



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20247 - North Creek Greenway
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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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

County: **FARMINGTON** **Minnesota** **55024**
City State/Province Postal Code/Zip

Phone: * **Dakota** **651-463-7111** **Ext.**
Phone

Fax:
PeopleSoft Vendor Number 0000020943A1

Project Information

Project Name North Creek Greenway - Farmington
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: Farmington
Jurisdictional Agency (If Different than the Applicant):

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

The Farmington portion of the North Creek Greenway Regional Trail will provide a 1.7-mile off-road greenway trail experience connecting areas of housing, recreation, and employment. This trail segment will bridge gaps in both the RBTN and the North Creek Greenway, connecting users from Downtown Farmington, where there are significant commercial and employment areas, to the existing trail network in the residential neighborhoods of north Farmington. 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. The connection also directly and indirectly links up park and green space areas including Rambling River and Farmington Preserve Parks. Other trail amenities to be included 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.

(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 ? FARMINGTON REGIONAL MULTI-USE TRAIL CONSTRUCTION AND IMPROVEMENTS FROM DOWNTOWN FARMINGTON TO FARMINGTON PRESERVE PARK

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)

1.7

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 \$1,579,776.00

Match Amount \$394,944.00

Minimum of 20% of project total

Project Total \$1,974,720.00

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

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: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2026, 2027

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

City of Farmington

Name of Trail/Ped Facility:

North Creek Greenway - Farmington

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

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

From:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

To:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

In the City/Cities of:

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

Approx. 0.1 miles southeast of 208th St. W

To:

Approx. 0.2 miles east of Akin Rd

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement Yes

Concrete Walk

Pedestrian Bridge Yes

Signal Revision

Landscaping Yes

Other (do not include incidental items)

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

Zip Code where Majority of Work is Being Performed

55024

Approximate Begin Construction Date (MOYR)

04/01/2028

Approximate End Construction Date (MOYR)

10/01/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

1.7

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

1.4

Is this a new trail?

Yes

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.

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

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:

-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

-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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. -Dakota County Comprehensive Plan (2019): Pg. 82

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

-City of Farmington Rambling River Park Plan (2023): Pg. 10 and 29

-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 2024 funding cycle).

Multiuse 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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)	\$89,760.00
Removals (approx. 5% of total cost)	\$89,760.00
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	\$120,000.00
Bridge	\$660,000.00
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	\$959,520.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$780,000.00
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	\$24,000.00
Bicycle and Pedestrian Contingencies	\$163,200.00
Other Bicycle and Pedestrian Elements	\$48,000.00
Totals	\$1,015,200.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program under the Infrastructure Investment and Jobs Act is intended to provide funds for resilience improvements within communities. Other than erosion control and landscaping (\$120,000), there are limited improvements in the North Creek Greenway-Farmington project that would be eligible to receive PROTECT funds.

Totals

Total Cost	\$1,974,720.00
Construction Cost Total	\$1,974,720.00
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

1702506434469_Project to RBTN Orientation.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

25830

Existing Employment Within One Mile (Integer Only)

4745

Upload the "Population Summary" map

1702495939289_Population_Employment Summary.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:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The census tracts surrounding the project area have a higher percentage of residents (10.5%) identifying as Hispanic than the county average (7.6%). The percent of households below the poverty level mirrors the County average of 6.3%. There is also an assisted living facility located just outside of the ½ mile trail radius.

During Dakota County's initial greenway planning process more than a decade ago, this project was one of the priority gaps identified in the regional trail/greenway system. 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 greenway planning process was primarily positive, with support for extending existing trails and providing scenic views of natural areas.

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 engagement about the trail occurred during Dakota County and Farmington's Comprehensive Plan processes, Farmington's Rambling River Park Plan, and the Farmington Bicycle and Pedestrian Plan. These processes involved multiple pop-ups, as well as online surveys. The Bicycle and Pedestrian Plan also had a website map that could be commented on. This website had 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.

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

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

Response:

The completion of this segment of the North Creek Greenway will provide a vital connection for non-motorized travel connections between neighborhoods, schools, parks, and employment areas in Downtown Farmington. This trail connection will create a direct connection to Levi Dodge Middle, Riverview Elementary, and Great Oaks Academy Schools to allow for increased bike and pedestrian transportation access for students. In addition, the bridge proposed specifically overcome the barrier posed to bikes and pedestrians by the Vermillion River. Direct and indirect connections to several parks, including Farmington Preserve and Rambling River, will also be created, as will more direct access to many regional destinations. Options for non-motorized travel between new housing developments, and likely development sites in the surrounding area to these destinations, as well as the downtown commercial, civic, and surrounding employment areas will be increased. This connection is especially beneficial as it provides trail users with an option that minimizes roadway interactions, thus increasing trail user safety. There is already an existing local trail network in Farmington that would be complemented by this trail and provide more complete and efficient circulation options around and beyond the city for trail users. Overall, the creation of this trail will serve as an important connector for active transportation and recreation purposes for the City of Farmington and the wider community.

There are several populations that are likely to see a direct benefit from this project, including households without vehicles, low-income households, children, the elderly, and disabled populations. These populations will be provided with better access to the local and regional destinations that the completed North Creek Greenway offers. Rambling River Center (which provides programming for seniors), Lebanon Hills Regional Park, the Minnesota Zoo, and the Vermillion River are other regional destinations that may be more easily accessed by the completion of this segment. The trail will provide a free and convenient recreational amenity for low-income populations in Farmington, Empire, and nearby communities. The paved trail and all access points are located and planned for universal accessibility to provide all visitors with a safe and enjoyable experience regardless of ability.

No ongoing negative impacts are anticipated. The typical, temporary, negative impacts of construction anticipated include noise, dust, runoff, etc. The project partners will work to minimize all temporary negative impacts. 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 developments?existing, under construction, or planned?within 1/2 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 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

Response:

The proposed trail will give residents located in established market-rate, affordable neighborhoods, opportunities to connect to the broader trail system and reach their employment, school, and recreation destinations throughout the City. Creating a safe and efficient connection to downtown from the developments in the North will also increase access to several health services, multiple religious institutions, and the library.

