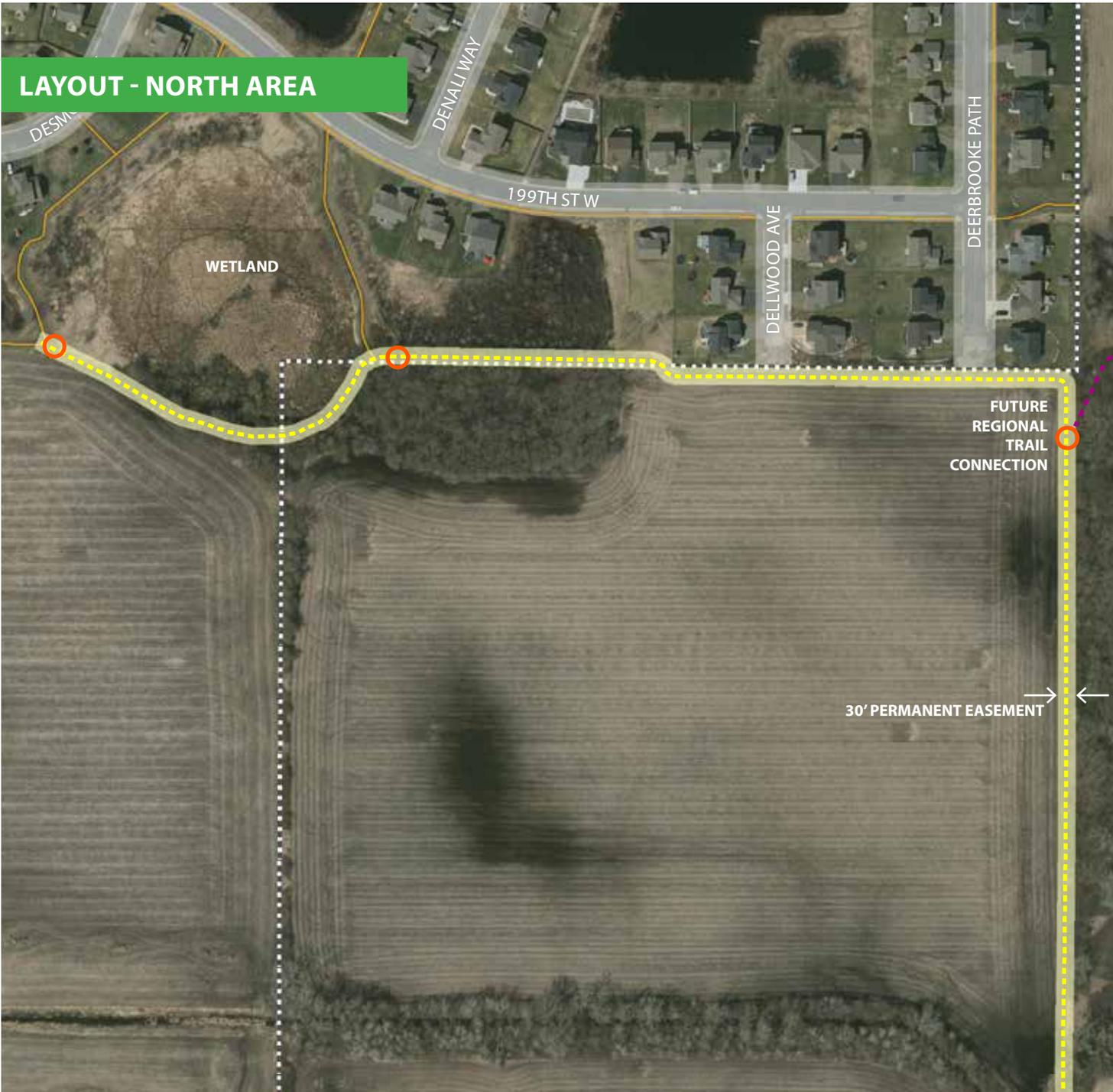


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>





LAYOUT - NORTH AREA



Legend

-  Trail Amenities
-  North Creek Greenway Project Area
-  North Creek Greenway Easement
-  Future Regional Trails
-  Farmington City Boundary
-  Farmington Bike/Walk Facilities
-  Paved Local Trail



