



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17687 - Farmington CSAH 64 to Downtown

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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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

* **City:** FARMINGTON **State/Province:** Minnesota **Postal Code/Zip:** 55024
County: Dakota
Phone:* 651-463-7111 **Ext.:**
Fax:
PeopleSoft Vendor Number 0000020943A1

Project Information

Project Name North Creek Greenway Regional Trail - Downtown Farmington to 199th Street W
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 1.3-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 199th Street. Along the way, the project will provide a 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 199TH STREET W

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

1.3

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 \$1,305,600.00

Match Amount \$326,400.00

Minimum of 20% of project total

Project Total \$1,632,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Dakota County and City of Farmington

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

Preferred Program Year

Select one: 2026, 2027

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

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 04/01/2026

(Approximate) End Construction Date 10/01/2026

Name of Trail/Ped Facility: North Creek Greenway Regional Trail

(i.e., CEDAR LAKE TRAIL)

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 199th Street W
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.3

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 1.3

Is this a new trail? Yes

Primary Types of Work Grading, Aggregate Base, Bituminous Surface, Bridge,
Wayfinding, Interpretation, Seating, Waste Receptacles

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.:	Not yet assigned
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.

The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

1. Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6
2. Goal C: Access to Destinations (page 2.10) - Objective A, Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, Strategy C16, Strategy C17
3. Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3
4. Goal E: Healthy Environment (page 2.30) - Objective A, Objective B, Objective C, Objective D, Strategy E3, Strategy E4, Strategy E5, Strategy E6, Strategy E7
5. Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6

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

(Limit 2,800 characters; approximately 400 words)

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

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

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

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. Unique project costs are limited to those that are federally eligible.

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 to \$1,000,000

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

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

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

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

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

Date plan completed: 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. Unique projects are exempt from this qualifying requirement.

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Multiuse Trails and Bicycle Facilities projects only:

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

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$68,000.00
Removals (approx. 5% of total cost)	\$68,000.00
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	\$786,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Path/Trail Construction	\$650,000.00
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	\$136,000.00
Other Bicycle and Pedestrian Elements	\$40,000.00
Totals	\$846,000.00

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	\$1,632,000.00
Construction Cost Total	\$1,632,000.00
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 1649853529600_Bike Corridors Map.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 1649795340801_Population and Employment Map.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

While Farmington may not typically be recognized for diversity, one of the census tracts surrounding the project area does have a higher percentage of residents (10.5%) identifying as Hispanic than the county average (7.6%). In addition, the percent of households below poverty level mirrors the County average of 6.3%.

This project was initially identified over a decade ago as a priority for trail gap-filling in the regional trail system during the planning process for the Dakota County Greenway Guidebook. The planning process engaged a variety of stakeholders including school groups, seniors, non-motorized commuters, hikers, runners, cyclists, people who have disabilities, residents, and families. This engagement was subsequently built upon during the development of the North Creek Greenway Master Plan. Engagement included two community open houses that were advertised through direct mail to all residents within ¼ mile of the trail route. Individual meetings were also 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 extending existing trails and providing scenic views of natural areas.

Response:

This trail project has been involved in several County and City planning processes since the Master Plan was developed. In 2015 and 2016, the County's Visitor Services Master Plan included an in-depth outreach process where nine Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English. In addition, engagement events for the Dakota County Pedestrian and Bicycle Study included many pop-up events held between 2017 and 2020. Eight hundred seventy-five responses were received for Dakota County's events. Many of the people

engaged during these processes were low-income and minority populations. Input included a desire for trails/pathways that are away from streets and provide scenic views, which is what this proposed project will provide trail users.

Additional City engagement about the trail occurred during the Comprehensive Plan and the Farmington Bicycle and Pedestrian Plan. These processes involved multiple pop-ups at popular community events like music and movies in the park and the community EXPO, as well as two online community surveys. The Bicycle and Pedestrian Plan also had a website map that could be commented on that gathered nearly 800 responses, with a significant number of responses from youth ages 17 or younger. Input received reinforced the desire for trails that are separated from roadways, as is proposed by the trail project.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The 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, disabled, and racially diverse 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 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. It will also provide a quicker mode of non-motorized travel, cutting travel time by biking and walking from the north neighborhoods of Farmington to downtown Farmington. 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 proposed project also provides a viable non-motorized and accessible route for crossing the North Branch of the Vermillion River, which poses a significant barrier to pedestrians and bicyclists in the area. Currently, there are limited options for

Response:

north-south travel in this area, with most pedestrians and bicyclists using Akin 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.

No permanent, negative impacts are anticipated with this project. The typical, temporary negative impacts of construction are anticipated. The project partners will work to minimize all temporary negative impacts such as noise, dust, runoff, etc. Because this trail alignment doesn't cross any existing roads, minimal disruption to daily routines for nearby residents is expected.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

There are 275 publicly subsidized rental housing units in census tracts located within 1/2 mile of the project. There are also 76 existing market rate apartment units at densities (8 u/ac and above) that support affordable housing.

The proposed trail will improve bicycle and pedestrian access for residents within 1/2 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 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 throughout Farmington.

In addition to connections within Farmington, it should also be noted that this multi-use trail will be part of the 3.2-mile North Creek Greenway which connects Farmington to the commercial and employment areas of Apple Valley, as well as the Minnesota Zoo and Lebanon Hills Regional Park. As part of Dakota County's extensive greenway system, trail users will also be able to connect to other greenways to reach other commercial, employment and recreation destinations in the county.

Response:

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649795528572_Socioeconomic Map.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, 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 Akin 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 and to have to find a way to cross the Vermillion River as they are travelling north or south in this area of Farmington, and avoiding riding along Akin 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

Response:

major segment of the North Creek Greenway Regional Trail between Apple Valley and 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 1.3-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 over 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 5,800 vehicles (2019, 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 12,500 vehicles (2019, 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.

The most recent crash data collected by MnDOT shows that there were five total pedestrian/bicycle/vehicle crashes in this area. Three (3) of these crashes resulted in minor

Response:

injuries, with one (1) resulting in possible injury and one (1) 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 1.3-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. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

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

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

This project was initially identified over a decade ago as a priority for trail gap-filling in the regional trail system during the planning process for the Dakota County Greenway Guidebook. The planning process engaged a variety of stakeholders including school groups, seniors, non-motorized commuters, hikers, runners, cyclists, people who have disabilities, residents, and families. This engagement was subsequently built upon during the development of the North Creek Greenway Master Plan. Engagement included two community open houses that were advertised through direct mail to all residents (1,100) within ¼ mile of the trail route. Individual meetings were also 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 extending existing trails and providing scenic views of natural areas.

Response:

This trail project has been involved in several County and City planning processes since the Master Plan was developed. In 2015 and 2016, the County's Visitor Services Master Plan included an in-depth outreach process where nine Community Dialogues were held with people of color, low-income residents, and community members who speak languages other than English. In addition, engagement events for the Dakota County Pedestrian and Bicycle Study included many pop-up events held between 2017 and 2020. Eight hundred seventy-five responses were received for Dakota County's events. Many of the people engaged during these processes were low-income and minority populations. Input included a desire for trails/pathways that are away from streets and provide scenic views, which is what this proposed project will provide trail users.

