Farmington - General

North Creek Greenway Project

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05076

Kari Kubicek

Requested: $1,866,500

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Farmington - General

▼ Organization Information

Organization Name	Farmington - General
Legal Name	Farmington - General
Street Address	430 3rd ST
Street Address 2	
City	Farmington
County	Dakota
State	Minnesota
Country	United States of America

ZIP Code	55024

▼ Contact Information

Contact	Full Name	Email	Phone
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Grant Administration	Kellee Omlid	komlid@farmingtonmn.gov	
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Developer 2	Mia Colleredo-Mansfeld	mia@hkgi.com	919-360-7270

▼ Project Information

Project Name* North Creek Greenway Project

Select Primary county where project is located* Dakota

Cities or Townships where the Project is located* Farmington

Jurisdictional Agency (if different than applicant):

Brief project description*

The proposed project will reconstruct approximately 1 mile of the North Creek Greenway, an off-road multi-use trail within Rambling River Park, from its current intersection with local roadway 208th St W through the Rambling River Park to County State Aid Highway (CSAH) 31 (Denmark Avenue) and extend the North Creek Greenway from CSAH 31 west to Spruce St (0.2 miles). The trail follows the Vermillion River through the park. The proposed trail reconstruction will bring this trail segment into compliance with Dakota County's regional greenway design and ADA standards while relocating vulnerable sections out of the Vermillion River floodway to improve long-term resilience and reduce river corridor impacts.

This segment of the trail not only serves recreational purposes but also provides connections to two middle schools and two elementary schools, serving as a route for students to walk, bike, and roll to school as well as connecting users to downtown Farmington. The reconstructed trail will also tie into future planned multiuse trails along CSAH 31 and a grade separated crossing of CSAH 31, where the Spruce St trail extension will serve new residential development west of CSAH 31. The trail falls within a Tier 2 RBTN Trail Corridor.

Beyond the project segment, the 14-mile North Creek Greenway connects users to regional destinations including the Minnesota Zoo and Lebanon Hills Regional Park. The segment of the Greenway in Rambling River Park also connects into the planned Vermillion River Greenway and the Lake Marion Greenway. Currently, the trail condition is very poor, with pavement condition indices of 0-30 along this portion of the trail, limiting its usability and rendering it impassable for many users, including anyone with mobility devices or on bicycles. The condition of the trail means it no longer fulfills its purpose in the broader network and limits its ability to provide key connections within the community.

The proposed reconstruction project will ensure the trail meets ADA design standards and Dakota County greenway standards, and will relocate portions of the trail outside the Vermillion River floodway. This will prolong the lifespan of the trail by reducing the impacts of riverbank erosion and flooding that contribute to the poor trail quality today.

Provide the project length to the nearest one-tenth of a mile* 1.6

Lead Agency* City of Farmington

ZIP Code where majority of work is being performed*	55024
Approximate begin construction date (mo/yr)*	4/2/2029
Approximate end construction date (mo/yr)*	10/31/2029

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

North Creek Greenway

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

Roadway Name*	NA - Greenway does not follow a roadway
From Cross-Steet*	Spruce St approximately 0.2 miles west of CSAH 31
To Cross-Street*	208th St W at Riverview Elementary School
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1.6
Multiuse trail*	1.6
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	
Miles of new RBTN facilities:	
Miles of improved existing RBTN facilities:	
Miles of facility on the regional trail network (nearest 0.1 miles)*	1.1
Miles of new Regional Trail facilities*	0.2
Miles of improved existing Regional Trail facilities*	0.9
AADT on parallel or adjacent roadway*	11188
Number of improved ADA ramps*	0
Number of intersection improvements*	0

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

Grade, agg base, bit base, bit surf, bike path

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

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

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

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

Project Funding

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

No

Grant Request Amount, US$* $1,866,500.00

Project Total: $* $1,866,500.00

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

Match Amount: $0.00

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

Match percentage: 0%

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

Source of Match Funds* N/A

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

Active Transportation applications will need to complete the Total Project Cost Worksheet (attach this worksheet in the application documents) AND also complete the Fluxx Budget tool below (Click on the Edit button in the "What is the grant amount requested for each activity?")

