



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20174 - CP Rail Regional Trail- South Segment  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 9:27 AM

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### Primary Contact

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**State/Province:** Minnesota  
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Phone Ext.

**Fax:**  
**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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### Organization Information

**Name:** THREE RIVERS PARK DISTRICT  
**Jurisdictional Agency (if different):**  
**Organization Type:**  
**Organization Website:**  
**Address:** RESERVATIONS  
3000 XENIUM LN N

**City:** PLYMOUTH  
**State/Province:** Minnesota  
**Postal Code/Zip:** 55441-2661  
**County:** Hennepin  
**Phone:** 763-559-6700  
Phone Ext.

**Fax:**  
**PeopleSoft Vendor Number:** 0000057347A1

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### Project Information

**Project Name:** CP Rail Regional Trail - South Segment (New Construction/Reconstruction)  
**Primary County where the Project is Located:** Hennepin  
**Cities or Townships where the Project is Located:** Edina and Bloomington  
**Jurisdictional Agency (If Different than the Applicant):**

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)** This off-road, multi-use trail, non-motorized active transportation project includes construction of 1.7 miles of new regional trail in Edina and Bloomington, reconstruction of 3 miles of existing regional trail through Hyland Park Reserve (due for 2029 reconstruction) in Bloomington, road crossing improvements including adding APS at 4 intersections (East Bush Lake Road (CSAH 28), American Boulevard, 1-494 off ramp, and 78th street) and adding wayfinding to the entire 4.7 mile regional trail segment.

This project in conjunction with existing regional trail segments that are in good working order will create a continuous 6 mile north-south trail corridor spanning from the Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington. The project is located along

Cahill Road (Major Collector), Dewey Hill Road (Major Collector), Bush Lake Road (Major Collector) and East Bush Lake Road (CSAH 28/Minor Arterial & Major Collector).

#### Project Elements

- Construct a new, urban 1.7 mile 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing the roadway where feasible to lessen the impact to neighboring properties
- Reconstruct 3.0 miles of existing end of useful life regional trail (10-foot wide, offroad/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving about 45 curb ramps and adding APS to four intersections
- Upgrade 1 major road crossing (I-494) and create 1 new railroad crossing (CP Railroad at Dewey Hill Road -Tier 2 Regional Bicycle Crossing Improvement Area)
- Relocate associated above and underground utilities, if needed
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor

#### Project Benefits

- Provides a safe, active transportation option and safe crossing of I-494 (126,302 AADT, major barrier), for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are inconsistent or do not exist.
- Connects people and destinations: Regional Job and Activity Center on Edina Industrial Boulevard; Richardson Nature Center; Minnesota Valley National Wildlife Refuge and Hyland Park Reserve; Minnesota Valley State Trail and Nine Mile Creek Regional Trails; RBTN Tier 2 Alignment; two bus routes.
- Provides a protected bikeway to 51,475 people - connecting them to 46,569 jobs within 1 mile of the project 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.** IN BLOOMINGTON & EDINA, ADJACENT TO CSAH 28, BUSH LAKE RD, DEWEY HILL RD, & CAHILL RD CONSTRUCT 1.7 MILES NEW PAVED MULTI-USE TRAIL, RECONSTRUCT 3 MILES EXISTING PAVED MULTI-USE TRAIL, & INSTALL WAYFINDING/FACILITIES TO 4.7 MILES OF PAVED MULTI-USE TRAIL

*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)**

4.7

*to the nearest one-tenth of a mile*



## Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$5,500,000.00

Match Amount \$1,723,698.00

*Minimum of 20% of project total*

Project Total \$7,223,698.00

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

Match Percentage 23.86%

*Minimum of 20%*

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

Source of Match Funds Three Rivers GO Bonds and/or State Legacy Funds/Met Council Parks GO Bond

*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: 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 Three Rivers Park District

Name of Trail/Ped Facility: CP Rail Regional Trail

*(example: CEDAR LAKE TRAIL)*

### IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH; MSAS; and City Street

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

Road/Route No. 28; 136 and 156; no #

*(Example: 53 for CSAH 53)*

Name of Road E Bush Lk Rd, Bush Lk Rd, Dewey Hill Rd, Cahill Rd

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

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

From: Road System CSAH

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

Road/Route No. 28

*(Example: 53 for CSAH 53)*

Name of Road E Bush Lk Rd (@ South End of Hyland Park Reserve)