Additional City engagement about the trail occurred during the Comprehensive Plan and the

Farmington Bicycle and Pedestrian Plan. These processes involved multiple pop-ups at popular community events like music and movies in the park and the community EXPO, as well as two online community surveys. The Bicycle and Pedestrian Plan also had a website map that could be commented on that gathered nearly 800 responses, with a significant number of responses from youth ages 17 or younger. Input received reinforced the desire for trails that are separated from roadways, as is proposed by the trail project.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649942893672_Reg Sol NC Grwny Farmington Maps.pdf

Please upload attachment in PDF form.

Additional Attachments

1649942874346_Letters of Support.pdf

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

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

50%

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

25%

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

0%

5.Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,632,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,632,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

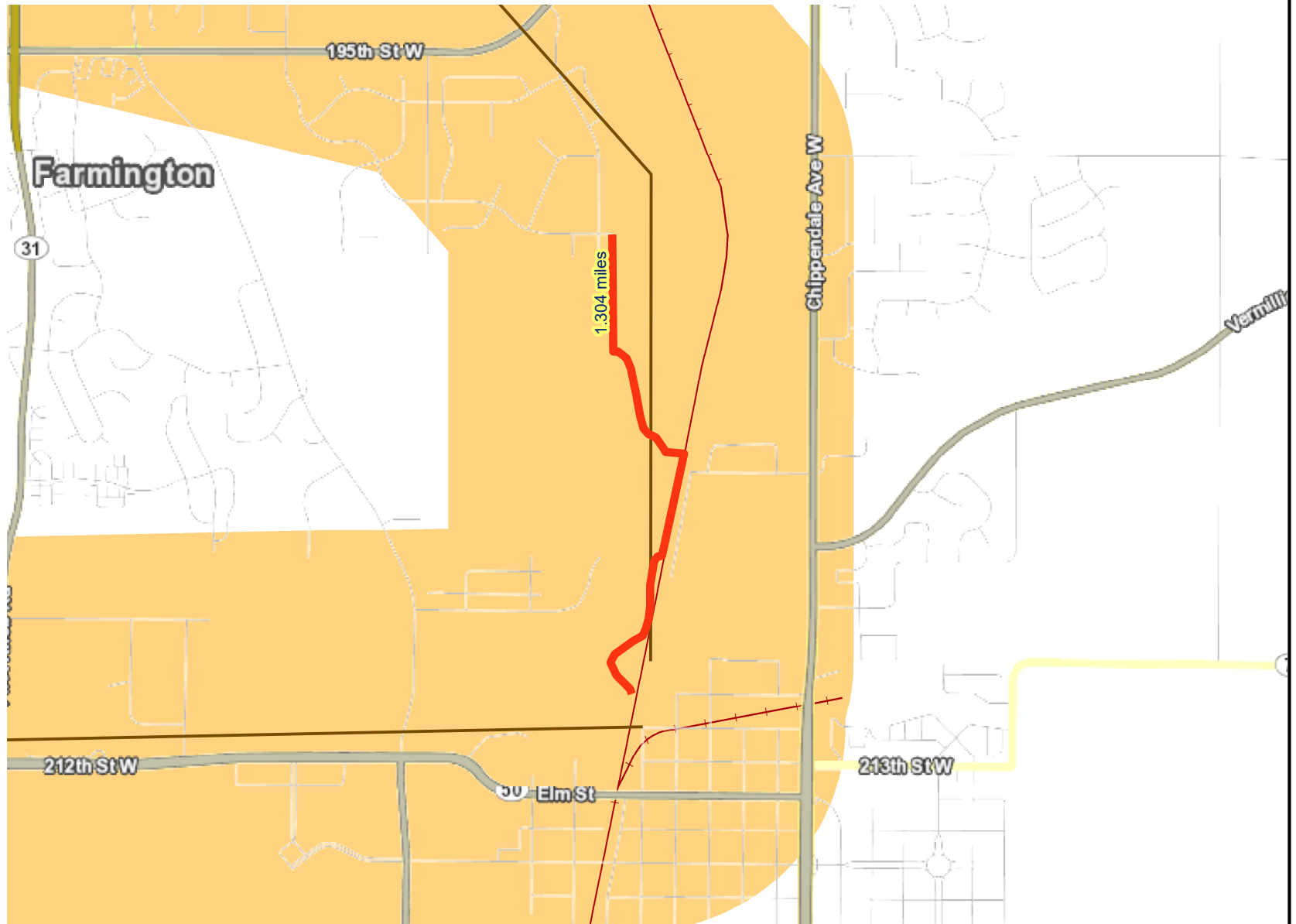
File Name	Description	File Size
2022408 Letter Farmington.pdf	Dakota County Letter of Support	166 KB
County Board Resolution No. 22-144.pdf	Dakota County Resolution	87 KB
Empire Trail Support Letter.pdf	Empire Township Letter of Support	31 KB
Farmington Existing Conditions Photo.pdf	Existing Condition Photo	224 KB
FARM_199th to Downtown_Project Summary.pdf	One Page Project Summary	886 KB
Reg Sol NC Grwny Farmington Maps.pdf	Project Maps	1.8 MB
Snow and Ice Removal Acknowledgement.pdf	City of Farmington Snow and ice removal letter	266 KB
Transit Connections Map.pdf	Transit connections map	1.5 MB

Project to RBTN Orientation

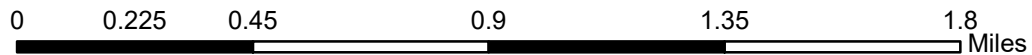
Multiuse Trails and Bicycle Facilities Project: NC Greenway Farmington | Map ID: 1647980839207

Results

Project **IN** TIER 2
Bicycle Transport Corridor.



