



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20143 - Minnesota River Bluffs Trail  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/11/2023 3:36 PM

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### Primary Contact

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Pronouns First Name Middle Name Last Name

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**\* Phone:** Cologne Minnesota 55322  
City State/Province Postal Code/Zip

612-231-9170  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Roadways Including Multimodal Elements

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### Organization Information

**Name:** CARVER COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government

**Organization Website:**

**Address:** PUBLIC WORKS  
11360 HWY 212 W #1

**\* County:** COLOGNE Minnesota 55322-9133  
City State/Province Postal Code/Zip

**Phone:** Carver  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000026790A12

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### Project Information

**Project Name** MN River Bluffs Regional Trail

**Primary County where the Project is Located** Carver

**Cities or Townships where the Project is Located:** Chanhassen, Eden Prairie

**Jurisdictional Agency (If Different than the Applicant):**

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)** This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive.

The Minnesota River Bluffs Regional Trail serves both recreational users and commuters. It plays a key role in Carver County's multimodal transportation network and is an important piece of their regional infrastructure, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, CSAH 10 (Tier 1 RBTN Corridor) in Chaska, CSAH 101 (Tier 2 RBTN Alignment) in Chanhassen, TH 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (CSAH 1)(Tier 2 RBTN Corridor) in Eden Prairie.

Following completed embankment repairs due to a landslide in 2014, this section of trail has reopened but remains unusable for some populations. Inaccessible surfacing, narrow trail widths, insufficient wayfinding and signage, and lack of parking limits usability for some ages and abilities.

By enhancing this segment of trail, the project will improve the 11-mile, multiuse trail for residents and visitors to Carver County, and includes the following:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements

- Nine-car parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, and improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive

- Culvert reconstruction and associated work

This off-street trail segment is anticipated to:

- Expand trail access for all ages and abilities users including children and families, senior citizens, and users with disabilities via accessible surfacing and appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive

- Improve connections to the trail corridor via additional parking, an accessible entrance, and additional wayfinding and signage

- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable multimodal transportation option

- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections throughout its length

- Connect the jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis

- Connect with the MN River Valley. MN River Valley State Trail. and the Seminarv

## Fen Scientific and Natural 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.** MN River Bluffs LRT Regional Trail ? Reconstruct MN River Bluffs trail for ped and bike traffic, culvert replacement

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)** 2.0

to the nearest one-tenth of a mile

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### 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** \$1,861,600.00

**Match Amount** \$465,400.00

Minimum of 20% of project total

**Project Total** \$2,327,000.00

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

**Match Percentage** 20.0%

Minimum of 20%

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

**Source of Match Funds** County and State funds

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:**

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

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### 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** Carver County

**Name of Trail/Ped Facility:** MN River Bluffs Regional Trail

(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:** Bluff Creek Drive (Carver County)  
**To:** Pioneer Trail (Hennepin County CSAH 1)  
**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**

**Concrete Walk**

**Pedestrian Bridge**

**Signal Revision**

**Landscaping**

**Other (do not include incidental items)**

Bike path, ped ramp, parking lot, wayfinding

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

**Zip Code where Majority of Work is Being Performed** 55317

**Approximate Begin Construction Date (MO/YR)** 06/01/2029

**Approximate End Construction Date (MO/YR)** 10/31/2029

**Miles of Pedestrian Facility/Trail (nearest 0.1 miles):** 2.0

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):** 2.0

**Is this a new trail?** No

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## 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:**

Goal A: Objective 1; p.2.6

Goal B: Strategy B6; p.2.7

Goal C: Objectives 4, 5; Strategies C1, C15, C16, C17; p.2.8-10

Goal E: Objectives 1, 2, 3, 4; Strategies E3, E6; p.2.31-2.32, 2.34; p.2.12

Goal F: Objective 3; p.2.14

*(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.

Carver County Comprehensive Plan 2040

- Section 1 - Stakeholder Groups; Communication and Engagement
- Section 4 - Transportation Plan
- 4.5.B - Bicycle Barriers
- Figure 4.22 - Relationship of RBTN to Existing Bike Facilities and Destinations
- Figure 4.23 - Existing and Planned Off-Road Bike Facilities
- Section 6 - Parks, Open Space, and Trails Plan

Minnesota River Bluffs Extension Regional Trail Master Plan, Amendment 1

- 6-10 - Demand forecast

Carver County Southwest Regional Trail Master Plan, 2021

- p.22 - Overview of Master Plan Trail Segment 4 of 4
- p.36 - MN River Bluffs Regional Trail: Segment 4

City of Chaska 2040 Comprehensive Plan:

- Figure 7.3 - 2040 Trails Map

City of Chanhassen 2040 Comprehensive Plan:

- Figure 5-2 - Trails, Sidewalks, and Open Space
- Figure 5-3 - Regional Bicycle Transportation Network

Scott County 2040 Comprehensive Plan Update:

- Regional Park and Trail System

2040 Hennepin County Bicycle Transportation Plan

- Figure 10 - 2040 Bikeway System, p36

City of Eden Prairie Pedestrian and Bicycle Plan

- Figure 3.3.9 - Barrier Locations as Identified by City Staff and the Public, p47
- Figure 4.2.1 - Recommended Low-Stress Walking and Biking Network, p55

(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:** 02/18/2014

**Link to plan:** <https://www.co.carver.mn.us/home/showdocument?id=1164>

**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

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## 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)	\$98,000.00
Removals (approx. 5% of total cost)	\$98,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$22,000.00
Storm Sewer	\$110,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$20,000.00
Striping	\$106,000.00
Signing	\$6,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$156,000.00
Bridge	\$0.00
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	\$42,000.00
<b>Totals</b>	<b>\$658,000.00</b>

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,568,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$14,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$17,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$70,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$1,669,000.00</b>

### 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
<b>Totals</b>	<b>\$0.00</b>

### 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 Minnesota River Bluffs Regional Trail project promotes resilient transportation infrastructure by improving the two-mile trail segment's storm sewer and turf (erosion and landscaping). It includes reconstructing and repaving the project segment after Carver County deemed the trail unsafe and unstable for users after a major landslide in 2014. The Hennepin County Regional Railroad Authority repaired and reopened the trail in 2020, but the segment remains unpaved leaving it vulnerable to greater deterioration causing dangerous conditions year-round. The project benefits surface transportation assets by making the segment more resilient to current and future weather events and natural disasters. The Minnesota River Bluffs Regional Trail benefits a local and regional network that serves as a critical multimodal service to employment and recreational opportunities. The project reduces long-term, life cycle infrastructure costs by avoiding greater future damage, maintenance, and reconstruction. Providing a reliable connection to users through resilient improvements of storm sewer construction and turf - erosion and landscaping upgrades.