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

Read and Complete the Total Project Cost Worksheet Instruction and fill out the worksheet. After you have completed the worksheet then enter the costs from the Grant Request Amount column into Fluxx Budget Tool. You will need to enter all line items with associated costs, but only from the **Grant Request Amount column**.

- If you have “Other Bicycle and Pedestrian Elements” in your budget, you will be required to provide a description of the line item by replacing the Line Item text with your description.
- There is no local match. Therefore, it is possible your Total Project Cost will be equal to the Grant Request Amount. However, if your Total Project Cost exceeds the maximum award for the category, the entire cost must be identified in the Total Project Cost Worksheet.

The information entered into Fluxx should match your budget included in the attachments. This is how you will make claims against your grant award.

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

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

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

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

▼ Document Requirements

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

Summary

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

Maps

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

Coordination

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

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

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

APPLICATION DOCUMENTS

Filter by Type: All document types (10)

BRD_Resolution_-_4-21-2026_-_26-169.pdf

Resolution of Support
Added by Mia Colleredo-Mansfeld at 10:02 AM on June 24, 2026

City of Farmington LOS for NCG Segment in Rambling River Park 062226.pdf

Year-Round Maintenance Commitment
Added by Mia Colleredo-Mansfeld at 9:58 AM on June 24, 2026

ISD192 LOS for North Creek Trail Through RR Park.pdf

Optional Attachments
Added by Mia Colleredo-Mansfeld at 7:52 AM on June 24, 2026

DakCo RS LOS for N Creek Grwy Rambling River Pk Farmington.pdf

Optional Attachments
Added by Mia Colleredo-Mansfeld at 7:50 AM on June 24, 2026

NCG Attachments - Summary.pdf

Project Summary
Added by Mia Colleredo-Mansfeld at 7:29 AM on June 24, 2026

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▼ Qualifying Requirements

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

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

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

Briefly list the applicable 2050 TPP objectives and policies*

Objective: Healthy and Safe Communities
Objective: A Dynamic and Resilient Region
Policy 9: Quality Transportation Facilities
Policy 11: Bicycle and Pedestrian Safety
Policy 13: Reduce negative health impacts
Policy 15: Bicycle Network
Policy 16: Eliminate bicycle/pedestrian gaps and barriers
Policy 17: Pedestrian Network
Policy 22: Multimodal Connections
Policy 33: Protect Natural Systems

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

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan,

regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

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

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List the applicable document(s) and pages*

Rambling River Master Plan: Pgs. 10-12, 28-30, 36
Boeckman Middle School Safe Routes to School: Pgs. 10, 17-18
Great Oaks Academy Safe Routes to School: Pgs. 11, 19-20, 26
Farmington Bike Ped Plan: Pg. 3-3

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

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

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

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

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The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

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

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

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

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

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

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

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

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

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

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

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

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

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

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	5/7/2019
Link to plan*	https://www.farmingtonmn.gov/DocumentCenter/View/129/City-of-Farmington-ADA-Transition-Plan-PDF

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

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

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

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

Projects must exclude right-of-way acquisition costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local Bicycle Facilities application category is intended to fund construction of and improvements to bicycle facilities that are identified in a local or regional plan. Projects may be identified as Regional Bicycle Transportation Network alignments or Regional Trails or may be local in nature.

This application contributes to these 2050 TPP Objectives or Policies:

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

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;

5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

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

- Multiuse trails or shared-use paths
- On-street or separated bicycle facilities
- At-grade or grade-separated bicycle crossing improvements or connections
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- Elements that support bicycling (such as bike rack installation, bicycle repair stations, benches, wayfinding, etc.) may be included as part of a construction project, but are not eligible as standalone projects

▼ Evaluative Criteria

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

Measure A Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency's complete streets policy, or another document that provides information on the agency's practices.

If you do not have a link, please attach your complete streets policy in the Documents section below.

Agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would support advancing complete streets in this community*

N/A

Additionally, provide a description (400 words or less) of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project.*

The City of Farmington does not have a standalone Complete Streets policy; however, Complete Streets principles are incorporated throughout the City's 2040 Comprehensive Plan Transportation plan and are routinely applied through transportation planning, design, development review, and capital improvement programming. In addition, Dakota County, a project partner, incorporates Complete Streets principles into transportation planning and project development consistent with regional and state transportation goals.