Farmington is expected to continue to see rapid residential housing development as has occurred in recent years. Within a 1/2 mile of the trail there are 266 units of publicly subsidized rental housing. There are also 76 existing market rate apartment units at densities (8 u/ac and above) that support affordable housing.

The trail will improve bicycle and pedestrian access for residents by connecting to and extending the existing bicycle and pedestrian network in Farmington. 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).

In addition to connections within Farmington, this multi-use trail will be part of the 14-mile North Creek Greenway route which will connect 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 commercial, employment, and recreation destinations throughout the area.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s 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. 1702494484290_Socio-Economic Conditions.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 jurisdiction's bicycle facility.

Response:

The proposed project fills an important trail network gap as well as surmounts a significant physical barrier for active transportation. A gap in the regional and local trail network is filled through the constructing a multi-use trail that connects to other trails. A barrier is surmounted through the addition of a grade-separated crossing over a stream (the North Branch of the Vermillion River). This waterway crossing is identified as a Tier 1 Stream Barrier Crossing Area on the Regional Bicycle Barrier and Barrier Crossing Area map. The nearest crossings of this waterway are just over a mile in length apart (at Akin Road and at TH 3). Additionally, the trail segment and crossing lie within a Tier 2 RBTN Corridor. The new crossing proposed with this project will significantly increase the viability and convenience for choosing bicycling and walking as a mode for travel or recreation to reach destinations in this area.

This segment does not cross a railroad, nor is it defined as being in a railroad barrier area. However, the trail does go alongside a rail line so it provides an alternative to get to neighborhoods and parks on a trail safely, thus helping to discourage unsafe and unlawful rail crossings by connecting to an existing trail with a safe railroad underpass crossing.

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. This provides a completely off-road trail experience, eliminating the need for bicyclists to cross roadways or to ride alongside higher volume roadways as they travel north and south. 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 local trail network to connect directly to Levi P. Dodge Middle School, Riverview Elementary School, and Farmington Preserve, Jim Bell, and Rambling River Parks in Farmington.

Closing this gap is also critical in achieving the Regional Bicycle Transportation Network. This project is a 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 Downtown Farmington.

(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: Deficiencies corrected or safety problems addressed

Response:

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 1.7-mile gap and providing a primary route for pedestrians and bicyclists travelling north-south through this area of Farmington. The project will also increase safety and efficiency by diverting trail users from high volume roadways and providing an entirely off-road trail experience. 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 identified tier 1 stream barrier.

The proposed route will provide an alternative option 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 and the western area of Empire, have the choice of riding or walking along Akin Road or along MN 3. 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. MN 3 is a minor arterial highway with an average daily traffic count of 12,500 vehicles (2019, MnDOT). A paved trail exists along MN 3 starting at Willow St and going north through Empire on the west side of the roadway, with trail crossings at roadway intersections and driveways. Construction of this segment of the North Creek Greenway will provide a route that eliminates conflicts between bicyclists, pedestrians, and vehicles along the north-south roadway corridors in this area of Farmington and Empire.

As this trail is almost entirely separated from roadways (apart from the current dead-end neighborhood streets on the north side), there is no crash data that is directly applicable. However, there have been 13 total crashes involving pedestrians and bicyclists in the last 10 years, one fatal and three with serious injury, on roads in the surrounding half-mile radius. It should be noted that the trail will divert many users from the roadways in this radius and will serve to decrease the potential for conflict between transportation modes on those surrounding roadways.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Currently there are no transit stops, transit hubs, or park & rides located within Farmington or Empire. 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. Discussions between the Farmington City Council, DARTS, the Minnesota Valley Transit Authority (MVTA), and Dakota County are on going to determine possible funding sources and potential service expansion into Farmington. The current lack of transit options makes the need for a comprehensive trail system in this area all the greater.

The proposed project provides a needed solution to provide multimodal transportation between Downtown Farmington, Empire, north Farmington, and beyond to destinations in Lakeville and Apple Valley. The proposed project will establish an 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 a completely off-road greenway trail and will have decreased interactions with moving vehicles and intersection crossings. Other trail amenities that will be provided include bench seating at multiple locations along the trail, wayfinding at intersections with existing trails, and interpretative signage at the river crossing.

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 risks related to roadway proximity, while improving pedestrian and bicycle access and mobility
- Support and enhance the RBTN
- Promote and encourage walking, biking, and active living
- Address a 1.7-mile gap in the regional trail network

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702495407855_Transit Connections.pdf

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.

Response:

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 greenway planning process was primarily positive, with support for extending existing trails, providing scenic views of natural areas, and trails being separated from traffic.

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.

The project was also included in Dakota County's Comprehensive Plan. Engagement included a project website, residential surveys - mailed and on-line versions, agency meetings, stakeholder meetings intercepts at well attended events, one open house, public hearing, County Board and Planning Commission meetings.

Additional City engagement about the trail occurred during the development of the Comprehensive Plan and the 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 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.

Most recently the trail was referenced in the Rambling River Park Plan. This plan had public surveys, stakeholder meetings, and an interactive mapping website:

<https://hkgi.mysocialpinpoint.com/farmington-rambling-river-park-master-plan/map#/>

(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 project's 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

1702581574847_Layout.pdf

Please upload attachment in PDF form

Additional Attachments

1702579874964_SignedLOS for NoCreekGrwyFarmington RS App.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/archeological 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

Yes

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

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):