### Totals

Total Cost	\$2,327,000.00
Construction Cost Total	\$2,327,000.00
Transit Operating Cost Total	\$0.00

### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

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 1702246114191\_1\_RiverBluffs\_RBTN.pdf

*Please upload attachment in PDF form*

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	14961
Existing Employment Within One Mile (Integer Only)	3515
Upload the "Population Summary" map	1702246207543_2_RiverBluffs_population_employment.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 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 MN River Bluffs Regional Trail will serve census tract 907.02 which includes the following: BIPOC populations (16 percent), Cost burdened households (22 percent), Persons with disabilities (6 percent), Youth (31 percent), Adults aged 65+ (7 percent)

Carver County has used targeted outreach to actively engage with broad and diverse communities, working to reflect underrepresented, BIPOC, and low-income populations within the County. The County has identified the enhanced 1.7-mile project segment as a critical component for building all ages and abilities access to the full 9.6-mile trail.

Carver County actively engaged diverse populations to identify and develop the proposed project (see attached map). Key engagements included:

- Lake Susan Park, Chanhassen (2017) and Fireman's Park, Chaska (2017) which included outreach to Hispanic/Latino populations. Event was ADA-friendly and had a language interpreter and also included family-friendly programming.

- Lodge Senior Center, Chaska (2020) included outreach to older populations. Event was ADA-friendly and also included family-friendly programming.

These outreach engagement events presented the community with proposed alternatives, soliciting feedback on user preferences and broader mobility topics. Feedback showed support for the proposed project and its amenities with a strong desire for safer multimodal options.

Carver County's 2040 Plan identifies the project segment as a "destination regional trail" and a priority corridor. The 2040 Plan engagements included:

- Pop-up events at fairs, festivals, and libraries (2017)

- Online "social pinpoint" engagement tool and questionnaire active on 2040 Plan website (2017, 2018)

- Open Houses (2017, 2018, 2019) targeting East African and Latino/Hispanic populations, general public, and Township Supervisors.

Engagements for the Carver County Southwest Regional Trail Master Plan included:

- Lake Susan Park, Chanhassen (2021) and Fireman's Park, Chaska (2021) which included outreach to Hispanic/Latino populations. Event was ADA-friendly and had a language interpreter and also included family-friendly programming.

- Downtown Chaska Block Party (2021) event was ADA-friendly and included family-friendly programming.

- Riverview Terrace Manufactured Home Community, Chaska (2021) event included targeted outreach to low-income residents and was ADA-friendly and also included family-friendly programming.

These outreach engagement events centered on public awareness and community input via conversations, feedback forms, and interactive exercises. Feedback supported overall project improvements with better signage and wayfinding, and a desire for more connectivity near the western terminus.

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

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## **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 Trail project provides direct benefits to BIPOC populations, cost burdened households, persons with disabilities, youth, and older adults within census tract 907.02. The Socio-Economic Map also indicates that five publicly subsidized rental housing units are within a ½ mile of the project corridor.

Improvements include an upgraded 10-foot-wide trail providing safer, more accessible multimodal transportation and recreation amenities for Carver County's residents and visitors. The segment provides a crucial connection from BIPOC and low-income populations to economic and recreational opportunities. It will create an inclusive facility as follows:

-Accessible Multimodal Use: Building accessibility along the 1.7-mile trail segment to better connect communities to the full 9.6-mile trail

-Safe Trail Crossing: Installing a rapid-flashing beacon to improve an existing unsafe trail crossing

-Wayfinding, Signage, and Parking: Supplying amenities to attract would-be users, especially those accessing the trail via Big Woods Regional Trail

The project builds onto completed improvements such as landslide repairs by the Hennepin County Regional Railroad Authority (2020), pedestrian overpass construction with Hwy 101 improvements (2020), paved multimodal off-road connections across jurisdictions and to local trails (2017), and a bike/pedestrian trail bridge (2016).

The segment's "prime service area" (two-mile radius) includes several census tracts that are above regional average concentration of race / poverty. Residents of the low-income housing in the Cities of Shakopee and Chaska can access the Minnesota River Bluffs Regional Trail at CSAH 10 in Chaska or TH 101 in Shakopee. However, user travel experience is impacted by the unpaved project segment that limits multimodal options for people with disabilities, youth and elderly populations.

This MN River Bluffs Trail proposal is responsive to both positive feedback and concerns heard during engagement. Carver County continues to increase in diversity and population with a projected 11.4 percent growth in BIPOC populations (281 percent increase since 2000 census) and a nearly 30 percent increase in overall population (2020 census). County officials have observed growing regional park use by BIPOC and foreign-born residents, who are introducing new cultural relationships to outdoor recreation and uses of public space.

As a desirable and highly used amenity, the MN River Bluffs Trail network is anticipated to meet the needs of current users while adapting and improving to new and emerging users. The county will continue to use a variety of target outreach techniques to ensure all residents of Carver County - especially underrepresented populations - are engaged in community projects.

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

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## **Measure C: Affordable Housing Access**

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

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

- ? 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 project improves mobility along the RBTN Tier 1 alignment, providing better connectivity to RBTN 2 alignments in an area that has been identified in the Met Council's Regional Bicycle Barriers Study as a Tier 2 corridor.

There are five publicly subsidized rental housing units within ½ mile of the project. The River Bluffs Apartments in Shakopee house low-income residents that access the Minnesota River Bluffs Trail via the Big Woods Regional Trail. The 1.7-mile project segment, identified by the county as inaccessible, is used by low-income residents living east of the trail in Shakopee and East Chaska, but access to the full 9.6-mile trail remains limited.

There are significant clusters of Naturally Occurring Affordable Housing in the area, in addition to multiple private landlords that accept Housing Choice Vouchers in Chaska and Chanhassen. As shown in the attached Equity Populations and Destinations map, the following existing affordable developments are within the trail's service range and will benefit from its improvements:

- Riverview Terrace Mobile Home Community, Chaska (1.9 miles): 250 units, Naturally Occurring Affordable Housing

-Levee Drive Apartments, Shakopee (2.0 miles): 66 units, Section 8

-Brandondale Housing Park, Chaska (2.1 miles): 430 units, Generally affordable at less than 30% AMI, no funding restrictions

-East Creek Carriage Homes, 744 Ravoux Road (2.1 miles): 39 units, LIHTC and HOME funds

-River Bluff Apartments, Shakopee (2.5 miles): 21 units, HUD Section 202

-Creeks Run Townhomes, Chaska (3.2 miles): 78 units, LIHTC, accepts Housing Choice Vouchers

-Talhelm Apartments, Chaska (3.2 miles): 54 units, HUD Section 202

-Brickyard Apartments, Chaska (3.4 miles): 32 units, Accepts Housing Choice Vouchers

-Brickstone Townhouses, Chaska (3.5 miles): 30 units, LIHTC

-The Landing, Chaska (3.9 miles): 59 units, HUD Section 202

Affordable housing residents are less likely to have access to a vehicle and are served by fewer transit routes living outside the urban core. The project trail will provide a continuous, accessible thoroughfare to major job centers, building greater community connectivity. The project addresses safety and accessibility concerns that discourage low-income residents from using the trail. Removing these barriers will improve community connection and cohesion for users throughout the trail corridor, ensuring quality service for affordable housing and cost-burdened households.