LAYOUT - MIDDLE AREA

30' PERMANENT EASEMENT

RBTN BARRIER CROSSING

Legend

- Trail Amenities
- North Creek Greenway Project Area
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- Farmington City Boundary
- Public School Facilities
- Farmington Bike/Walk Facilities
- Paved Local Trail

0 0.02 0.04 0.08 Miles



Legend

- Trail Amenities
- North Creek Greenway Project Area
- █ North Creek Greenway Easement
- Future Regional Trails
- ▭ Farmington City Boundary
- █ Parks
- █ Public School Facilities
- Farmington Bike/Walk Facilities
 - Bridge
 - Sidewalk
 - Paved Local Trail





 430 Third St., Farmington, MN 55024
 651-280-6800
 FarmingtonMN.gov

March 12, 2020

TO: Metropolitan Council
RE: Regional Solicitation Trail Grant Snow and Ice Removal Acknowledgement

This letter is to inform the Metropolitan Council that the City of Farmington (City) will be responsible for the removal of snow and ice from the section of trail that is being proposed to be constructed with this grant funding. This will allow the trail to be used year-round for bicycle and pedestrian use. The City annually budgets funding to remove snow and ice from trails. It has both the staff and equipment to perform this work.

The City currently has a snow removal priority map and will update the map to show this section of trail as being a priority for snow and ice removal. The snow removal priority map is annually reviewed and updated as needed. Then it is shared with the public on the City's website, so the public is able to see which trails are usable by bicyclist and pedestrians during winter.

Please don't hesitate to contact me if you have any questions about the content of this letter.

Sincerely,

A handwritten signature in blue ink that reads "Randy Distad".

Randy Distad
Parks and Recreation Director



April 17, 2020

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

Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Environmental Initiatives
Groundwater Protection
Land Conservation
Vermillion River Watershed
Water Resources
Waste Regulation

Office of Planning

Parks, Facilities and Fleet
Parks
Facilities Management
Fleet Management

Transportation
Highway
Surveyor's Office
Transit Office

RE: Regional Solicitation: Multiuse Trails and Bicycle Facilities
Application: North Creek Greenway from 195th to Downtown Farmington

Dear Ms. Koutsoukos:

I am writing to approve the layout for the North Creek Greenway from 195th to Downtown Farmington. The layout is consistent with Dakota County standards for regional greenway trails.

Dakota County is committed to the long-term completion of a regional trail network that supports regional multi-modal transportation goals, recreational activity, and provides safe and enjoyable means for experiencing the outdoors for people throughout the county. This project is a significant step towards realizing these goals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Sullivan", written over a horizontal line.

Steve Sullivan
Dakota County Parks Director

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

March 24, 2020

Resolution No. 20-154

Motion by Commissioner Thomas A. Egan

Second by Commissioner Liz Workman

Approval Of Grant Application Submittals For Transportation Advisory Board 2020 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 April 16, 2020; 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. County State Aid Highway (CSAH) 86 (280th Street) from westerly Dakota County line to CSAH 23 (Galaxie Avenue) in Eureka and Greenvale Townships
2. CSAH 32 (Cliff Road) from CSAH 43 (Lexington Avenue) to Trunk Highway (TH) 3 in Eagan
3. New Alignment of CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
4. Roundabout at CSAH 11 and Burnsville Parkway in Burnsville
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. Vermilion Highlands Greenway: CSAH 42 Trail and Dakota County Technical College Underpass in Rosemount
7. River to River Greenway: Trunk Highway 149 Trail & Trunk Highway 149 Underpass in Mendota Heights
8. Minnesota River Greenway: Railroad Overpass in Eagan

; and

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	Slavik	_____
Gaylord	X	Gaylord	_____
Egan	X	Egan	_____
Atkins	X	Atkins	_____
Workman	X	Workman	_____
Holberg	X	Holberg	_____
Gerlach	X	Gerlach	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 24th day of March 2020, 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 24th day of March 2020.