\$1,974,720.00

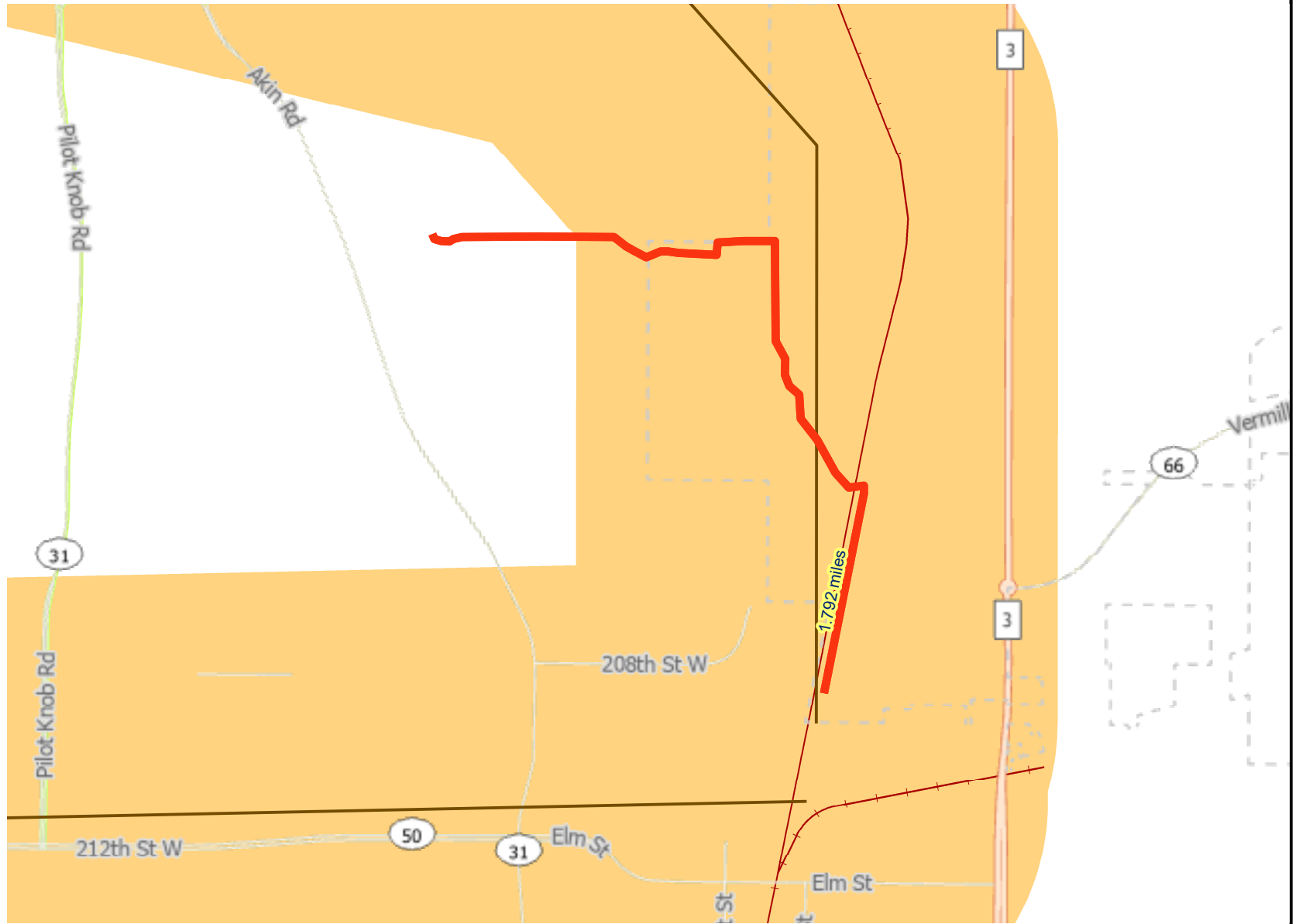
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,974,720.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

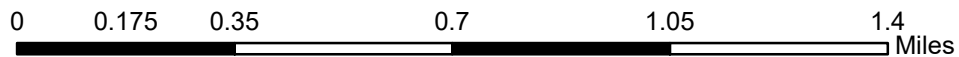
File Name	Description	File Size
City of Empire LOS.pdf	City of Empire Letter of Support	34 KB
Existing Conditions Photos.pdf	Existing Conditions Photo	943 KB
Farmington Multi Use Trail Summary.pdf	Project Summary Large Map	1.7 MB
Project Summary.pdf	Project Summary	3.5 MB
Resolution No. 23-424.pdf	Dakota County Resolution	78 KB
SignedLOS for NoCreekGrwyFarmington RS App.pdf	Dakota County Snow and Ice and Letter of Support	1.9 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Farmington North Creek Greenway Multiuse Trail | Map ID: 1698676702817



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



Created: 10/30/2023
LandscapeRSA6



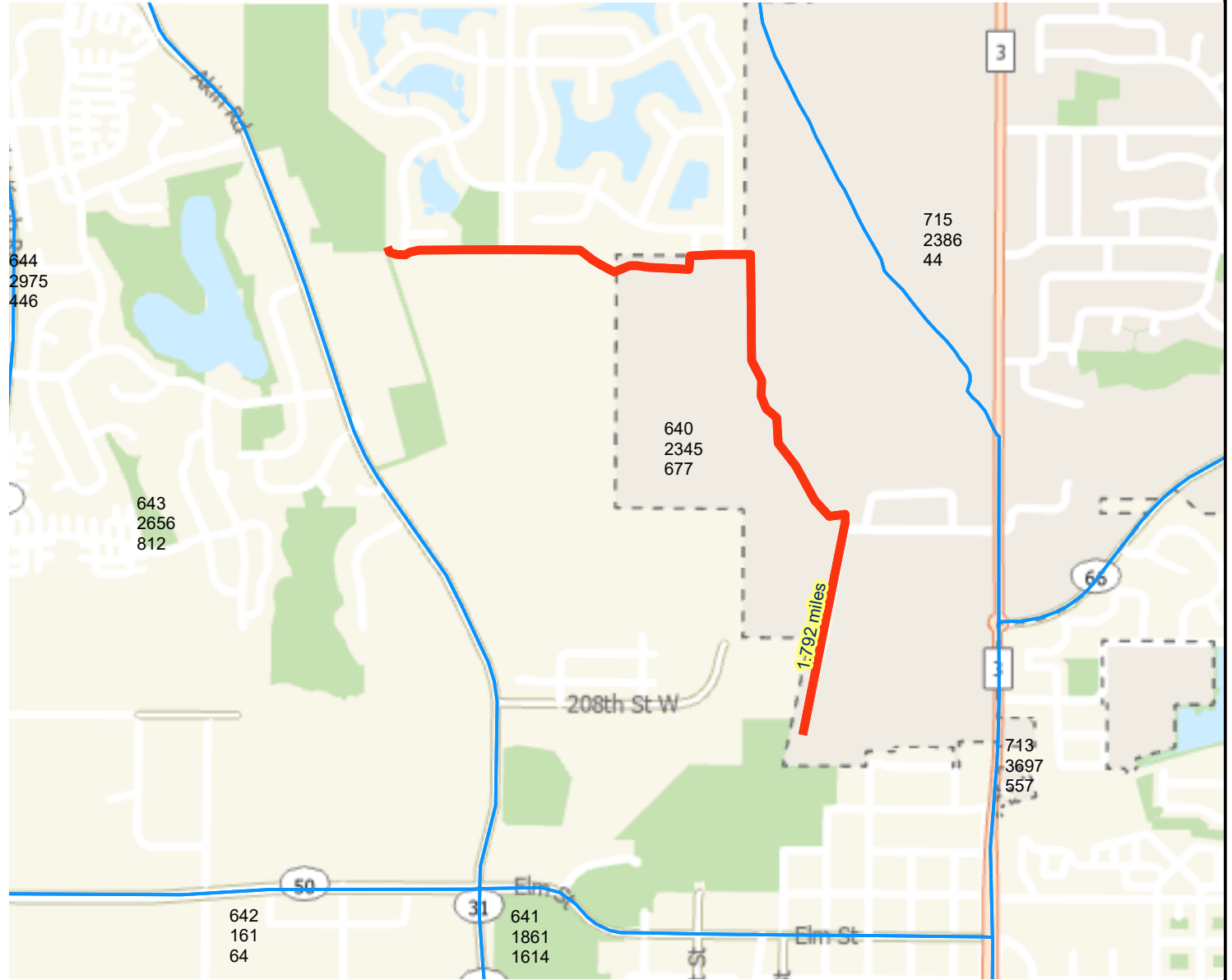
For complete disclaimer of accuracy, please visit <https://giswebsites.metc.state.mn.us/gisite/notice.aspx>