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

To: Road System MSAS

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

Road/Route No. 156

*(Example: 53 for CSAH 53)*

Name of Road Cahill Road (@ 70th St)

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

In the City/Cities of: Bloomington and Edina

*(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: South end of Hyland Park Reserve and CSAH 28

To: Cahill Rd and 70th Street

Or

At: Bloomington and Edina

*(List all cities within project limits)*

**Primary Types of Work (Check all that apply)**

Multi-Use Trail	Yes
Reconstruct Trail	Yes
Resurface Trail	
Bituminous Pavement	Yes
Concrete Walk	
Pedestrian Bridge	
Signal Revision	Yes
Landscaping	
Other (do not include incidental items)	Ped Ramps, APS, Bike Path

**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	55427
Approximate Begin Construction Date (MO/YR)	04/02/2029
Approximate End Construction Date (MO/YR)	07/31/2030
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	4.7
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	3.7
Is this a new trail?	Yes

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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; Objectives A and B (Page 2.2); and Strategies A2 (Page 2.3)

Goal B; Objective A (Page 2.5); and Strategies B4 (Page 2.7) and B6 (Page 2.8)

Goal C; Objectives D and E (Page 2.10); and Strategies C1 (Page 2.10), C2 (Page 2.11), C15\* (Page 2.22), C16 (Page 2.23), and C17 (Page 2.24)

Goal D; Objectives A\* and B (Page 2.26); and Strategies D1 (Page 2.26), D3 (Page 2.27), and D4 (Page 2.28)

Goal E; Objectives A, C, and D (Page 2.30); and Strategies E1 (Page 2.30), E3 (Page 2.31), and E6 (Page 2.34)

Goal F; Objectives C (Page 2.35); and Strategies F5 (Page 2.39) and F6 (Page 2.38)

(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.

2040 Three Rivers Park District System Plan (Page 17)

CP Rail Regional Trail Master Plan (Entire Document)

2040 Metropolitan Council Regional Parks Policy Plan (Met Council) (Pages 44 and 46)

2040 Hennepin County Bicycle Transportation Plan (Pages 35-38)

2040 Edina Comprehensive Plan (Pages 5-6, 5-7, 5-8, and 5-30)

Edina Pedestrian and Bicycle Master Plan (Pages 28, 36, and 40)

Edina Living Streets Plan (Pages 18, 24, and 25)

2040 Bloomington Comprehensive Plan (Pages 4.1, 4.4, 4.5, 7.7, 7.9, and 7.20)

Bloomington Alternate Transportation Plan (Page 4-6)

(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:

06/30/2015

Link to plan:

1700159962655\_ADATransitionPlan\_2015.pdf

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. Yes

Upload Agreement PDF

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

### 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$361,185.00
Removals (approx. 5% of total cost)	\$361,185.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$505,659.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$505,659.00
Traffic Control	\$0.00

Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$72,237.00
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	\$72,237.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,878,162.00</b>

## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$4,261,982.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$505,659.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$216,710.00
Bicycle and Pedestrian Contingencies	\$361,185.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$5,345,536.00</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:** Does not appear to be applicable to this project.

<b>Totals</b>	
Total Cost	\$7,223,698.00
Construction Cost Total	\$7,223,698.00

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

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

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

1700161028615\_CPRT\_South RBTN Map Label.pdf

Please upload attachment in PDF form

**Measure A: Population Summary**

Existing Population Within One Mile (Integer Only)

51475

Existing Employment Within One Mile (Integer Only)

46569

Upload the "Population Summary" map

1699302594750\_CPRT\_South Pop Emp Map.pdf

Please upload attachment in PDF form

**Measure A: Engagement**

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

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

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

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

Response:

The project is in census tracts above the regional avg for pops in poverty/of color & travels through 2 environmental justice areas.