Farmington's Comprehensive Plan establishes transportation goals that support a balanced, multimodal transportation network. The City promotes transportation alternatives by ensuring that non-motorized, transit, and motorized travel needs are met in a balanced manner consistent with community values and preferences. The Plan also emphasizes safe and efficient mobility, regional connectivity, integration of transportation and land use planning, environmental stewardship, and the use of applicable professional and engineering standards in project design.

These principles are routinely applied when evaluating and implementing transportation and trail projects. Farmington considers the impacts of transportation investments on safety, accessibility, economic development, environmental resources, and community connectivity. The City works closely with Dakota County and other partners to improve connections between neighborhoods, schools, parks, public facilities, and regional transportation networks.

The proposed trail improvement project directly advances these objectives by enhancing safe, accessible, and convenient opportunities for walking, bicycling, and other forms of active transportation. The project will improve connectivity between neighborhoods, parks, schools, and community destinations while strengthening connections to the regional trail network. By improving multimodal access, safety, connectivity, and accessibility for users of all ages and abilities, the project reflects the Complete Streets principles embedded within Farmington's adopted transportation policies and planning practices.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria. For agencies or organizations without roadway jurisdiction, scores should be based on the community policy in which the project is located. These applications may score higher if the applicant organization demonstrates a commitment to complete streets principles in their activities beyond the local community the project is located.

- High: The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- Medium-High
- Medium: Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Medium-Low
- Low: Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Non-responsive/Not relevant: Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

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2. Connection to Key Destinations

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

Measure A - Connection to key destinations

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

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

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

The proposed multi-use trail connects to over 10 key destinations within a ½ mile of the project limits. The trail connects directly to Dodge Middle School and Riverview Elementary School, with indirect trail connections via the broader trail network to two additional schools. The trail also connects into downtown Farmington, providing key connections to day care centers, places of worship, a post office, public library and other civic institutions like the Rambling River Senior Center. The trail also provides connections from adjoining trails and the pedestrian network to and through Rambling River Park, a large community park with recent improvements, including a new inclusive playground with poured-in-place rubber surfacing. The schools, recreation destinations, and key civic destinations within ¼ to ½ mile of the trail all generate frequent and/or daily trips which will now be served by an improved connection via the proposed trail.

Due to its current condition, the trail does not live up to its potential as a critical piece of off-road infrastructure. However, with reconstruction and realignment to remove the trail from the Vermillion River floodway, this trail can serve as a crucial connector for people to walk, bike, and roll to daily destinations. The expansion of the trail west across CSAH 31 to Spruce Street will provide new access to an area with recent and planned future

residential and commercial development that currently lacks trail connectivity.
Reconstructing this trail will provide ADA accessible routes to four schools, and from those schools and downtown to the park amenities in Rambling River Park. Caregivers surveyed as part of the Safe Routes to School planning process noted that routes with reduced amounts of traffic would help their child/children walk or bike to and from school more often. The trail through Rambling River Park is an off-street facility, providing a safe route with limited exposure to vehicle traffic.

Measure A Scoring Guidance

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

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

Measure B - Connection to K-12 schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply*

This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property., This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school.

Direct Connection - List the school(s):

Dodge Middle School
Riverview Elementary School

Indirect Connection - List the school(s):

Great Oaks Academy Charter School;
Boeckman Middle School

Measure B Scoring Guidance

Consider the information provided by the applicant and rate projects based on the guidance provided below.

- 5 points: Project provides a direct connection to a K-12 school.

- 3 points: Project provides an indirect connection to a K-12 school
- 0 points: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

Measure C - Active Transportation Demand

Identify the project location's score on MnDOT's Suitability for the Pedestrian and Cycling Environment (SPACE) tool (https://mndotspace.mn.gov/). This score measures the location's estimated latent demand for active transportation based on a variety of environmental, physical and demographic factors.

Use the SPACE tool to roughly draw the project alignment or location using the drawing tools. Then, upload a screenshot of the SPACE tool showing the calculated score.*
Measure C Scoring Guidance

The applicant with the highest SPACE score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a SPACE score of 50, and the top project had score of 75, this applicant would receive (50/75) * 5points, or 3.33 points.