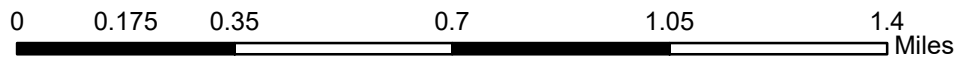
Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 25830
Total Employment: 4745



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 10/30/2023
LandscapeRSA4



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

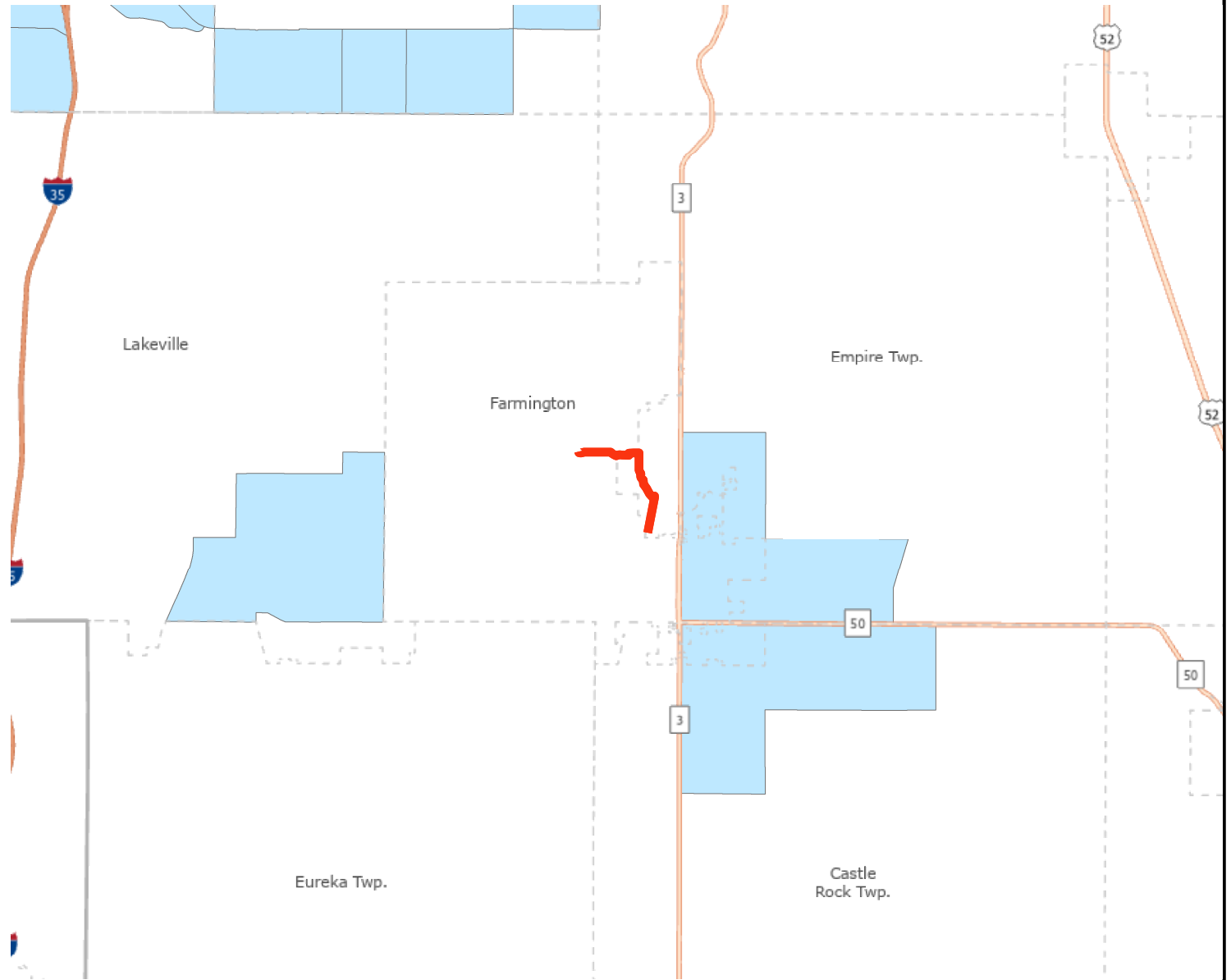


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 266

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: 10/30/2023
LandscapeRSA2



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



Transit Connections

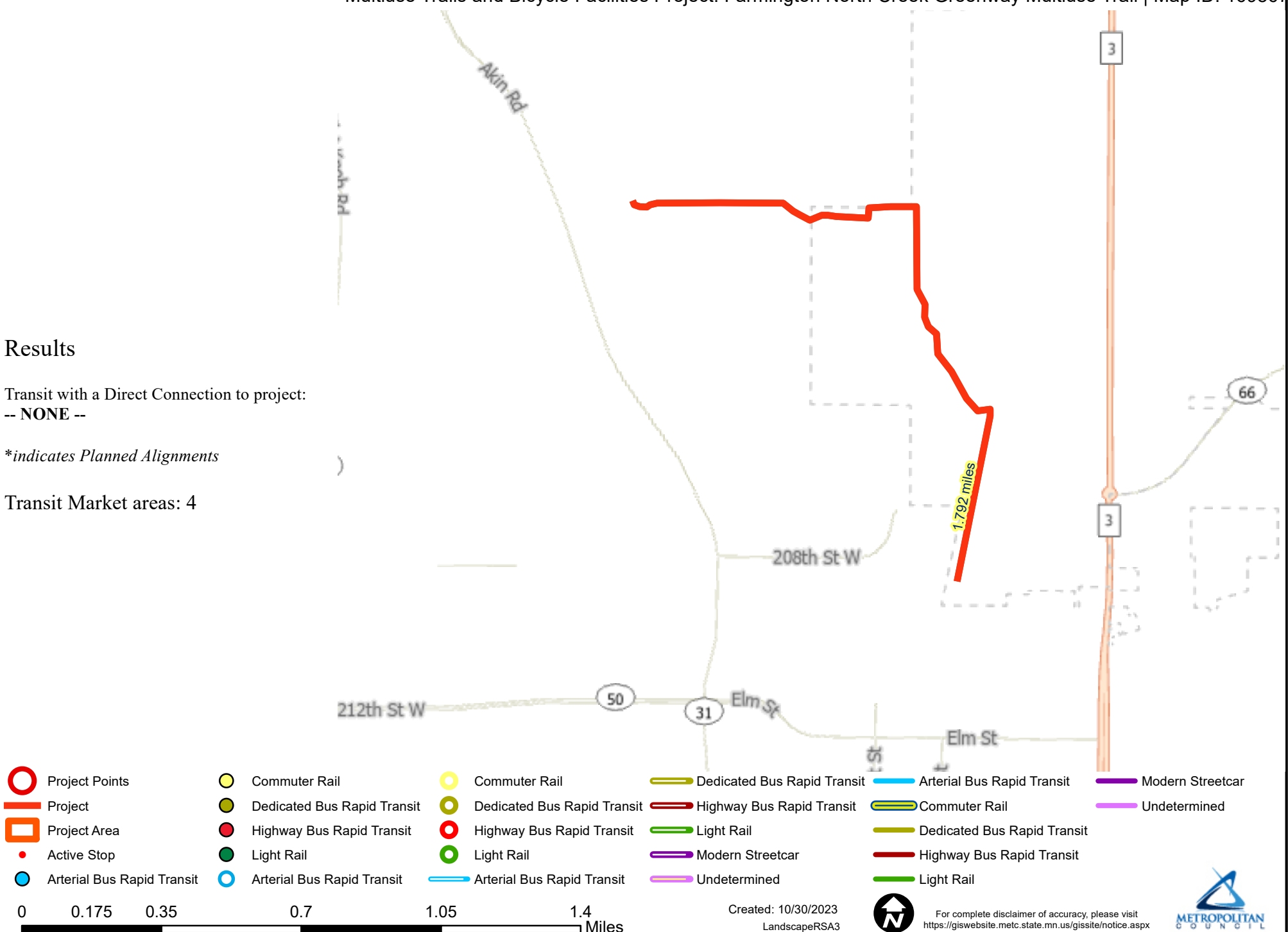
Multiuse Trails and Bicycle Facilities Project: Farmington North Creek Greenway Multiuse Trail | Map ID: 169867670

Results

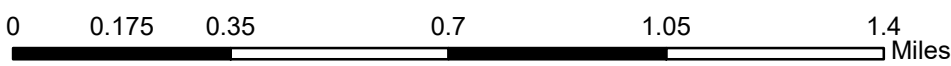
Transit with a Direct Connection to project:
-- NONE --

**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: 10/30/2023
LandscapeRSA3



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



North Creek Greenway- Farmington



1.7-mile North Creek Greenway trail construction

Bridge (New construction)

Starting Point

Ending Point

- | | | | |
|----------------------|------------------|--------------------------------|-------------------|
| Dakota County | Proposed Project | Bicycle and Pedestrian Network | DNR Public Waters |
| Municipal Boundaries | Multi Use Trail | Parks and Open Space | |
| Streets | Bike Lane | | |
| | Sidewalk | | |





Parks Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 8, 2023

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: 2023 Regional Solicitation Application for North Creek Greenway from 195th to Downtown Farmington

Dear Ms. Koutsoukos:

The City of Farmington and Dakota County are working in partnership to construct a new portion of the North Creek Greenway that will allow users to access downtown Farmington. Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of Farmington's Regional Solicitation application for this project.

Dakota County has received, reviewed, and approved the general layout of North Creek Greenway project. The project layout has been attached to this letter.

Upon completion, the North Creek Greenway in Farmington will become part of the Dakota County regional greenway trail network. In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota Grounds Maintenance Department will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

We will be happy to answer any questions you may have regarding this project.





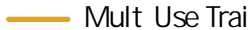

Sincerely,

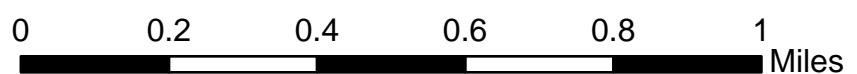
A handwritten signature in black ink, appearing to read "Niki Geisler".