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

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## 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.

1702247113004\_3\_RiverBluffs\_Socio-Economic.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 project will close an important transportation network gap by:

-Closing the gap between Hwy 101 and Pioneer Trail, a Tier 1 alignment.

-Improving mobility by completing a two-mile unpaved segment in a Regional Destination Trail and Tier 1 RBTN alignment.

-Linking Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, and several other alignments for a cohesive community connection

-Providing a safe continuous corridor for all ages, abilities, and non-motorized travel modes

-Connecting the jurisdictions of Chaska, Chanhassen, and Shakopee, and continuing to Eden Prairie and Hopkins

The project trail plays a key role in Carver County's multimodal transportation infrastructure, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, CSAH 10 (Tier 1 RBTN Corridor) in Chaska, CSAH 101 (Tier 2 RBTN Alignment) in Chanhassen, TH 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (Tier 2 RBTN Corridor) in Eden Prairie. The project improves mobility by providing a continuous multimodal trail, removing a major barrier, and closing the gap to recreation facilities and employment opportunities.

This route is identified as a Destination Trail in Carver County's 2040 Plan (February 4, 2020). Carver County has invested in improving safety along the project trail as follows:

-Paved the trail between Chaska and Carver, with a trail bridge over Spring Creek (2016)

-Paved a segment from Bluff Creek Drive to Chaska, extending to Engler Boulevard (2017). A critical segment from Pioneer Trail to Highway 101 was inaccessible following a 2014 landslide, which the Hennepin County Regional Railroad Authority repaired and reopened in 2020. However, this segment remains unpaved with uneven surfaces and limited trail widths, extending east side of Bluff Creek Drive.

The project will improve mobility between Chaska, Chanhassen, and Shakopee. Providing a continuous bicycle route connects residents to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and downtown Minneapolis. The project will improve access to natural resources, including the Minnesota River Valley State Trail and the Seminary Fen Scientific and Natural Area.

The project removes existing barriers by constructing a consistent paved surface with appropriate trail width benefiting user experiences for multiple modes of transportation. The project addresses safety concerns from community feedback by widening the segment and installing a rectangular rapid-flashing beacon at the Bluff Creek Drive crossing to reduce risk of bike, pedestrian, and vehicular conflicts.

*(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**

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

**Tier 2**

Yes

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

### 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:

As part of their 2040 Comprehensive Plan, Carver County conducted a survey, which determined that "safety and convenience are base-line determinants for whether a person will even use a trail irrespective of its quality." A major landslide in 2014 damaged and closed the project segment, determining the trail was unsafe and unstable for users. Despite repair from the Hennepin County Regional Railroad Authority, the segment remains unsafe and unstable with loose gravel, uneven surfaces, and limited trail widths.

The trail project will correct existing deficiencies and safety problems along the Minnesota River Bluffs Regional Trail. The existing unpaved trail continues to create unsafe conditions with loose gravel and soft surfaces, limiting safe trail access. There are year-round safety issues caused by a greater difficulty for snow maintenance and hazardous conditions during rainy weather.

The project will reconstruct and repave two miles of the Minnesota River Bluffs Regional Trail to provide a continuous, 11-mile, accessible, multiuse safe trail for users of all ages and abilities. Improving the segment's current conditions will benefit all users, especially children, families with strollers, senior citizens, and people with disabilities. A paved surface trail will be more dependable in all climate conditions, creating a safer network with a reliable connection for users.

The trail is in a former rail corridor, so its level grade can accommodate a wide range of users, including access for people who use wheelchairs. The proposed segment will link directly to a grade-separated crossing at Pioneer Drive (constructed as part of an earlier project), eliminating barriers and conflict points. The project includes a nine-car parking lot with an ADA-compliant pedestrian crossing at the west project terminus, making it accessible for users of all ages and abilities to enter the trail at a designated point. A RRFB will improve the trail crossing at Bluff Creek Drive and make roadway crossings safer for trail users in an area with poor sightlines and limited signage for warning drivers of trail traffic.

Reconstructing the proposed segment is an opportunity to improve the Minnesota Bluffs LRT Regional Trail. At the regional scale, the project will help provide a safe off-street trail for non-motorized users that stretches from Carver County to Hopkins and beyond. The completed trail will provide pedestrians and cyclists of all ages and abilities with a safe, car-free transportation experience.

(Limit 2,800 characters; approximately 400 words)

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## Measure A: Multimodal Elements

**Response:**

The project trail safely integrates pedestrians, cyclists, and drivers by providing an accessible multimodal facility that connects users to adjacent trails and improves trail crossings at roadways. Reconstructing and repaving two miles of the trail will provide similar trail benefits to pedestrian travel. For people using the trail the upgraded 10-foot trail provides an appropriate space for safe and comfortable use by nonmotorized users. An ADA-compliant pedestrian crossing at the west end will connect to the County's existing sidewalk and trail network. An informational kiosk at the lot will orient users with improved wayfinding to location, connections to nearby facilities, and other area trails. This will improve the overall pedestrian travel experience with an accessible trail connection to existing pedestrian facilities.

Upgrading to a 10-foot trail segment will close a significant gap in the trail corridor - a non-motorized transportation highway - between Chaska and Hopkins. Allowing users who walk, bike, or take transit to benefit from an active lifestyle, while removing cars from the road and alleviating congestion. The project is an off-street, paved trail that is safer and more comfortable for cyclists and pedestrians, encouraging more multimodal trips. The trail segment encourages multimodal trips by connecting to regional and local designations via direct off-street routes.

Bicycle and pedestrian connections to park-and-rides are critical as there are fewer transit stops and routes than the urban core. The project provides better connections to many transit services, including:

- Bus stop at Flying Cloud Drive, served by SouthWest Transit routes 691 and 699 to downtown Minneapolis
- Park-and-rides at East Creek Station, SouthWest Village Station, and Chanhassen Transit Station; served by SouthWest Transit routes 690, 691, 697, 698, 699 to downtown Minneapolis and route 695 to the University of Minnesota; and private carpools
- On-demand service SW Prime, providing direct transit service to the area
- SmartLink Transit, demand response service for Carver and Scott County residents with mobility or cognitive limitations and seniors
- Metro Transit bus and light-rail service via regional trail system for longer, multimodal trips
- SouthWest Transit buses are equipped with bicycle racks, incentivizing last mile bike commuters along the trail.