Clerk to the Board

9. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station—Lead Agency: Apple Valley
10. Egan Transit Station: Installation of Elevator—Lead Agency: MVTA
11. Burnsville Transit Station: Installation of Elevator and Enclosure; Backup Generator; Construction of Utility Room—Lead Agency: MVTA
12. County Road (CR) 60 extension from CSAH 9 (Dodd Blvd.) Highview Avenue—Lead Agency: Lakeville
13. Trail on CSAH 73 (Oakdale Avenue) from CSAH 8 (Wentworth Avenue) to CR 4 (Butler Avenue) and on CR 6 (Thompson Avenue) from CSAH 73 (Oakdale Avenue) to TH 52—Lead Agency: West St Paul
14. CSAH 73 (Oakdale Avenue) Trail from I-494 to Upper 55th Street—Lead Agency: Inver Grove Heights
15. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue—Lead Agency: Apple Valley
16. North Creek Greenway from 195th to Downtown Farmington—Lead Agency: Farmington
17. Nicollet Avenue Trail from TH 13 to CSAH 32 (Cliff Road) —Lead Agency: Burnsville
18. I-35W Trail from Black Dog Trail to the South—Lead Agency: Burnsville
19. Marie Avenue Sidewalk, Bike Lanes, and ADA Improvements from 3rd Avenue North to 9th Avenue North—Lead Agency: South St Paul
20. Bidwell Avenue Sidewalk from Thompson Avenue To CR 4 (Butler Avenue) —Lead Agency: West St Paul
21. ADA Improvements at several locations in the City of Inver Grove Heights—Lead Agency: Inver Grove Heights
22. Establish a Transportation Management Association (TMA) in Dakota County to coordinate the transportation needs of employers with existing services and service providers—Lead Agency: Dakota County Regional Chamber of Commerce.

; and

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

STATE OF MINNESOTA
County of Dakota

YES		NO	
Slavik	<u> X </u>	Slavik	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Atkins	<u> X </u>	Atkins	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Holberg	<u> X </u>	Holberg	<u> </u>
Gerlach	<u> X </u>	Gerlach	<u> </u>

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 24th day of March 2020, 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 24th day of March 2020.



Clerk to the Board



4/3/2020

To: Regional Solicitation Trail Grant Program
Re: North Creek Greenway – Downtown Farmington Segment
From: Terry Holmes

To whom it may concern,

This letter is to express the support from Empire Township for the proposed construction of the North Creek Regional Greenway – Downtown Farmington Segment.

The proposed trail connects the Downtown Farmington area with residential districts to the north and would run through a portion of Empire Township that is currently located in the Orderly Annexation Agreement Area that Empire Township currently has in place with the City of Farmington.

This portion of Farmington and the adjacent residential neighborhoods in Empire Township are part of a rapidly growing area on the suburban edge of the Twin Cities Metropolitan Area. As such, the increasing demand for housing development will also increase the demand for amenities such as parks and trails. Empire Township sees having an adequate trail system as an essential part in keeping the great recreational amenities that this area currently enjoys, in addition to providing other modes of transportation that are not auto dependent.

It is our goal to work with the City of Farmington and other jurisdictions in continuing to grow and better connect our existing regional trail system to ensure that it is keeping up with current and projected growth trends. We feel that the North Creek Greenway – Downtown Farmington Segment goes a long way in achieving that goal as it fits in with the larger, long-range plans to better connect our area.

Thank you for your consideration of this project.