Niki Geisler
Dakota County Parks Director
CC:

Farmington North Creek Greenway Mult use Trail



-  Municipal Boundaries
-  Parks and Open Space
-  Waterways
-  Proposed New Segment of the North Creek Greenway
-  Mult Use Trail
-  Sidewalk



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

November 28, 2023

Resolution No. 23-542

Motion by Commissioner Hamann-Roland

Second by Commissioner Halverson

Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185th Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

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

Projects Led By Others Requesting Letters of Support

- 1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
- 1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
- 1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
- 1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
- 1.5 Marie Avenue from 3rd Avenue to 21st Avenue – Lead Agency: South St. Paul

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Atkins	<u> X </u>	Atkins	_____
Halverson	<u> X </u>	Halverson	_____
Droste	<u> X </u>	Droste	_____
Workman	<u> X </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 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: 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

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

County-Led Highway Projects

- 2.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and I-35 interchange in Lakeville (Strategic Capacity Category)
- 2.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount (Strategic Capacity Category)
- 2.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 2.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings (Reconstruction Category)
- 2.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 2.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 2.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

County-Led Safe Routes to School Projects

- 2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

- 2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 2.10 Lake Marion Greenway through the Industrial Park in Lakeville
- 2.11 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Atkins	<u> X </u>	Atkins	_____
Halverson	<u> X </u>	Halverson	_____
Droste	<u> X </u>	Droste	_____
Workman	<u> X </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 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.



Clerk to the Board



11/27/2023

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 the City of Empire for the proposed construction of the North Creek Regional Greenway – Downtown Farmington Segment.

The proposed trail connects the Downtown Farmington area with future regional trails that will serve residential districts to the north, including the mixed residential zoning district in the City of Empire, where a large majority of Empire's residents live.

This portion of Farmington, and the adjacent residential areas of the City of Empire, 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. The City of Empire 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,

Charles Seipel-Teng

Clerk-Administrator



North Creek Greenway Regional Trail | City of Farmington

MULTIUSE TRAILS AND BICYCLE FACILITIES



PROJECT IMAGES

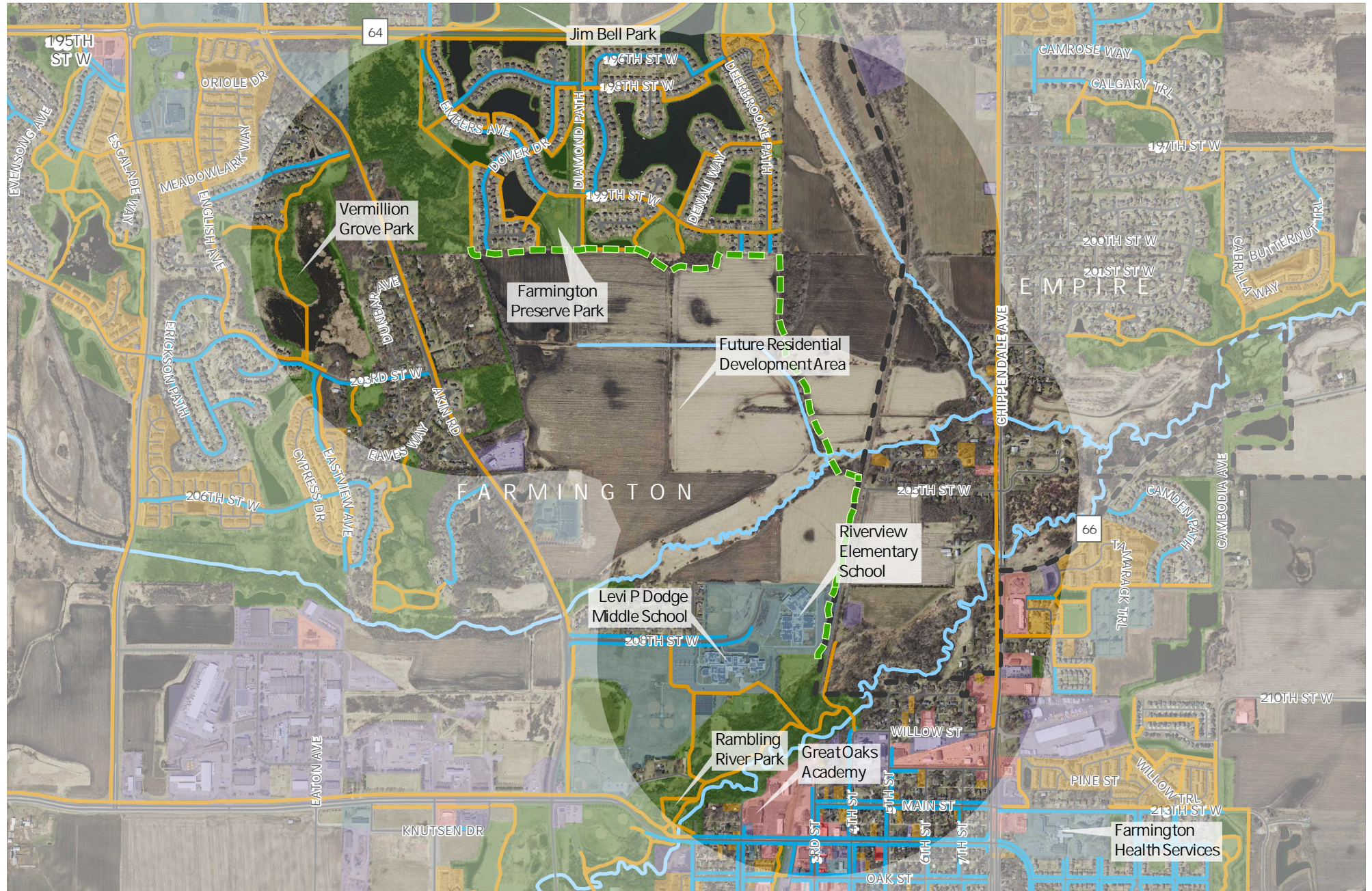


Proposed Trail Alignment Near Farmington Park Preserve

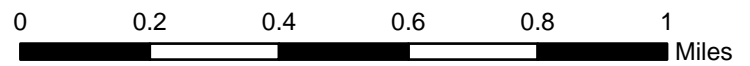


Proposed Trail Alignment intersection with Diamond Path

Farmington North Creek Greenway Mult use Trail



- | | | | | | |
|--|----------------|--|--|-----------------------|----------------------|
| Municipal Boundaries | Transit Routes | Bicycle and Pedestrian Network
Mult Use Trail | Generalized Land Use 2020
Mult family Housing | Mixed Use | Parks and Open Space |
| Proposed New Segment of the North Creek Greenway | Waterways | Sidewalk | Commercial | Industrial/Employment | |
| | | | | Institutional | |





North Creek Greenway Regional Trail | City of Farmington

MULTIUSE TRAILS AND BICYCLE FACILITIES

PROJECT DESCRIPTION

The Farmington portion of the North Creek Greenway Regional Trail will provide a 1.7-mile off-road greenway trail experience connecting areas of housing, recreation, and employment. This trail segment will bridge gaps in the RBTN as well as the North Creek Greenway, connecting users from Downtown Farmington, where there are significant commercial and employment areas, to the existing trail network in Farmington Park Preserve.