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



Created: 3/22/2022
LandscapeRSA6



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

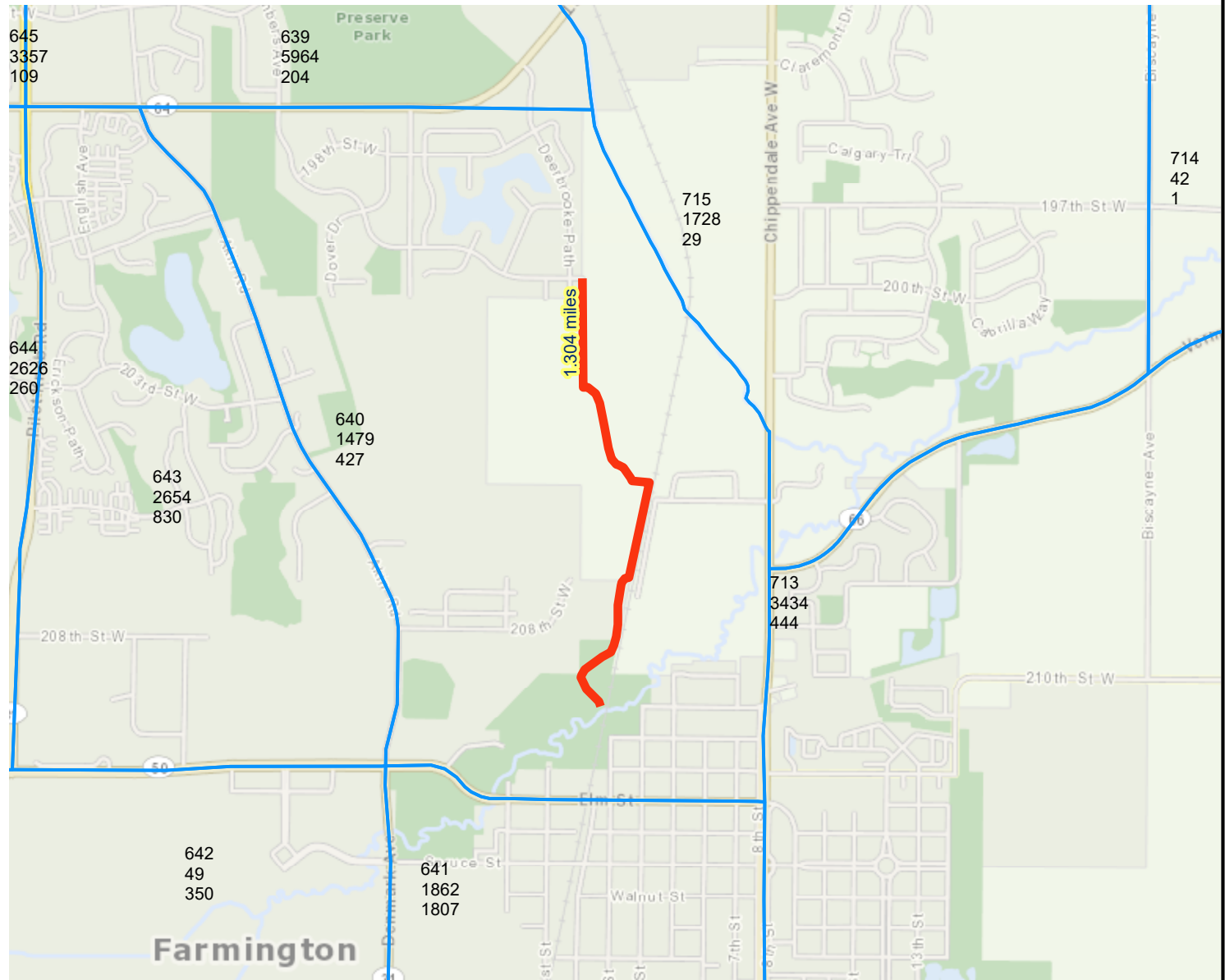


Population/Employment Summary

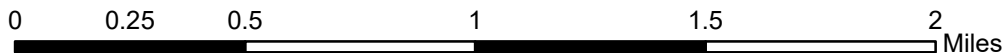
Multiuse Trails and Bicycle Facilities Project: NC Greenway Farmington | Map ID: 1647980839207

Results

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



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/22/2022
 LandscapeRSA4



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

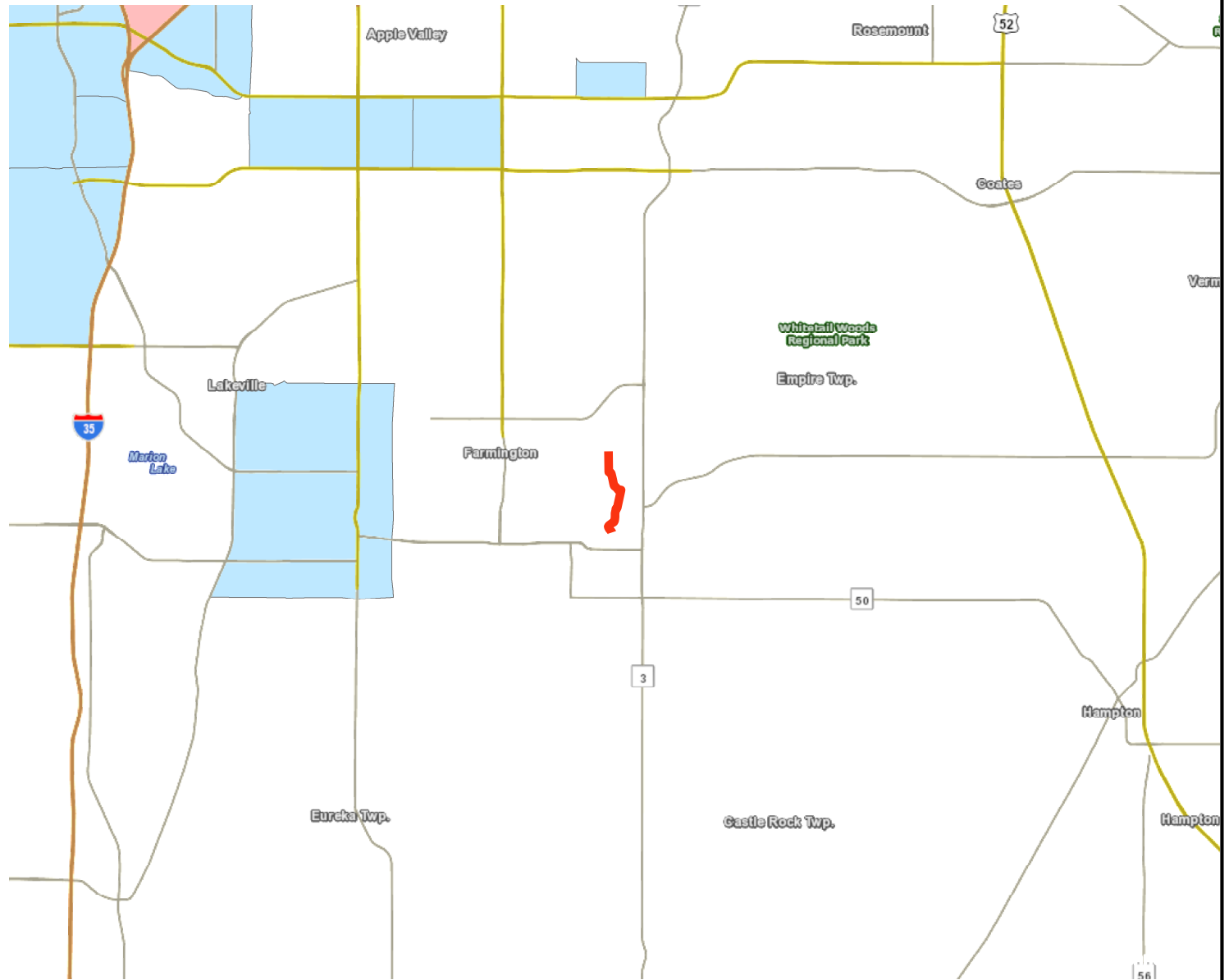



Socio-Economic Conditions

Results

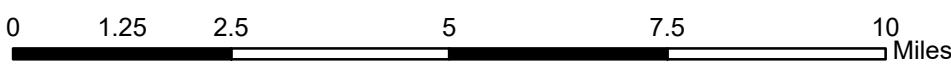
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 275