The project aligns with Carver County's Public Health Initiative, improving the recreational network while promoting mental health and stress reduction via outdoor activities. The connection opens options for multimodal transportation by improving user accessibility, safety, and comfort.

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

**Upload Transit map**

1702248314400\_5\_RiverBluffs\_Transit.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:**

Community engagement confirmed community support for and interest in reconstructing and improving the project segment of the Minnesota River Bluffs Regional Trail.

The County held a pop-up meeting for seniors at the Chaska Community Center - Lodge Senior Center - on 3/5/2020. Residents reviewed project details and expressed the need for safe multimodal options in the community. Carver County held two events to solicit feedback on the proposed project in summer 2017:

- 8/19/2017: Lake Susan Park in Chanhassen (language interpreter present)

- 8/19/2017: Fireman's Park in Chaska (language interpreter present)

The project segment was a key component of engagements for the Carver County Southwest Regional Trail Master Plan. Those engagements include:

- 8/19/2021: Lake Susan Park, Chanhassen

- Accessibility: ADA-friendly, language interpreter

- Accommodations: family-friendly programming

- 8/19/2021: Fireman's Park, Chaska

- Accessibility: ADA-friendly, language interpreter

- Accommodations: family-friendly programming

- 9/29/2021: Downtown Chaska Block Party

- Accessibility: ADA-friendly

- Accommodations: family-friendly programming

- 7/29/2021: Riverview Terrace Manufactured Home Community, Chaska

- Accessibility: ADA-friendly

- Accommodations: family-friendly programming, food
- Targeted populations: Low-income residents

These pop-up style and open house engagements centered on public awareness and community input via conversations, feedback forms, and dotmocracy exercises. Key themes include better awareness and wayfinding, strong support for project area improvements, and a desire for more connections near the western terminus.

These efforts dovetail with engagement for Carver County's 2040 Plan, which calls out the proposed trail segment as a "destination regional trail" and priority corridor:

- 2019: Final open house to present the plan to the public
- 2017-18: Three open houses: one focused on input from Township Supervisors, one with interpreters for East African and Hispanic residents, and one geared to the general public
- 2017-18: Official 2040 Plan website with an online questionnaire and "social pinpoint" engagement tool
- 2017: Public meetings in all ten Carver County townships
- 2017: Pop-up events at fairs, festivals, and libraries

The County has coordinated with partner agencies, including a meeting on 11/15/2017 with Three Rivers Park District, Metropolitan Council, Hennepin County Regional Railroad Authority.

*(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

1702248495096\_6\_MNRiverBluffsTrail\_Map.pdf

Please upload attachment in PDF form

### Additional Attachments

Please upload attachment in PDF form

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

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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): \$2,327,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,327,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

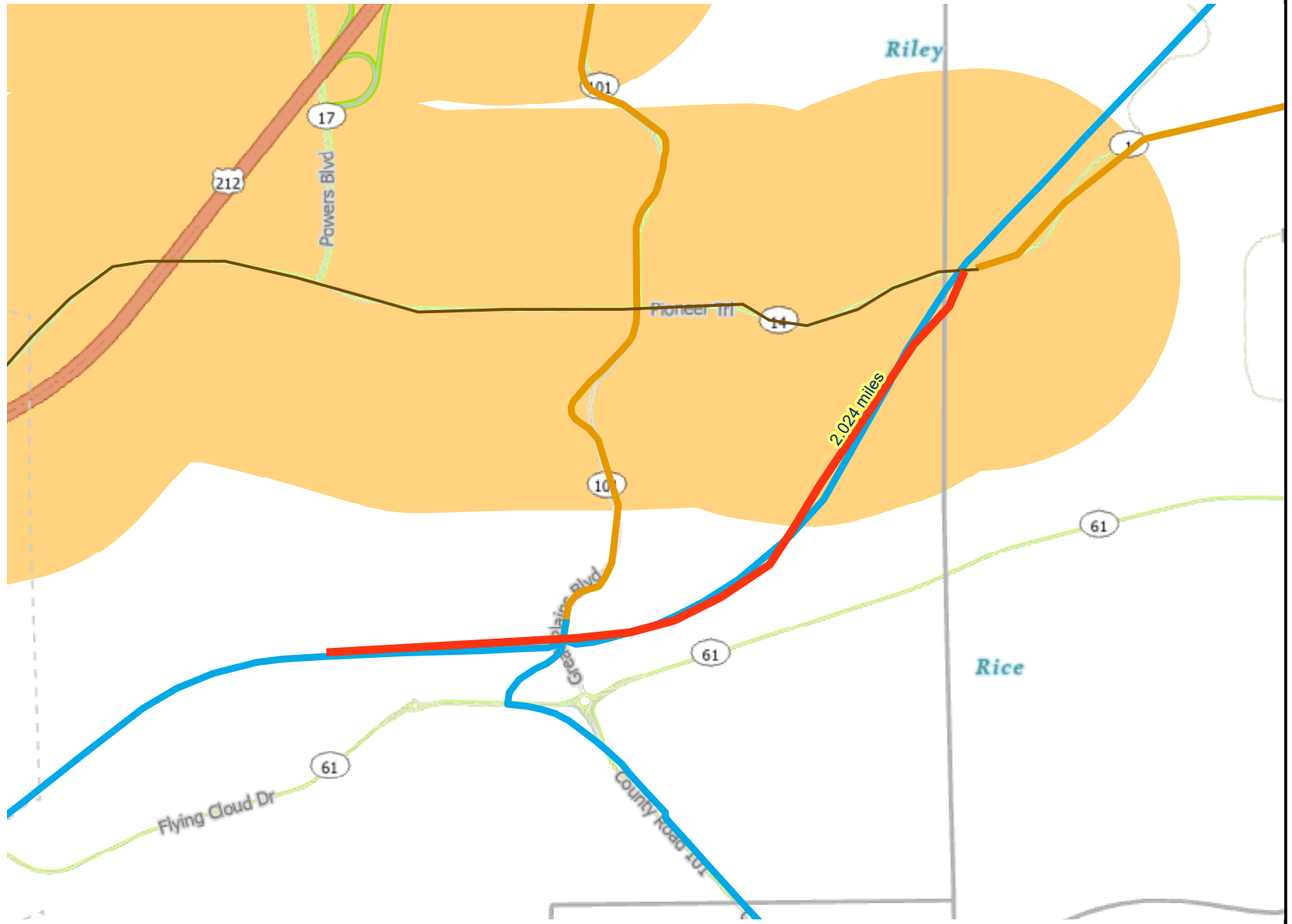
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### Other Attachments