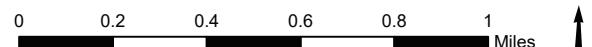
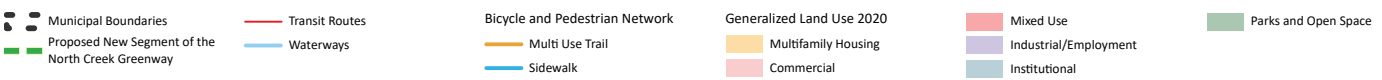
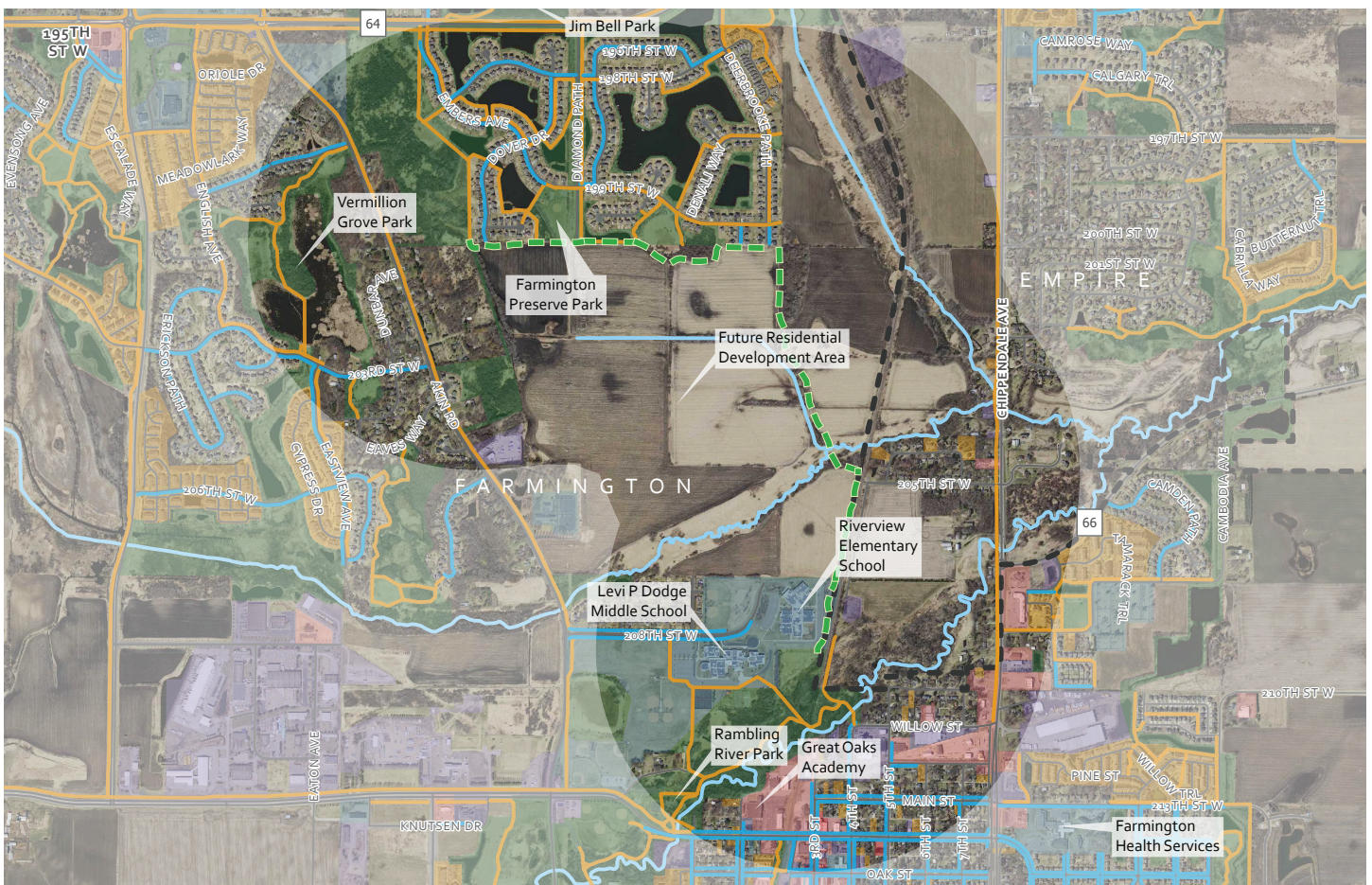
PROJECT BENEFITS

- » Direct, non-motorized connections to Levi Dodge Middle School and Riverview Elementary School
- » Connections for new housing developments, including development sites north of downtown
- » Connection to and from Farmington's downtown area and the multifamily housing, commercial destinations, and employment areas in and around it
- » Direct and indirect connections to several parks (Farmington Preserve, Rambling River, Jim Bell)
- » Creates a non-motorized crossing of the Vermillion River
- » Fills gap in the Tier 2 RBTN Corridor
- » Extends the existing local trail network
- » Serve recreational as well as transportation purposes for a broad range of community members

Project Location: Farmington

Requested Award Amount: \$1,579,776

Total Project Cost: \$1,974,720



Project Area Map

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

September 26, 2023

Resolution No. 23-424

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Authorization To Submit And Accept Grant Funds For 2023-2024 Regional Federal Funding Solicitation Grant Opportunity

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act (IIJA) through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, subject to federal funding award for the projects identified hereto, 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 authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

Highway Projects

- 1.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and Interstate-35 interchange in Lakeville (Strategic Capacity Category)
- 1.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount (Strategic Capacity Category)
- 1.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 1.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 1.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 1.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

Safe Routes to School Projects

- 2.1 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul
- 2.2 CSAH 60 (185th St) from CSAH 50 to CSAH 9 in Lakeville

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Atkins	<u> X </u>	Atkins	_____
Halverson	<u> X </u>	Halverson	_____
Droste	<u> X </u>	Droste	_____
Workman	<u> X </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 26th day of September 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 26th day of September 2023.