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



 Lines  Regional Environmental Justice Area

 Area of Concentrated Poverty



Created: 3/22/2022
LandscapeRSA2



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

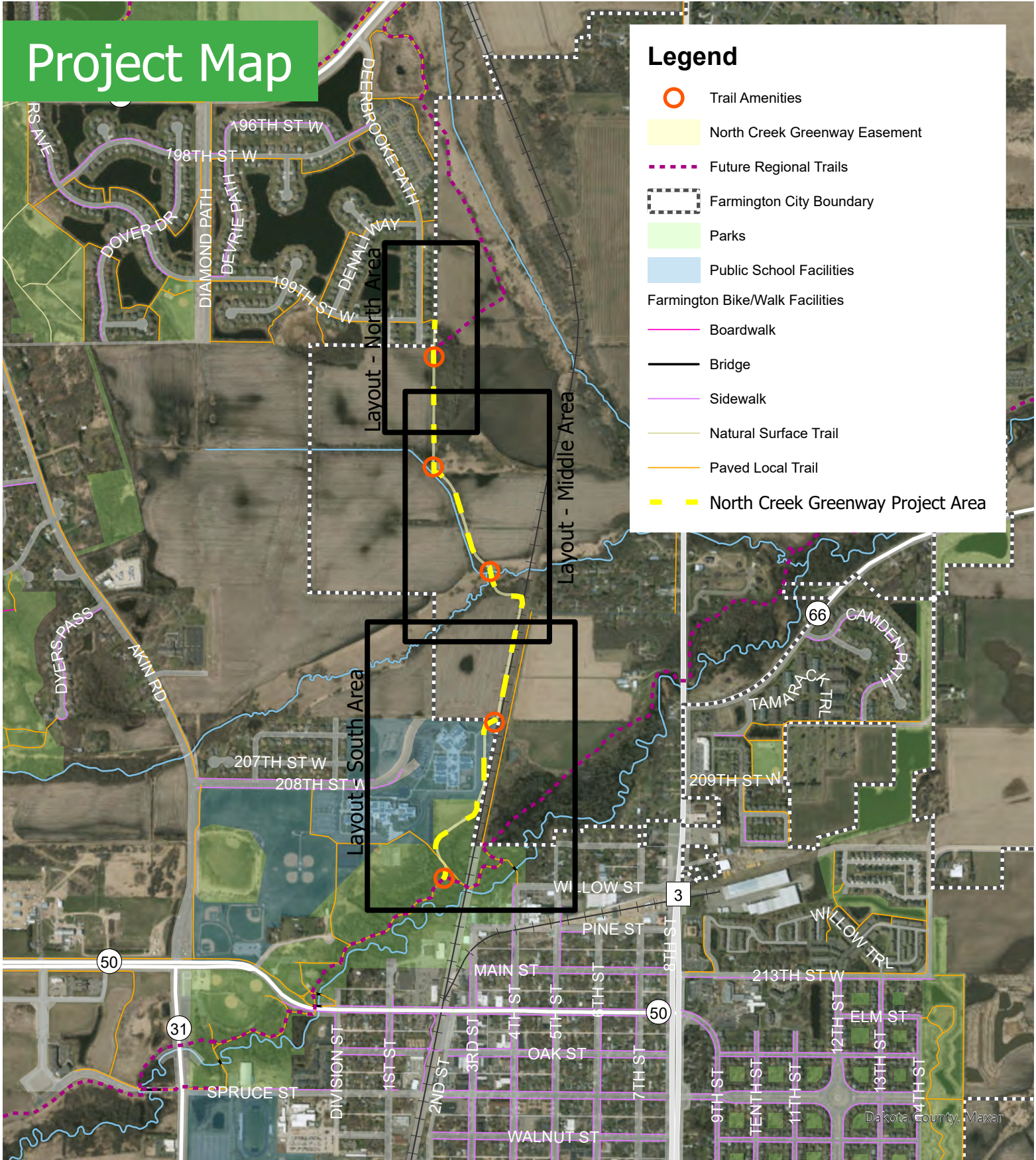




North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Project Map



Legend

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





North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Layout - North Area



Legend

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

Dakota County, Maxar, Microsoft

0 0.03 0.06 0.11 Miles

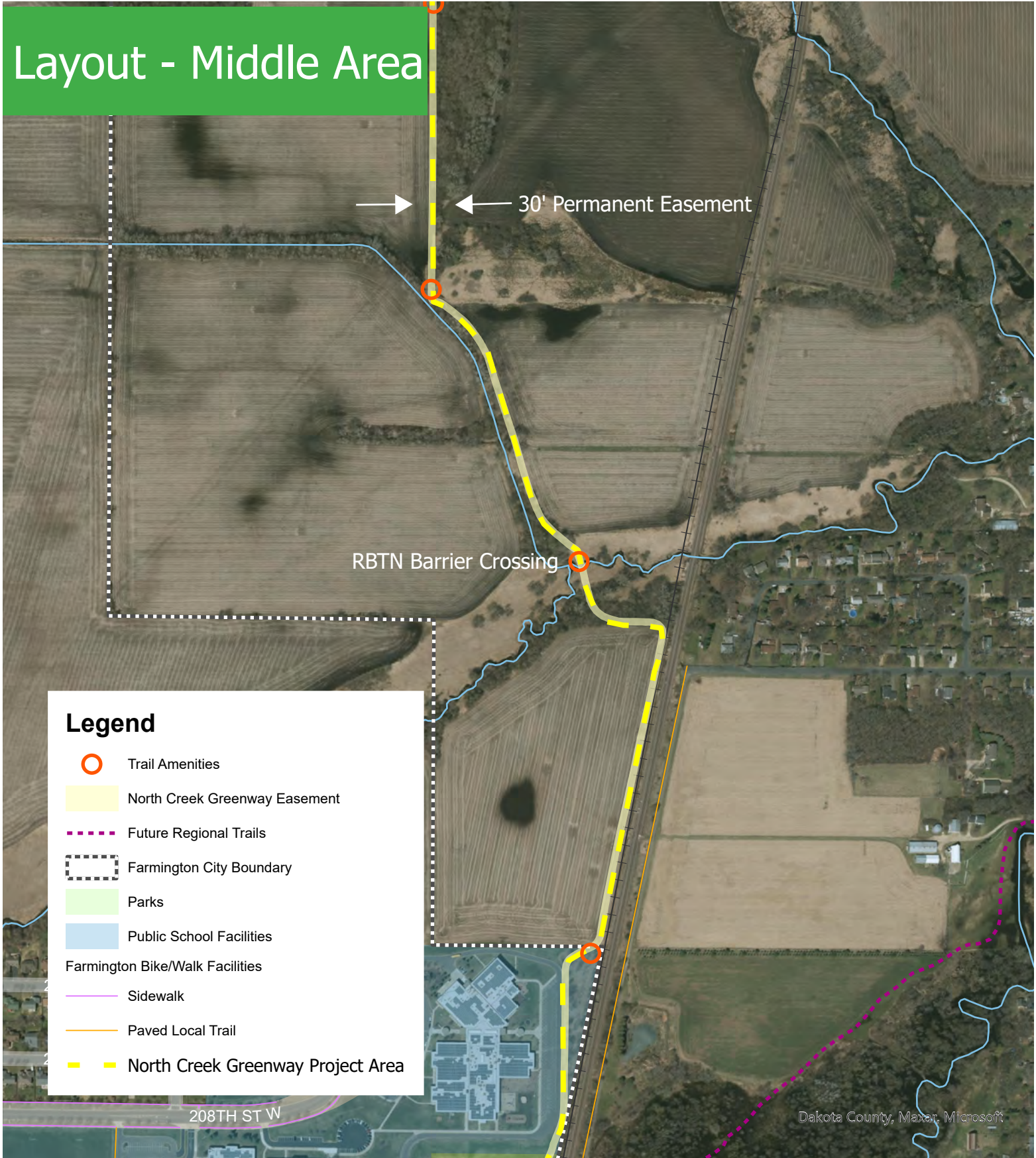




North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Layout - Middle Area



0 0.04 0.08 0.16 Miles
















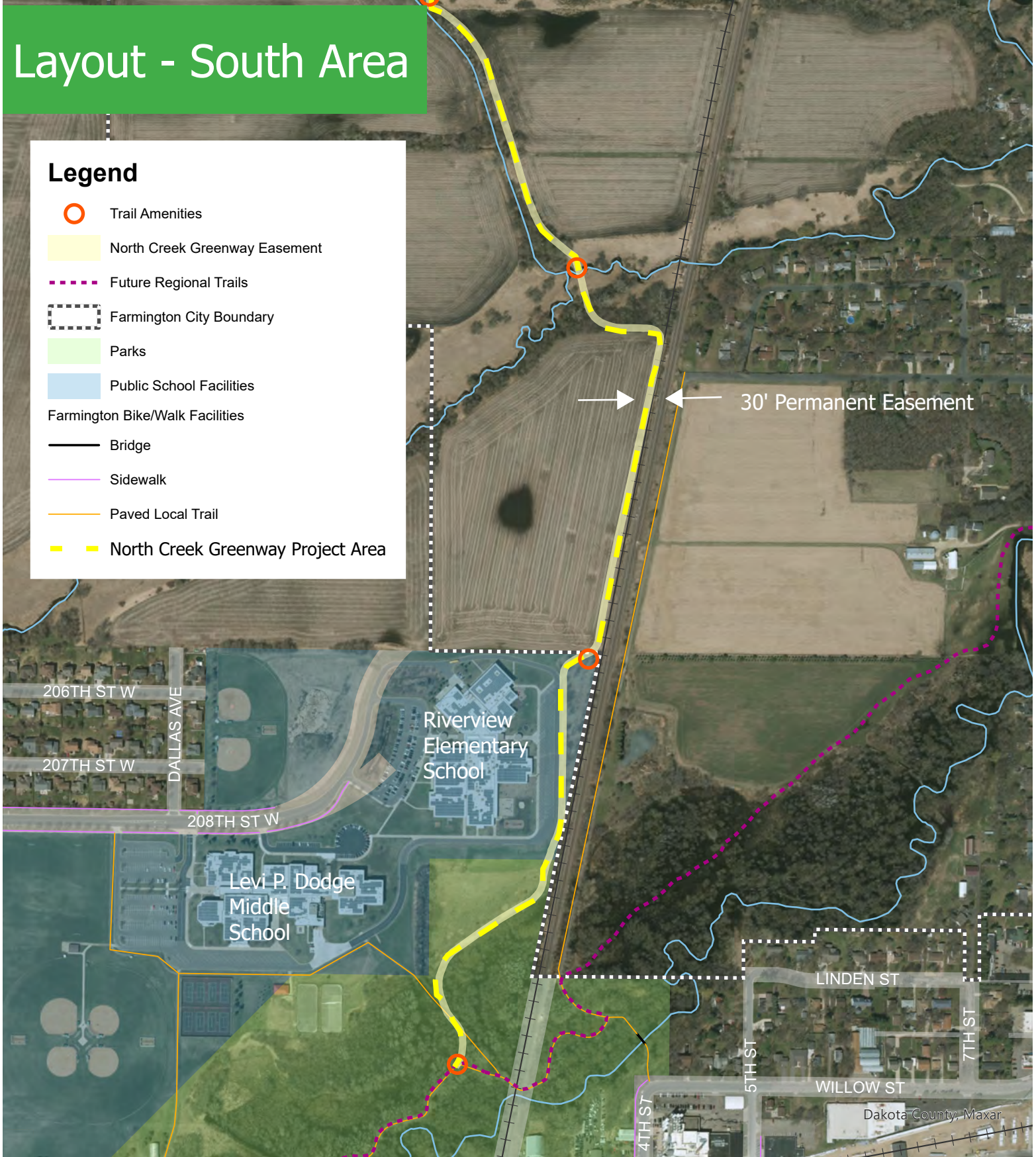
North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Layout - South Area

Legend

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



0 0.04 0.08 0.16 Miles





April 8, 2022

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 Rambling River Park to South of 199th St. in Farmington

Dear Ms. Koutsoukos:

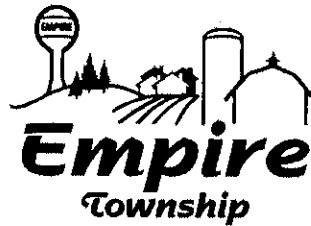
I am writing to approve the layout for the North Creek Greenway from Rambling River Park to South of 199th Street in Farmington. The layout is consistent with Dakota County standards for regional greenway trails.

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 in realizing these goals. Please see the attached Dakota County Board resolution regarding the application.

Sincerely,

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

Niki Geisler
Dakota County Parks Director



3/22/2022

To: Regional Solicitation Trail Grant Program

Re: North Creek Greenway – Downtown Farmington Segment

To whom it may concern,

This letter is to express the continued 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 has in place with the City of Farmington.

This portion of Farmington, and the adjacent residential areas of Empire Township, are part of the 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 continuing to improve recreational amenities for our growing population, 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 continue to feel that the North Creek Greenway- Downtown Farmington Segment goes a long way in achieving that goal, as it fits in with the long-range plans to better connect our area.

Thank you for your consideration of this project.

Sincerely,

Terry L. Holmes

Empire Township, Town Board Chair



April 8, 2022

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

Physical Development Division
Steven C. Mielke, Director

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Niki Geisler
Dakota County Parks Director

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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Approval Of Grant Application Submittals For 2022 Regional Federal Funding Solicitation And Rebuilding American Infrastructure With Sustainability And Equity Grant Program

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

WHEREAS, the U.S. Department of Transportation is requesting project submittals for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program; and

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

WHEREAS, the RAISE federal grant program in rural areas funds up to 100 percent of project costs and 80 percent of project costs in urban areas; and

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

WHEREAS, project submittals are due on April 14, 2022; and

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

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

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

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
- 2) CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
- 3) CSAH 42 (150th Street) from Redwood Drive to 147th Street in Apple Valley
- 4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
- 5) CSAH 46 (160th Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
- 6) CSAH 60 (185th Street) from CSAH 50 (Kenwood Trail) to Ipava Avenue in Lakeville
- 7) CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul
– Safe Routes To School

STATE OF MINNESOTA
County of Dakota

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

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day of April 2022, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 5th day of April 2022.