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3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network. Projects will be scored based on a tiered system that prioritizes filling network gaps.

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.*

A 2023 Pavement Condition Index (PCI) evaluated trails in Farmington. The trail segments included in this project received scores of 0-30 out of 100, indicating they are in very poor condition. The trail is no longer ADA-accessible and is very difficult to navigate on a bicycle. The condition of the trail acts as a major barrier to many trail users as it is inconsistent and prone to flooding, reducing its functionality as a reliable route to connect to destinations and for use in recreation activities.

The proposed project improvements will bring the trail segment into compliance with Dakota County's regional greenway and ADA standards while relocating vulnerable sections out of the Vermillion River floodway. Segments of the existing trail are located within the Vermillion River floodplain and have sustained damage from flooding and ongoing bank erosion. The trail reconstruction will not only bring the trails back to a standard that make them accessible to all users, but the realignment will prolong the life of the trail going forward, reducing the impacts of flooding on the trail. As a result, the proposed trail will be able to serve as a main artery connecting residential areas, schools, recreation amenities, and key destinations downtown.

Additionally, the expansion of the trail to Spruce St and connections into the planned CSAH 31 (Denmark Avenue) trails will provide new access for residents in western and northern Farmington to connect to Rambling River Park, the nearby schools, and destinations in downtown. This fills a gap and expands the regional trail network.

Measure A Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- 25 points: Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- 20 points: Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- 15 points: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- 10 points: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

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4. Safety

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

Measure A – Connection to existing safety planning efforts

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

Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.

Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).*

The proposed project will provide much needed improvements to increase the safety and useability of an off-street route that provides key connectivity to the regional trail network. The route runs through a park, providing direct off-street connections to schools and recreation facilities. The trail also joins into the planned Vermillion River Greenway and Lake Marion Greenway, both of which are off-street facilities. The trail provides access to Riverview Elementary School and Dodge Middle School, allowing students coming from downtown and south of Rambling River Park to avoid traveling on CSAH 31 and CSAH 50. CSAH 50 is identified as a higher risk street on the bicycle crash risk index.

The current condition of the trail makes it impassable for many users, including bicycles, mobility device users, and other community members with wheeled devices, such as strollers. It is particularly difficult for inexperienced or less comfortable bicyclists, such as younger children. These user groups are many of the community members that could use the trail to connect to school or recreation amenities in the park. Additionally, frequent flooding of the trail makes it dangerous for users. The proposed improvements to reconstruct the trail to meet ADA design standards and realign portions of the trail to remove it from the Vermillion River floodway will greatly improve safety and accessibility for all trail users. In an improved condition, the trail can serve as a safe, comfortable alternative route away from major roadways for users of all ages and abilities.

Measure A Scoring Guidance

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

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

Measure B – Safety improvements for people outside of vehicles

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

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

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

The proposed trail improvements and extension will improve safety for people outside of vehicles by offering an alternative route to key destinations via an off-street multi-use trail facility. The trail reconstruction will mitigate the current safety issues experienced by trail users by ensuring the entirety of the trail segment is ADA-accessible and built to the Greenway design standards of Dakota County. Additionally, by realigning the trail to remove portions from the Vermillion River floodway, the proposed project will make the trail safer by reducing instances of flooding.

Due to the direct access the trail provides to schools and recreation facilities, in addition to connections to the wider pedestrian and bicycle network that provides access to downtown Farmington destinations and regional destinations, ensuring the trail is built to the most accessible standard will ensure it is safe for trail users of all ages and abilities.

Extending the trail west across CSAH 31 to Spruce St will provide direct trail access for new residential developments and an existing senior living community. The trail extension will utilize a planned grade-separated crossing of CSAH 31, creating a safe and continuous route for residents to connect to Rambling River Park and the aforementioned community destinations. Currently, Spruce St does not have similar facilities, so the trail extension will provide a safe route for users. There are additional multi-use trail facilities planned for CSAH 31, connecting this proposed project to the broader local bicycle and pedestrian network.