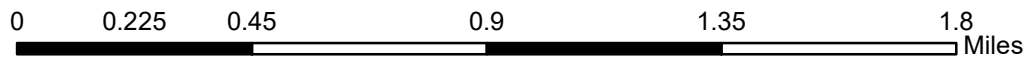
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OtherAttach_MNRiverBluffsTrail_Summary.pdf	Project Summary	683 KB
OtherAttach_MNRiverBluffs_LOS_CCRA.pdf	CCRA Letter of Support	307 KB
OtherAttach_MNRiverBluffs_LOS_Chanhassen.pdf	Chanhassen Letter of Support	722 KB
OtherAttach_MNRiverBluffs_LOS_HennCo.pdf	Hennepin County Letter of Support	120 KB
OtherAttach_MNRiverBluffs_maintenanceletter.pdf	County Maintenance Letter	1.7 MB
OtherAttach_MNRiverBluffs_Res_County.pdf	County Resolution	173 KB

# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: MN River Bluffs Trail | Map ID: 1701705178991



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



Created: 12/4/2023  
LandscapeRSA6

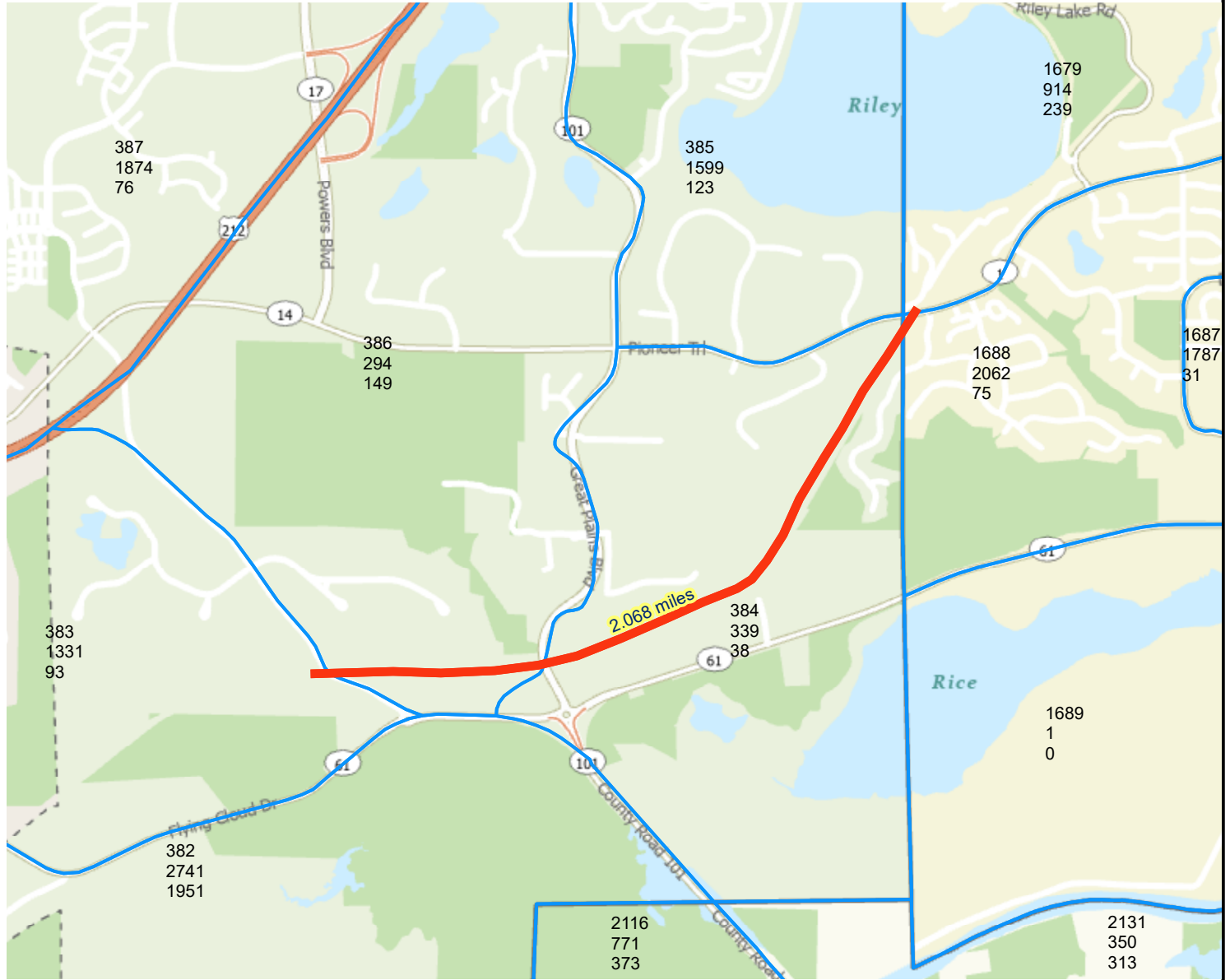


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: MN River Bluffs Regional Trail | Map ID: 1697663180296



## Results

Within ONE Mile of project:  
 Total Population: 14961  
 Total Employment: 3515

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 10/18/2023  
 LandscapeRSA4