Sincerely,

Terry Holmes

Empire Township, Town Board Chair



North Creek Greenway Regional Trail

DOWNTOWN FARMINGTON TO 195TH STREET



PROJECT IMAGES



View looking east from an existing trail that will connect to the northern terminus of the North Creek Greenway project area



View north from the Riverview Elementary School parking lot. Railroad tracks beyond run parallel with the parking lot, separated by an existing fence



Levi Dodge Middle School and an existing trail that connects to Rambling River Park



North Creek Greenway Regional Trail

DOWNTOWN FARMINGTON TO 195TH STREET

PROJECT DESCRIPTION

The completion of this segment of the North Creek Greenway will fill a high-priority gap in the RBTN and provide a vital connection for non-motorized travel between the northern neighborhoods of Farmington, Empire Township and the employment areas in downtown Farmington. This segment would serve numerous populations and user groups, connect to surrounding trails, and provide a safe method of travel as a completely off-road experience. The project includes a 10' wide multi-use trail approximately 1.6 miles in length and a bridge crossing of the North Branch of the Vermillion River. This project will serve as the last major segment of the North Creek Greenway Regional Trail between Apple Valley and Downtown Farmington.

Project Location: Farmington

Requested Award Amount:	\$1,411,200
Total Project Cost:	\$1,764,000



View from Deerbrooke Path towards the wetland to the west

PROJECT BENEFITS

- » Provides a direct trail connection to River View Elementary School and Levi P. Dodge Middle School.
- » Fills a gap within a Tier 2 RBTN Corridor.
- » Provides local, non-motorized access to downtown Farmington, employment areas, nearby neighborhoods, trails and parks with a completely off-road trail experience with no roadway conflicts.
- » Completes the last major gap in the North Creek Greenway Regional Trail, and establishes a vital connection between the cities of Apple Valley and downtown Farmington.
- » The proposed trail segment and river crossing will serve multiple user-groups and demographics; students, elderly, low-income populations, residents lacking in means of motor-vehicle transportation or financial means of public transportation methods, and users with disabilities or require mobility aids.
- » The proposed trail segment can be utilized for both recreational purposes as well as transportation to local employment or retail destinations.
- » Trail amenities, such as seating, wayfinding, and interpretation will enhance the user experience.