By reconstructing the segment of trail identified in this proposal, a key route for accessing community destinations will become safe and attractive for the category of trail users that self-describe as "interested but concerned" when it comes to biking. This will directly benefit the students, caregivers, and employees who make daily trips to the nearby schools and recreation facilities.

Measure B Scoring Guidance

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

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less

frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

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

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

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

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

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

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

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

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

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

Other Key Concepts

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

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

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

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

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

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

A. Community Data and Context

Describe the project area's community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

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

The trail overlaps two census tracts with a total population of 7,916. The trail in Rambling River Park is in a census tract where 16.5% of the population is below 185% of the poverty rate and 14% of the overall population has a disability. In this tract, 30% of housing units are multifamily units, including two senior apartment complexes with income-based rents. 20% of the population is aged 18 or younger, and 16% is over age 65. Of the population over 65, a third has a disability. Additionally, 50% of the population in this tract lives in households with one or no vehicles. 80% of commuters in this tract drive alone, which means that in households with only one car, the vehicle is likely being used to commute, leaving the remaining household members without access to a vehicle for large parts of the day. There is no public transportation available in Farmington. Between households with limited vehicle access and the youth and senior populations, providing alternative transportation options through safe, well-connected pedestrian and bicycle facilities improves mobility choices for residents.

The project includes a new trail extension east of CSAH 31 to Spruce St, an area with significant new residential development. The new trail will utilize a planned grade separated crossing of CSAH 31, connecting to Rambling River Park and the broader network via a planned trail along CSAH 31. In the Spruce St trail segment area, 23% of the population is age 18 or under and 18% is 65 or older. Of the population over 65, 28% has a disability. This census tract is experiencing significant residential growth of both single- and multi-family housing and is currently home to a senior living complex located approximately 500 ft from the proposed trail terminus on Spruce St. With many critical community destinations falling within a half-mile of the proposed project, this trail will connect the growing number of people living in this area to key destinations, including schools, parks, and community destinations like the post office, public library, day care centers, and places of worship.

The project connects to four schools, representing a key community served by this project. Total enrollment across these schools is 2,487 students. This does not account for teachers, administrators, staff, and caregivers that are part of the school community. The school district is the largest employer in Farmington, with 880 employees, so access to four schools also provides connection to jobs for the many employees of the school district.

In 2026, 26% of Dodge Middle School students qualified for free or reduced meals; 10% were English learners; and 17% were a part of special education programs. At Riverview Elementary School, 33% of students were

enrolled in special education and at Boeckman Middle School it was 19%. 28% qualified for free or reduced meals. At Great Oaks Academy, 18% of students qualified for free or reduced meals.

Reconstructing the trail, extending it into areas with new residential growth, and making it functional for commuting to and from school and activities directly benefits these school communities, providing opportunities for students and staff to actively get to school or access afterschool destinations, such as activities in the park or downtown.

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

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

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

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

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

This project was identified in the future network map of the Farmington Bike Ped Plan (2019) and in the Rambling River Park Master Plan (2023).

For the Bike and Ped Plan, outreach included community events, surveys, and conversations with populations most likely to experience transportation barriers, including older adults, children, people with low incomes, and communities of color. The existing area served by the trail in Rambling River Park was identified as a high comfort area for cyclists and pedestrians through level of stress analyses, however, it was also identified as an area with poor trail conditions by the community during engagement efforts. Participants also noted that schools and downtown are the most desired destinations to walk and bike to, but there are currently gaps around these areas. When asked to identify what type of cyclist they were, 47% of respondents stated they were in the “interested but concerned” group, which is characterized by preference for off-street paths, safety concerns, and a large potential for increasing ridership.

The Park Master plan engagement process was two-phased. Phase 1 included an online survey and interactive map and stakeholder meetings. There were 501 total responses to the survey. Stakeholder meetings included: Dakota County Office of Planning, Farmington Area Veterans Memorial Committee, Farmington School District, Farmington Baseball & Softball Associations, Members of the Farmington Skateboards and Scooter Community (youth and parents), City of Rosemount Parks and Recreation, Vermillion River Watershed JPO, and the MN DNR.

Phase 2 gathered direct feedback on design concepts for the park. This was done through in-person pop-up

events and an online survey. Engagement covered the inform, consult, and involve categories of the engagement spectrum, providing the community with information about the Plan purpose, asking for input on priorities, challenges, and ideas, and working with stakeholders and community members to develop future designs then prioritize and adapt the concepts to best meet the needs of the community.