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

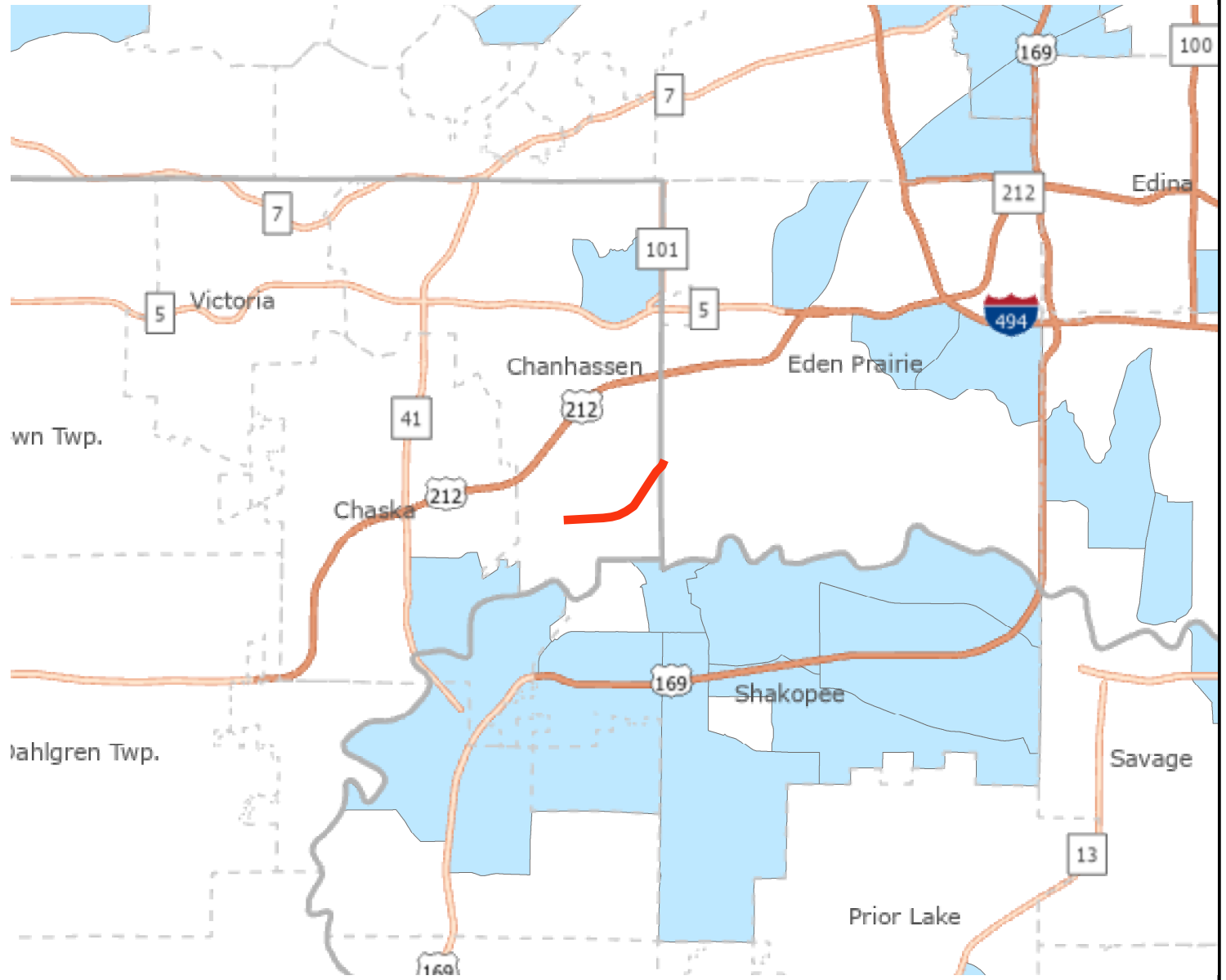


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 5

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

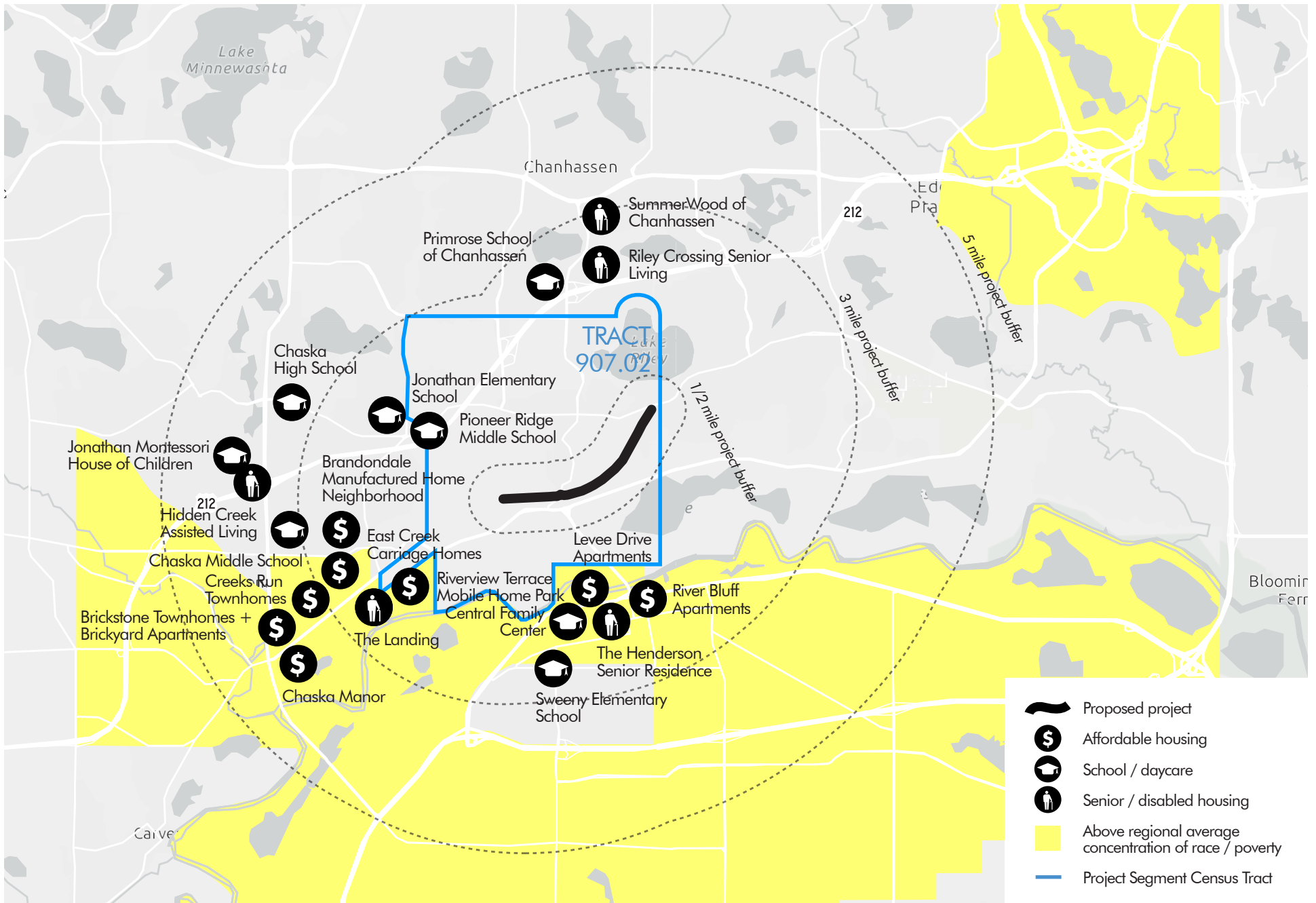


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# Minnesota River Bluffs Trail

## Equity Populations and Destinations



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: MN River Bluffs Trail | Map ID: 1701705178991