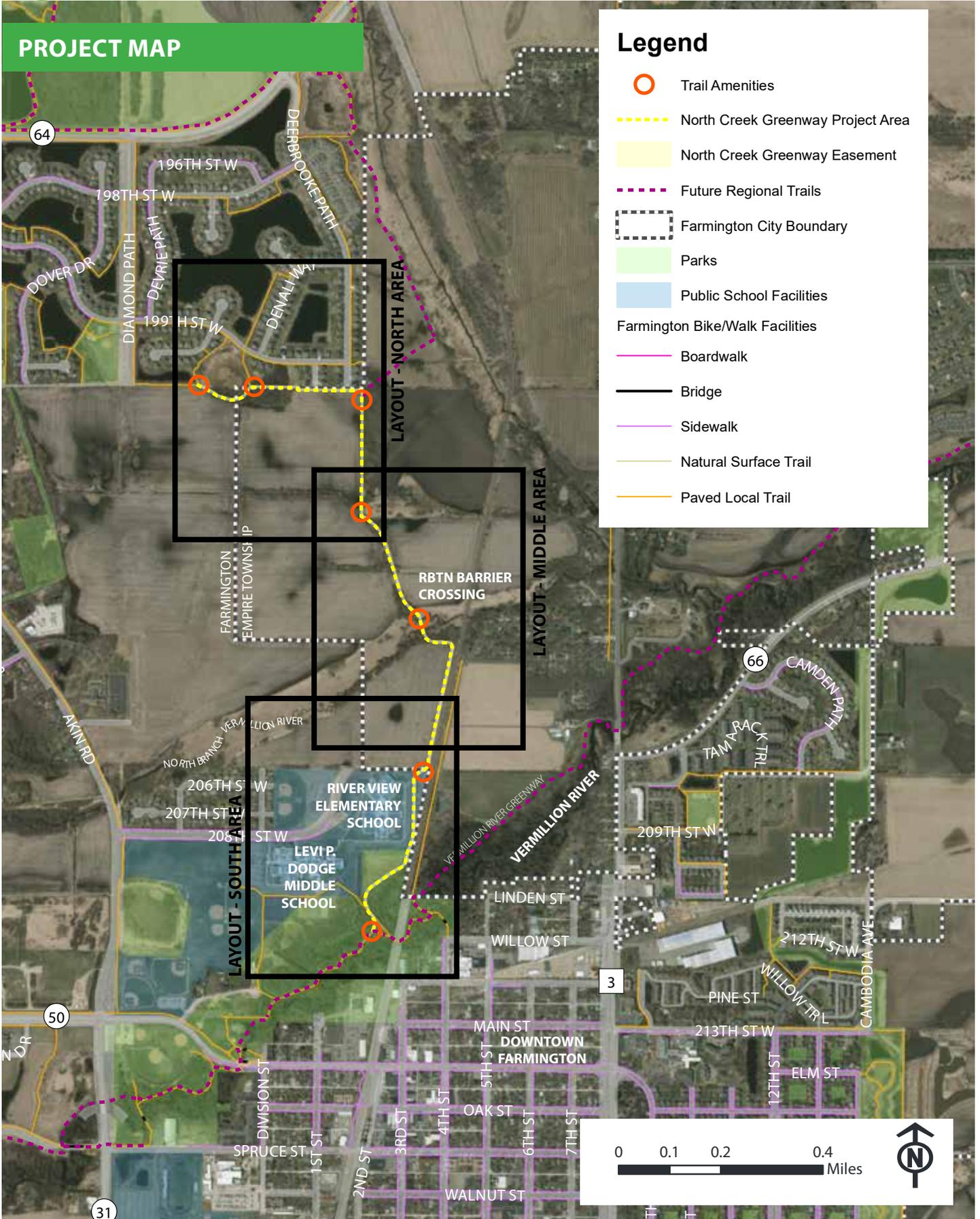




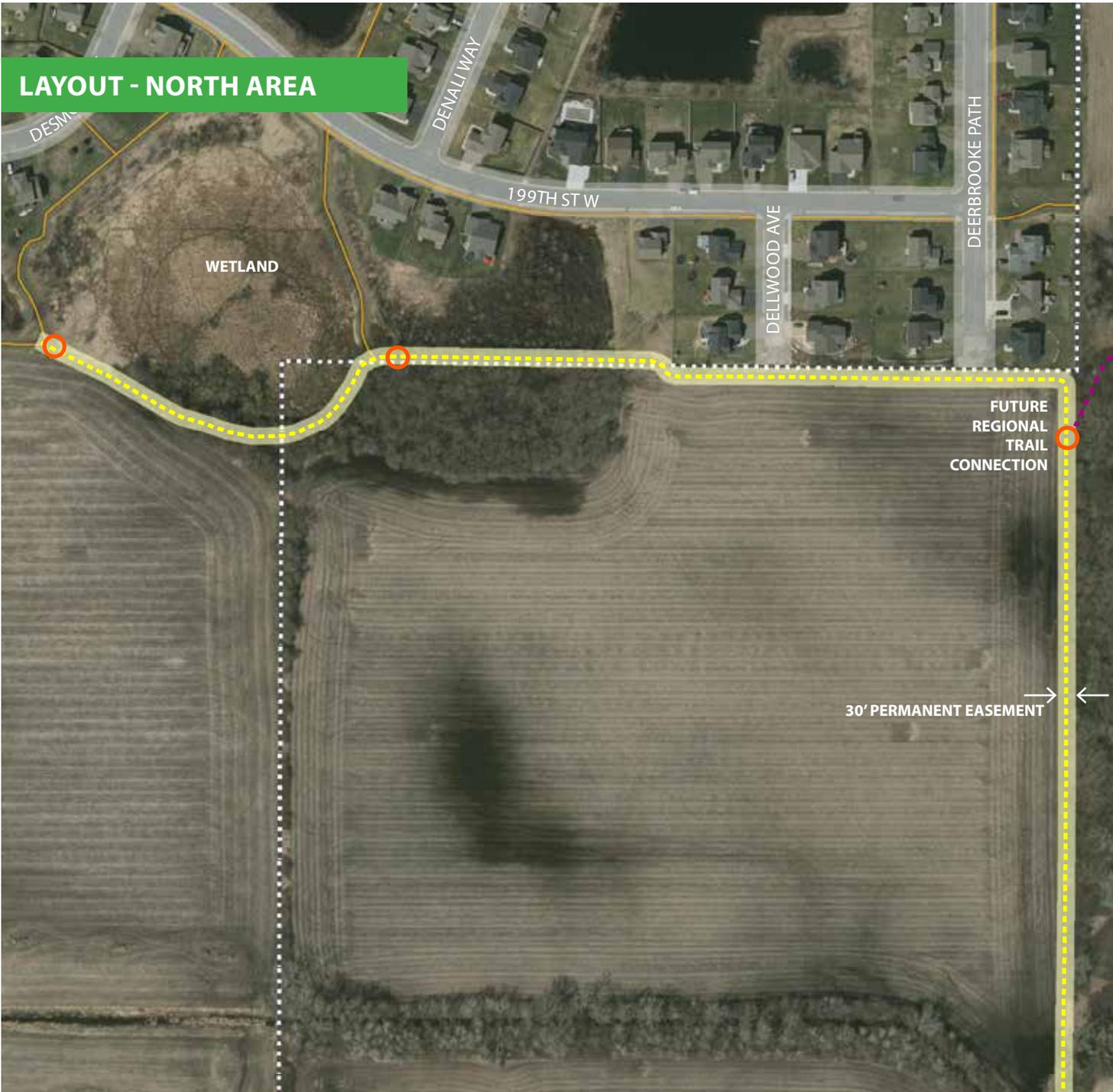
North Creek Greenway Regional Trail

DOWNTOWN FARMINGTON TO 195TH STREET

PROJECT MAP



LAYOUT - NORTH AREA



Legend

-  Trail Amenities
-  North Creek Greenway Project Area
-  North Creek Greenway Easement
-  Future Regional Trails
-  Farmington City Boundary
-  Farmington Bike/Walk Facilities
-  Paved Local Trail