Jeni Reynolds

Clerk to the Board

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

; and

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

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

; and

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

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount
- 2) Mississippi River Greenway Trail, Rosemount east segment

; and

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

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

; and

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

STATE OF MINNESOTA
County of Dakota

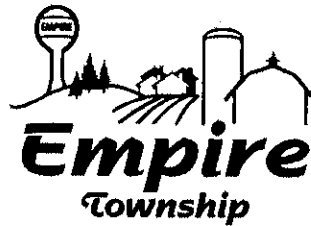
	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 5th day of April 2022, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 5th day of April 2022.



Clerk to the Board



3/22/2022

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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 has in place with the City of Farmington.

This portion of Farmington, and the adjacent residential areas of Empire Township, are part of the 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 continuing to improve recreational amenities for our growing population, 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 continue to feel that the North Creek Greenway- Downtown Farmington Segment goes a long way in achieving that goal, as it fits in with the long-range plans to better connect our area.

Thank you for your consideration of this project.

Sincerely,

Terry L. Holmes

Empire Township, Town Board Chair



North Creek Greenway Regional Trail

DOWNTOWN FARMINGTON TO 199TH 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 199TH 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 1.3 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:	\$1,305,600
Total Project Cost:	\$1,632,000

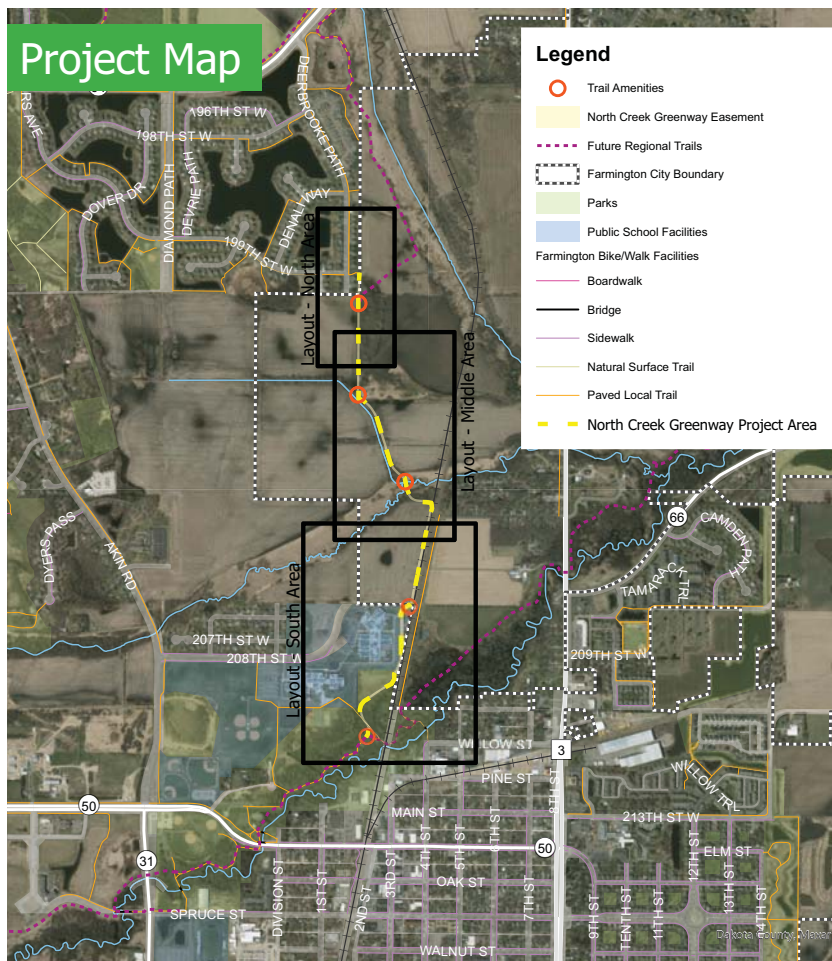


View from Deerbrooke Path towards the wetland to the west

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.