## Results

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

*\*indicates Planned Alignments*

Transit Market areas: 4

- |  |                            |  |                             |  |                             |  |                |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|----------------|
|  | Project Points             |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Light Rail     |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Commuter Rail               |  | Transit Routes |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Dedicated Bus Rapid Transit |  |                |
|  | Arterial Bus Rapid Transit |  | Light Rail                  |  | Highway Bus Rapid Transit   |  |                |



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LandscapeRSA3



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# Minnesota River Bluffs Trail

Project Extents



MN River Bluffs Trail  
Existing Conditions



*Unpaved parking lot, inaccessible surfacing, and lack of signage at Bluff Creek Drive (looking east)*



*Unsafe trail crossing; limited sightlines and signage (looking northwest)*

## Project Summary

<b>Applicant:</b>	Carver County
<b>Project Location:</b>	MN River Bluffs Regional Trail between Pioneer Trail and Bluff Creek Drive
<b>Total Project Cost:</b>	\$2,327,000
<b>Requested Federal Dollars:</b>	\$1,861,600



### Project description:

This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive. Minnesota River Bluffs Regional Trail plays a key role in the County's alternative transportation network and is an important piece of regional infrastructure for various. Inaccessible surfacing, limited trail widths, limited wayfinding and signage, and lack of parking reduce trail usage among important populations. Trail enhancements will improve the 11-mile, mixed-use trail for all residents and visitors to Carver County.

### Proposed project elements include:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive, and ADA-compliant pedestrian ramp at west project terminus
- Rest area and additional wayfinding and signage

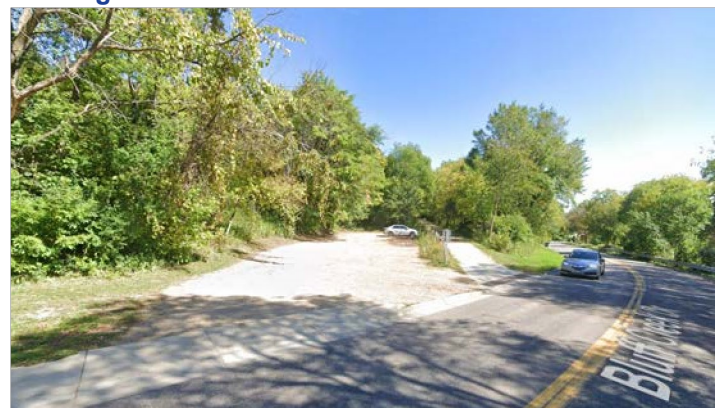
### Project benefits include:

- Expand trail access for a wider variety of users via accessible surfacing, appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive
- Improve connections to the trail corridor via additional parking, an accessible entrance, an improved trail crossing, and additional wayfinding and signage
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections
- Connect with jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis
- Connect with the MN River Valley and State Trail, and the Seminary Fen Scientific and Natural Area

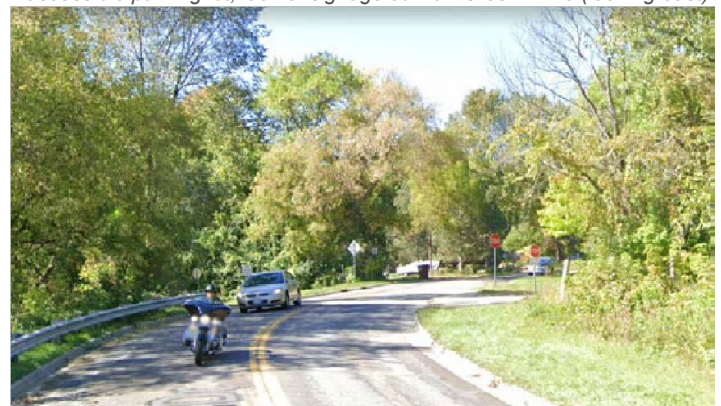
### Project location:



### Existing conditions:



Inaccessible parking lot; lack of signage at Bluff Creek Drive (looking east)



Unsafe trail crossing; limited sightlines and signage (looking northwest)



## Carver County Regional Rail Authority

Carver County Government Center

602 East Fourth Street • Chaska, MN 55318-1202

Office: (952) 361-1510 • Fax: (952) 361-1581 • [www.co.carver.mn.us](http://www.co.carver.mn.us)

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November 14, 2023

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

Re: Letter of Support for Carver County 2024 Regional Solicitation Application  
Minnesota River Bluffs Regional Trail project

Dear Elaine:

The Carver County Regional Rail Authority (CCRRA) is pleased to support Carver County's application for the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2024 Regional Solicitation for federal transportation funding.

The proposed project will reconstruct and pave a segment of the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail. Project elements include approximately 2 miles of 10-foot wide, off-street, bituminous multi-use trail meeting all ADA requirements, addition of a small parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, culvert reconstruction and associated work.

The Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure. As a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment, the Minnesota River Bluffs Regional Trail is a crucial link in the regional trail and bicycle network, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, County Road 10 (Tier 1 RBTN Corridor) in Chaska, County Road 101 (Tier 2 RBTN Alignment) in Chanhassen, State Hwy 101 (Tier 1 RTBN Corridor) in Shakopee, and Pioneer Trail (Tier 2 RBTN Corridor) in Eden Prairie.

As the current right of way owner, CCRRA supports this application and acknowledges potential future permitting, construction, and operations within the CCRRA property. CCRRA supports the County's application to the Metropolitan Council's 2022 Regional Solicitation funding program.

Sincerely,

John P. Fahey, Chair



# CITY OF CHANHASSEN

Chanhassen is a Community for Life - Providing for Today and Planning for Tomorrow

November 7, 2023

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

Re: Letter of Support for Carver County 2024 Regional Solicitation Application  
Minnesota River Bluffs Regional Trail project

Dear Elaine:

The City of Chanhassen is pleased to support Carver County's application for the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail under the Multiuse Trails and Bicycle Facilities category of Metropolitan Council's 2024 Regional Solicitation for federal transportation funding.

The proposed project will reconstruct and pave a segment of the Minnesota River Bluffs Regional Trail from Bluff Creek Drive to Pioneer Trail. Project elements include approximately 2 miles of 10-foot wide, off-street, bituminous multi-use trail meeting all ADA requirements, addition of a small parking lot, informational kiosk, ADA-compliant pedestrian ramp at west project terminus, culvert reconstruction and associated work.

The Minnesota River Bluffs Regional Trail is both a recreation destination and a commuter route. It plays a key role in Carver County's alternate transportation infrastructure. As a Tier 1 Regional Bicycle Transportation Network (RBTN) alignment, the Minnesota River Bluffs Regional Trail is a crucial link in the regional trail and bicycle network, connecting to Cedar Lake LRT Regional Trail (Tier 1 RBTN Alignment) in Minneapolis, Nine Mile Creek Regional Trail (Tier 1 RBTN Corridor) in Hopkins, County Road 10 (Tier 1 RBTN Corridor) in Chaska, County Road 101 (Tier 2 RBTN Alignment) in Chanhassen, State Hwy 101 (Tier 1 RBTN Corridor) in Shakopee, and Pioneer Trail (Tier 2 RBTN Corridor) in Eden Prairie.