Engagement findings noted that trails are the most used feature at Rambling River Park, and also the highest priority item to address and improve. The proposed trail improvements in this project will directly address the desire for improved trails in Rambling River Park. Respondents during the engagement process also noted that flooding is one of the main reasons they do not use Rambling River Park or its facilities. The goal of the trail realignment as part of this project is to move the trail out of the floodway.

Since the Park Master Plan was complete, the City has conducted additional engagement through informal conversations at the schools. In conversations at Riverview Elementary School in April of 2024 about Rambling River Park improvements, students noted that the trails were too difficult for biking and for friends in wheelchairs to use. In April and May of 2026, Parks and Recreation staff along with Farmington Police staff met with students at Dodge Middle School and Riverview Elementary School to present on e-bikes, e-scooters, and e-motos. During both sets of presentations, students brought up the condition of the trails in Rambling River Park, which connects to both schools, as an issue.

Engagement will continue through final design and construction of the trail, including coordination with the nearby schools and residents and ongoing updates to surrounding property owners.

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

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

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

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

C. Community Benefits

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

The project will provide an off-street, ADA-accessible trail through Rambling River Park that connects users into the broader regional trail network, park amenities, downtown destinations, residential neighborhoods, and four schools. The benefit of reconstructing this trail provides a key artery for residents and community members to safely, comfortably, and efficiently reach a number of critical community destinations. Given 47% of respondents to the Bicycle and Pedestrian plan indicated they were “interested but concerned” in cycling, creating off-street facilities directly responds to this concern, providing a safe, low-traffic environment for riders. The proximity to key destinations means that this trail will likely benefit a large number of community members in this category and increase safe route options.

For students, employees, and caregivers at any of the four schools near the trail, the improved trail will provide

an active, safe route to school for users. The benefits of walking, biking, or rolling to school are numerous; according to the Safe Routes to School plans in Farmington, they include increased physical activity, better mental health, increased focus and attention during school, and improved test scores and school performance. Caregivers noted that their students would be more likely to walk, bike, or roll to school if routes had low traffic volumes. This trail will provide an off-road route for students, which makes it safer and more friendly for students of all ages and abilities.

Additionally, the trail provides direct connections to Rambling River Park amenities, which are home to a number of the City's parks and recreation offerings including football and t-ball. The trail will allow students and families to move easily from school, to after school activities, and then into the broader network to connect home. Other park improvements include adding paved, accessible fishing platforms at several sites along the Vermillion River in Rambling River Park. The reconstructed trail will provide ADA-accessible routes to these fishing platforms, and address the desire for more river views and access points that was identified in the Rambling River Park Master Plan process.

Additionally, the extension of the trail west across CSAH 31 to Spruce St will provide new trail connections for the many new residential developments planned for Spruce St. These developments include senior housing, so the ADA-accessible trail offers a safe way for seniors to move around. The trail is unique in that it offers both recreational opportunities in a natural setting along the river, as well as serving as a functional route to connect users to a variety of community destinations in downtown Farmington, which benefits seniors and other users who may not have access to a personal vehicle. There is no public transportation in Farmington, so providing accessible, safe routes for people to walk, bike, or roll to their destinations offers an alternative mobility option beyond private vehicles.

Potential construction impacts may include temporary noise, dust, and short-term disruptions to traffic, pedestrian, and bicycle access. Specific impacts and mitigation measures will be identified during final design. The project team will coordinate with residents, businesses, schools, and community partners to communicate construction activities and maintain access where possible.

The realignment of the trail to remove it from the floodway during reconstruction aims to address the issue of flooding, which is a barrier for trail use currently and was identified as a key issue during the Rambling River Park Master Plan process. By moving portions of the trail out of the floodway, the reconstruction project will keep the trail safe and useable during more of the year.

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

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

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

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

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ **Internal Reviewers**

Comments Returned to Applicant:

Program Feedback:

▼ **Evaluative Criteria**

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety plannign efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $1,866,500.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Kari Kubicek at 5:52 AM on June 25, 2026

HISTORY

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