LAYOUT - MIDDLE AREA

30' PERMANENT EASEMENT

RBTN BARRIER CROSSING

Legend

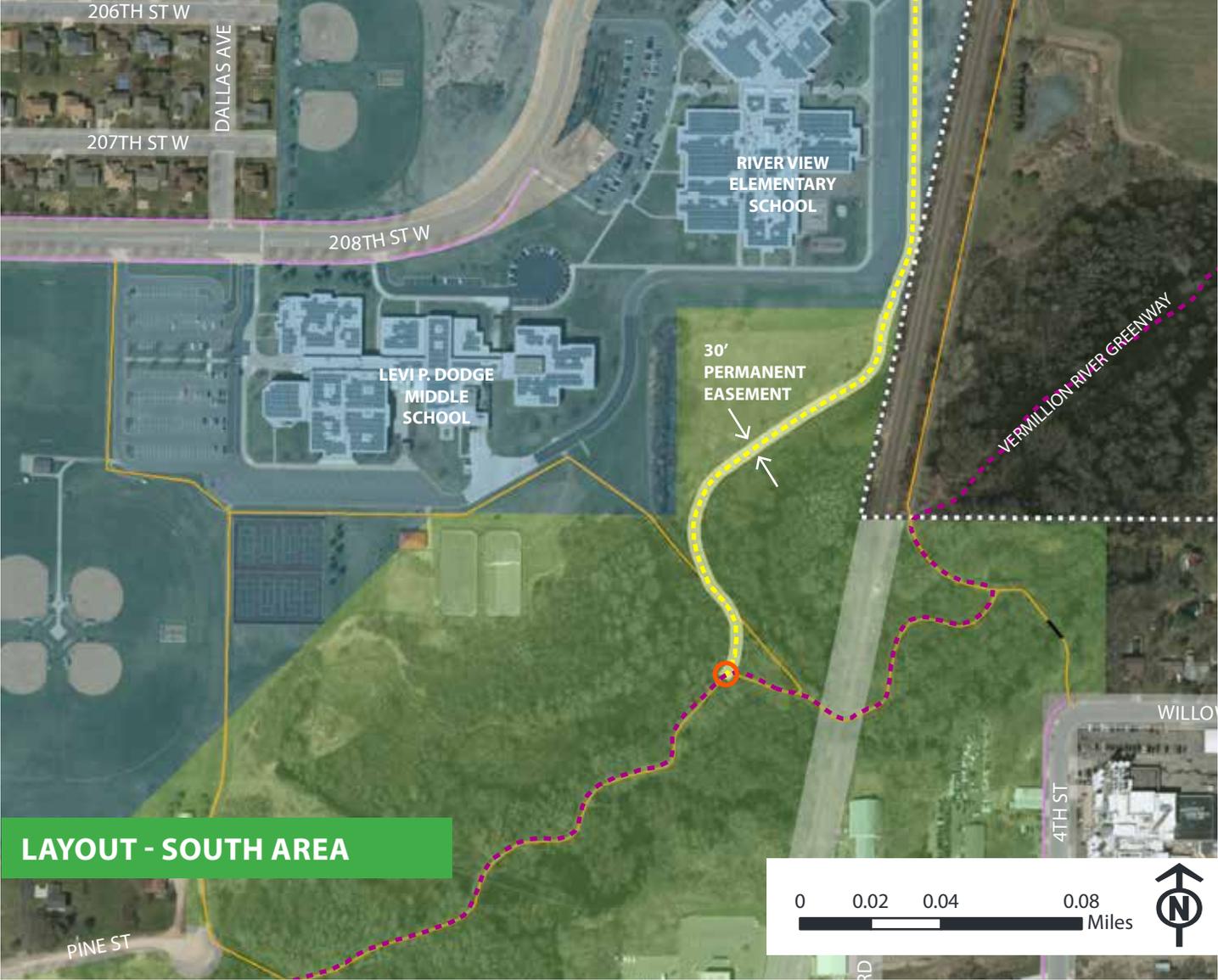
- Trail Amenities
- North Creek Greenway Project Area
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- Farmington City Boundary
- Public School Facilities
- Farmington Bike/Walk Facilities
- Paved Local Trail

0 0.02 0.04 0.08 Miles



Legend

- Trail Amenities
- North Creek Greenway Project Area
- █ North Creek Greenway Easement
- Future Regional Trails
- ▭ Farmington City Boundary
- █ Parks
- █ Public School Facilities
- Farmington Bike/Walk Facilities
- Bridge
- Sidewalk
- Paved Local Trail





Date: April 9, 2020

To: Regional Solicitation Trail Grant Program

From: Katy Gehler PE, Public Works Director/City Engineer

Cc: Randy Distad, Parks & Recreation Director

Re: North Creek Regional Greenway – Downtown Farmington Trail Segment

To Whom It May Concern:

On February 18, 2020, the city council of the City of Farmington (the City) approved by motion, the submission of a Federal Regional Solicitation Trail Grant application for the North Creek Regional Greenway Downtown Farmington Segment. Further, the city council also approved the trail layout and design of the one and a half (1½) mile segment proposed in the grant application.

The City has a rich tradition with an expansive trail system and understands the importance of trails being maintained. Because of this, the City has an established trail pavement management program in place. Should this trail segment be funded and constructed, the City commits to incorporating this new trail segment into its existing trail pavement management program, so it is ensured to be operated and maintained for its design life.

Sincerely,

A handwritten signature in blue ink, appearing to be "Katy Gehler", written over a horizontal line.

Katy Gehler, PE
Public Works Director/City Engineer