Project Map



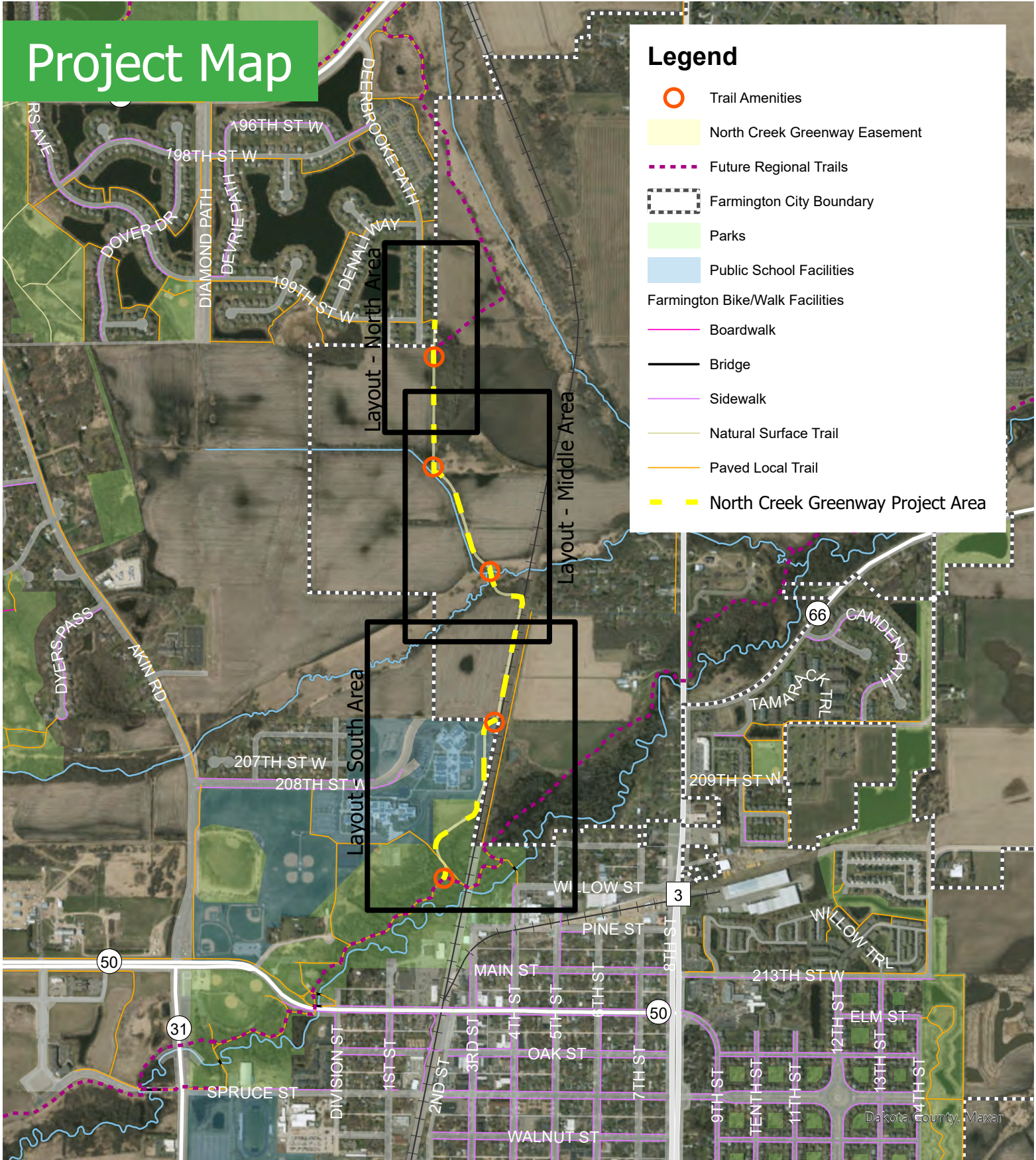
Project Area



North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Project Map



Legend

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





North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Layout - North Area



0 0.03 0.06 0.11 Miles

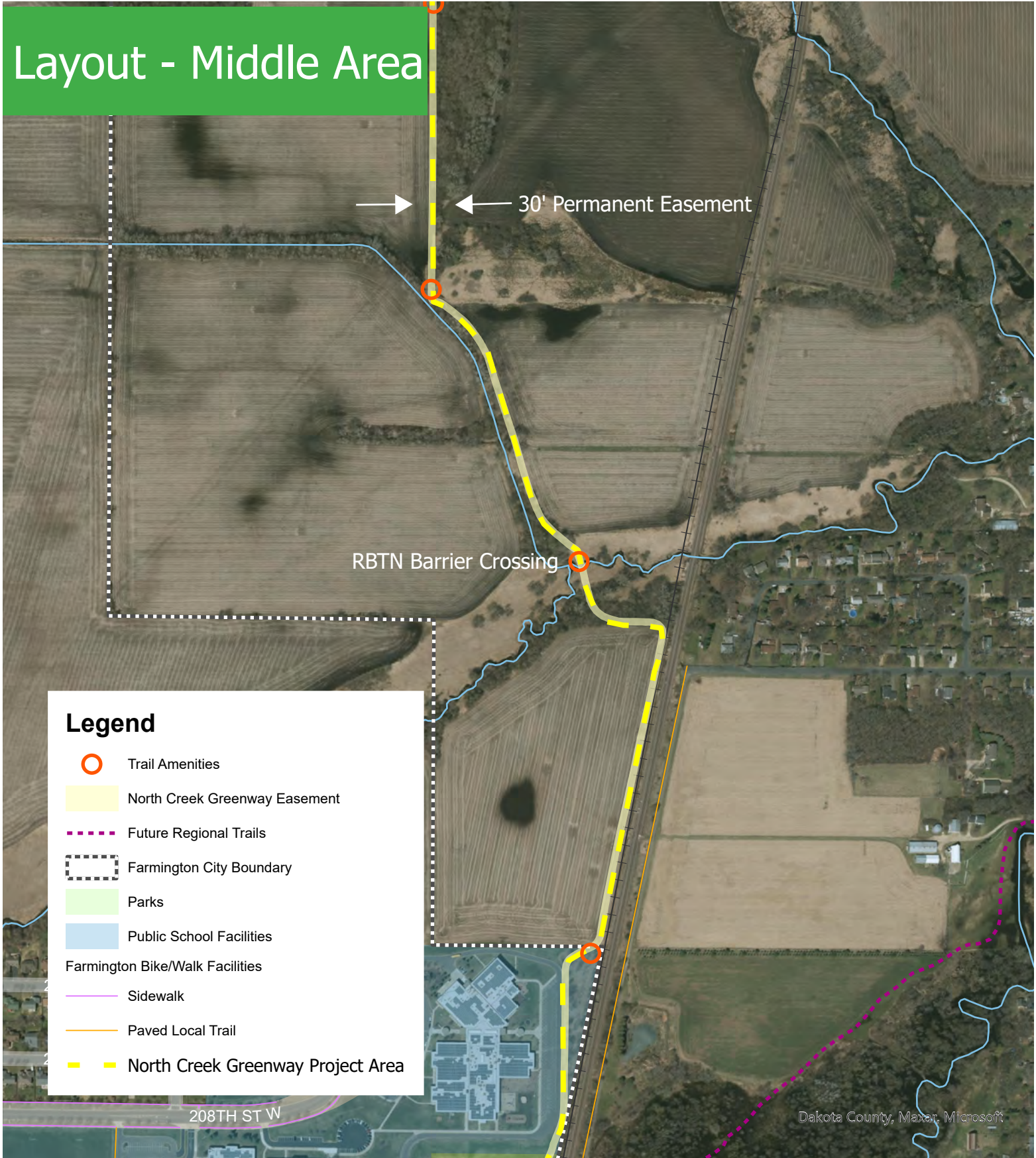




North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Layout - Middle Area



0 0.04 0.08 0.16 Miles
















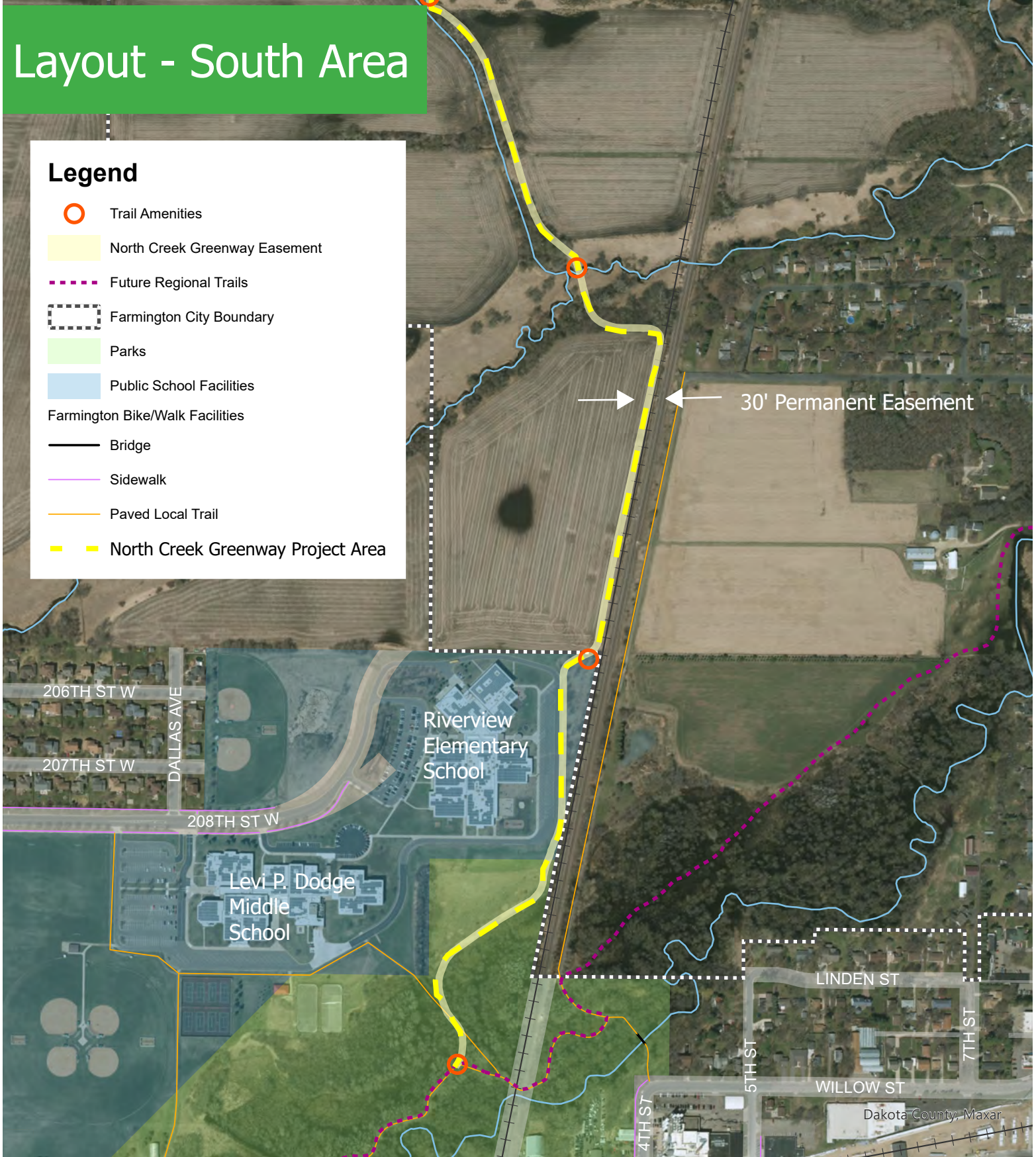
North Creek Greenway Regional Trail

Downtown Farmington to 199th Street

Layout - South Area

Legend

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





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

April 5, 2022

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

This letter is to inform the Metropolitan Council 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. Annually, the city budgets funding to remove snow and ice from trails and has both the staff and equipment to perform this work.