Jeni Reynolds

Clerk to the Board

Greenway Multiuse Trails and Bicycle Facilities Projects

- 3.1 North Creek Greenway – CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 3.2 Lake Marion Greenway through the Industrial Park in Lakeville
- 3.3 North Creek Greenway from 199th Street to downtown Farmington
- 3.4 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney’s Office.

STATE OF MINNESOTA
County of Dakota

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

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Witness my hand and official seal of Dakota County this 26th day of September 2023.



Clerk to the Board



Parks Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 8, 2023

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: 2023 Regional Solicitation Application for North Creek Greenway from 195th to Downtown Farmington

Dear Ms. Koutsoukos:

The City of Farmington and Dakota County are working in partnership to construct a new portion of the North Creek Greenway that will allow users to access downtown Farmington. Please see the attached Dakota County Board resolution indicating Dakota County's support for the City of Farmington's Regional Solicitation application for this project.

Dakota County has received, reviewed, and approved the general layout of North Creek Greenway project. The project layout has been attached to this letter.

Upon completion, the North Creek Greenway in Farmington will become part of the Dakota County regional greenway trail network. In keeping with Dakota County Regional Trails Maintenance Standards, the Dakota Grounds Maintenance Department will be responsible for snow and ice removal to accommodate year-round bicycle and pedestrian use. Dakota County budgets funding to remove snow and ice annually and has sufficient resources to provide this service. Plowing, brooming, and/or blowing of snow is typically completed within 48 hours after a snow event. Intersections are to be cleared of snow and are to have clear sightlines.

We will be happy to answer any questions you may have regarding this project.





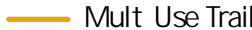

Sincerely,

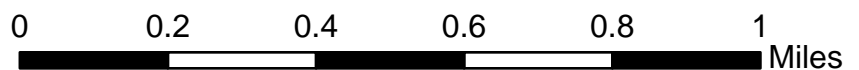
A handwritten signature in black ink, appearing to read "Niki Geisler".

Niki Geisler
Dakota County Parks Director
CC:

Farmington North Creek Greenway Mult use Trail



-  Municipal Boundaries
-  Parks and Open Space
-  Waterways
-  Proposed New Segment of the North Creek Greenway
-  Mult Use Trail
-  Sidewalk



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

November 28, 2023

Resolution No. 23-542

Motion by Commissioner Hamann-Roland

Second by Commissioner Halverson

Authorization To Approve Six Letters Of Support For Submittal To 2023-2024 Regional Solicitation And Authorization Of Replacement Of Projects Being Submitted To 2023-2024 Regional Solicitation For Federal Funding

WHEREAS, the Transportation Advisory Board is requesting project submittals for federal funding under the Infrastructure Investment and Jobs Act through the Regional Solicitation process; and

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

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

WHEREAS, project submittals are due on December 15, 2023; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County 2040 Comprehensive Plan; and

WHEREAS, by Resolution No. 23-424 (September 26, 2023), the County Board authorized staff to submit 13 applications to the Regional Solicitation; and

WHEREAS, since then, the City of Farmington has taken lead on the North Creek Greenway application and the City of Lakeville has taken lead on the 185th Street (CSAH 60) regional solicitation applications; and

WHEREAS, this Resolution replaces Resolution No. 23-424 (September 26, 2023), for authorization to submit 11 projects to the Regional Solicitation.

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

Projects Led By Others Requesting Letters of Support

- 1.1 Greenwood Drive Sidewalk from Leah's Apartments to CSAH 5 – Lead Agency: Burnsville
- 1.2 Lothenbach Avenue Sidewalk Project from TH 3 (Robert Street) to CSAH 73 (Oakdale Avenue)– Lead Agency: West St. Paul
- 1.3 North Creek Greenway from 195th to Downtown Farmington - Lead Agency: Farmington
- 1.4 185th St (CSAH 60) from CSAH 50 (Kenwood Trail) to CSAH 9 (Dodd Blvd) – Lead Agency: Lakeville
- 1.5 Marie Avenue from 3rd Avenue to 21st Avenue – Lead Agency: South St. Paul

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Atkins	<u> X </u>	Atkins	_____
Halverson	<u> X </u>	Halverson	_____
Droste	<u> X </u>	Droste	_____
Workman	<u> X </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 28th day of November 2023, now on file in the Office of the County Manager Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 28th day of November 2023.

Jeni Reynolds

Clerk to the Board

1.6 Trunk Highway 13 from Lynn Avenue in Savage to Washburn Avenue in Burnsville - Lead Agency: 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

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the submittal of the following County-led projects to the Regional Solicitation application process for federal funding:

County-Led Highway Projects

- 2.1 County State Aid Highway (CSAH) 50 (Kenwood Trail) from 172nd to 175th and I-35 interchange in Lakeville (Strategic Capacity Category)
- 2.2 CSAH 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount (Strategic Capacity Category)
- 2.3 CSAH 32 (117th Street) from US 52 to CSAH 71 in Inver Grove Heights (Reconstruction Category)
- 2.4 CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings (Reconstruction Category)
- 2.5 CSAH 32 (122nd St) at frontage road on east side of interstate 35 in Burnsville (Spot Mobility Category)
- 2.6 CSAH 4 (Butler Ave) trail from Roberts Street to US Highway 52 in West St. Paul (Multi-Use Trails Category)
- 2.7 CSAH 42 (Egan Drive) trail from CSAH 5 to CSAH 11 in Burnsville (Multi-Use Trails Category)

County-Led Safe Routes to School Projects

- 2.8 CSAH 4 (Butler Ave) from CSAH 63 to Smith Ave. in West St. Paul

County-Led Greenway Multiuse Trails and Bicycle Facilities Projects

- 2.9 North Creek Greenway: CSAH 42 Grade Separation and Trail to Flagstaff Road in Apple Valley
- 2.10 Lake Marion Greenway through the Industrial Park in Lakeville
- 2.11 River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office.

STATE OF MINNESOTA
County of Dakota

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

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Witness my hand and official seal of Dakota County this 28th day of November 2023.



Clerk to the Board