The City of Chanhassen is supportive of the project and looks forward to continued cooperation with Carver County as this project moves forward.

Sincerely,

Jerry Ruegemer  
Park and Recreation Director  
City of Chanhassen

# HENNEPIN COUNTY

MINNESOTA

December 1, 2023

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

Re: Support for 2024 Regional Solicitation Application  
Minnesota River Bluffs Regional Trail Project – Bluff Creek Dr to CSAH 1 (Pioneer Trail)

Dear Ms. Koutsoukos,

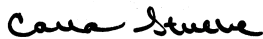
Hennepin County has been notified that Carver County is submitting an application for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Minnesota River Bluffs Regional Trail Project that is anticipated to include the following improvements:

- Resurfacing the existing trail and upgrading ADA accommodations
- Improving the connection to the existing ramp at Highview Drive near CSAH 1 (Pioneer Trail)
- Improving drainage to promote storm water management
- Expanding on-street parking and installing an informational kiosk

As proposed, this project will be located within existing right of way under the jurisdiction of the Hennepin County Regional Rail Authority (HCRRA). Hennepin County supports funding for this application and understands that Three Rivers Park District will continue to be responsible for the operation and maintenance of the Minnesota River Bluffs Regional Trail.

At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that Carver County includes county staff in the project development process to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking through these communities and along this regional trail.

Sincerely,



Carla Stueve, P.E.  
Transportation Project Delivery Director and County Engineer

cc: Joseph Gladke, P.E. – Transportation Project Delivery – Assistant Director of Transportation Planning and HCRRA

Hennepin County Public Works  
1600 Prairie Drive | Medina, MN  
612-596-0356 | hennepin.us





**Carver  
County  
Parks**

11360 Highway 212 West, Suite 2  
Cologne, MN55322

May 14, 2020

To whom it may concern:

Carver County agrees to provide snow and ice removal for year-round bicycle and pedestrian use on the section of the Minnesota River Bluffs Regional Trail between Pioneer Trail (Hennepin County CSAH 1) to Flying Could Drive (Carver County CSAH 61).

Feel free to contact me about our trail maintenance operations.

Sincerely,

Martin Walsh  
Parks and Recreation Director

CARVER COUNTY

**BOARD OF COUNTY COMMISSIONERS  
CARVER COUNTY, MINNESOTA**

Date: November 14, 2023

Resolution No: 85-23

Motion by Commissioner: Degler

Seconded by Commissioner: Lynch

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**RESOLUTION TO AUTHORIZE SUBMITTAL AND SUPPORT OF  
TRANSPORTATION PROJECT APPLICATIONS TO THE  
METROPOLITAN COUNCIL'S REGIONAL SOLICITATION**

WHEREAS, the Metropolitan Council's Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, every two years the Metropolitan Council solicits funding applications for the Regional Solicitation to distribute federal transportation funds to locally initiated projects serving regional transportation needs; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2028-2029 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, eligible projects compete for funding within three modal categories, each with subcategories: Roadways Including Multimodal Elements; Transit and Travel Demand Management; and Bicycle and Pedestrian Facilities and the County has identified competitive, eligible projects to submit in the following funding categories: Roadway Strategic Capacity, Roadway Spot Mobility and Safety, Roadway Reconstruction/Modernization, Roadway Traffic Management Technologies, and Multiuse Trails and Bicycle Facilities; and

WHEREAS, the following project applications are recommended to be submitted to the Metropolitan Council's Regional Solicitation process for federal transportation funding:

- A. Highway 5/Highway 41 Intersection Reconstruction Project
- B. Highway 5 Victoria Mobility and Safety Improvement from 80<sup>th</sup> Street to west of Highway 13 (Rolling Acres Road)
- C. Highway 13 and Lake Minnetonka Regional Trail Grade Separation Project
- D. Highway 11/Highway 44 Intersection Improvement Project
- E. Minnesota River Bluffs Regional Trail Connection from Bluff Creek Drive to Highway 14 (Pioneer Trail)

WHEREAS, these projects are identified in adopted County transportation plans including but not limited to the Arboretum Area Transportation Plan, 2040 Comprehensive Plan, and the Capital Improvement Plan; and

WHEREAS, the County supports the proposed projects and recognizes the local and regional transportation benefits the projects will provide; and



WHEREAS, the Board of Commissioners adopted a ½ percent local option sales tax in May 2017 dedicated for transportation projects, of which several of the projects are eligible to utilize as the required local match. County is committed to meeting the local match requirements per this federal transportation grant program; and

WHEREAS, Carver County is the fastest growing county in Minnesota and completion of these projects are critical to support planned growth for jobs and housing in the area as well as improving safety and relieving congestion; and,

WHEREAS, Carver County has identified transportation system deficiencies, existing poor operating conditions and safety that these projects will address; and

WHEREAS, once funded and constructed, these projects will provide safer, faster, and more reliable movement of goods and people through Carver County and the metropolitan region.

NOW THERE FORE BE IT RESOLVED, that Carver County Board of Commissioners, supports and authorizes the County Engineer, or their designee, to submit the above identified project applications for the Metropolitan Council’s Regional Solicitation.

BE IT FURTHER RESOLVED that Carver County has the legal authority to apply for financial assistance, and the institutional, managerial, and financial capability to ensure matching funds and adequate construction of the proposed project; and,

BE IT FURTHER RESOLVED that Carver County has not violated any Federal, State, or local laws pertaining to fraud, bribery, graft, kickbacks, collusion, conflict of interest or other unlawful or corrupt practice; and,

BE IT FURTHER RESOLVED that Carver County is committed to the local match requirement and if the project costs increase above the amount listed in the applications, Carver County will provide or secure all additional funds necessary to complete the projects; and,


BE IT FURTHER RESOLVED that Carver County will comply with all applicable laws, regulations, and rules of the application; and,

BE IT FURTHER RESOLVED that the sources and uses, private investors, equity, and other financing commitments represented in the applications are accurate.

	Yes	No	Absent
Degler	_____	_____	_____
Fahey	_____	_____	_____
Lynch	_____	_____	_____
Udermann	_____	_____	_____
Workman	_____	_____	_____

STATE OF MINNESOTA  
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 14<sup>th</sup> day of November, 2023, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

  
Dave Hemze (Nov 14, 2023 13:20 CST)

\_\_\_\_\_  
Dave Hemze, County Administrator