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

If you have any questions, please contact me at komlid@farmingtonmn.gov or 651-280-6851.

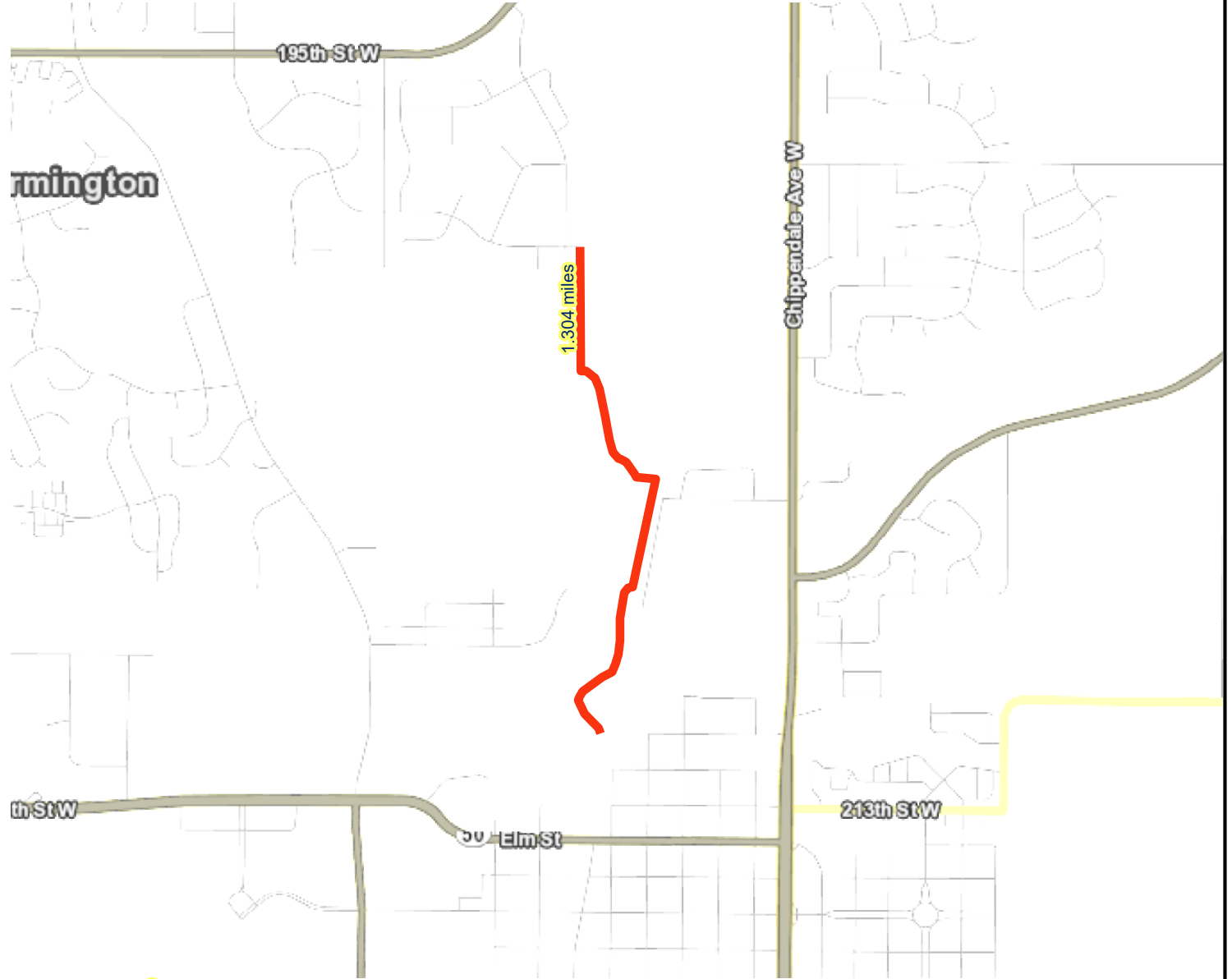
Sincerely,

A handwritten signature in blue ink, appearing to read "Kellee Omlid".

Kellee Omlid
Parks and Recreation Director

Transit Connections

Multiuse Trails and Bicycle Facilities Project: NC Greenway Farmington | Map ID: 1647980839207



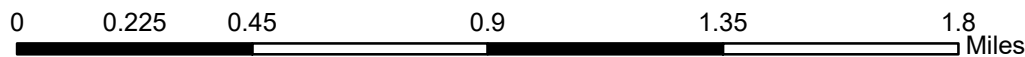
Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 4

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Active Stop | | Light Rail | | Light Rail | | Modern Streetcar | | Highway Bus Rapid Transit | | Light Rail |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail | | |



Created: 3/22/2022
LandscapeRSA3



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