Demographics

The corridor travels through/connects to 1+ census tracts w/:

- 20/21/28% pop < 15 (19% metro avg)
- 26/27/30/41/50% pop > 65+ (14.1% metro avg)
- 11/15% pop w/disability (10% metro avg)
- 24/54% Black (9.8% metro avg)
- 9/15/24% Other + multiracial (3.9% metro avg)
- 16/18/19/34% foreign-born (12.1% metro avg)
- 11/13/22/25/40% households < 185% poverty line (8.4% metro avg)

Engagement Activities & Audiences

These groups were consulted during the project via online/in-person engagement from 2017-2018. Initial engagement gathered feedback on route preference, active transportation needs, and community connections via activity boards, surveys, meetings, & listening sessions. Feedback was built upon over the last 5 yrs via complementary engagement. The following details both:

#### Project Engagement

- Online survey/mapping tool (210 responses): step-in signs advertised along route in targeted locations (BIPOC-owned businesses, low-income apts)
- Open Streets Edina (31 responses): seniors, youth & families
- Door knocking along route: BIPOC/immigrant-owned businesses, low-income apts, Normandale Lake Condos, Covington Apts, Edina Manor
- Conversation w/International Spanish Lang. Academy: Hispanic/Latino employees & youth
- BI Worldwide Health Fair: BIPOC

#### Complementary Engagement

- Listening Sessions
- Edina Sr High
- Bloomington Senior Leaders
- Commuters & Advocates at Quality Bicycle Products (seniors)
- Bike Edina Task Force (seniors)
- Senior Women's Nordic Walking Group
- BIPOC Families at SLP ELC
- Community/cultural events (farmers markets, Hispanic Heritage Celebration, concerts in the park, Crystal Frolics)
- Pop-up events at senior centers, community resources & youth programs (Crystal Spanish Soccer Camp, Prism food shelf, Explorer Camp)
- Bloomington's 2017 Alt. Transportation Plan-resident survey, pop-up events (Farmers Market) & focus groups
- Edina Senior Community Center Workshop

#### Feedback & Influence

##### Project feedback:

- Strong support for the north-south trail corridor & safer biking facilities along busy roads & crossings
- Prioritized more park-like settings & connections to parks, trails & local destinations

##### Complementary engagement prioritized the following:

- Local connections, safety & wayfinding
- Need for bike/ped infrastructure, wayfinding & related amenities to serve area's

aging pop & people w/disabilities

- Sidewalk/trail gaps between desired destinations & unsafe intersections as major barriers to active transportation

All feedback areas are addressed by the project. Route A was chosen due to being more popular among these groups & incorporating these priorities.

*(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:**



This project benefits disadvantaged communities in the following ways:

- Seniors & people w/disabilities: Several senior housing & assisted living complexes are within ½ mile of the project (Cassia, Ebenezer Senior Living, Amira, and Tealwood Senior Living). Both groups emphasized a need for smooth, level, well-designed/maintained trails (e.g., minimal grade, setting variety, improved crossings, separated facilities). The project will provide a continuous & upgraded off-road facility w/2'+ wide blvds, ADA ramps & 5% max. grade. The project will improve intersections w/advanced signage, durable crosswalks & APS at 4 locations.

- Youth: The project is near 4 schools (Edina High, Valley View Middle, Bloomington Lutheran & Rhode Island KinderCare) & connects to 7+ parks (Hyland, Lewis, Normandale Lake Bandshell, Richardson, Reynolds, East Bush Lake, Dred Scott) and 3 churches (Christian Family, Westwood Community, Peace Lutheran). 34% of Bloomington's Alt. Transportation Plan survey respondents said they use trails w/children. Young people & families emphasized safety in getting to local destinations. The project will create new 10'-wide protected routes to more easily/safely access these family-friendly locations.

- BIPOC & foreign-born residents: Several census tracts w/in a ½ mile of the project have higher-than-average BIPOC & foreign-born residents. Feedback prioritized safety/wayfinding & connections to local destinations, such as parks, restaurants, shopping centers. In addition to listed safety enhancements, this trail is w/in 1/2 mi of several parks & shopping centers w/retail & restaurants, incl. Countryside Center & Regional Job & Activity Center on Edina Industrial Blvd.

- Low-income residents & employees: The project connects to 5 affordable housing communities & a diversified job & activity center. The project will create a critical north-south corridor that will connect to existing east-west bike/ped routes (e.g., Dewey Hill Rd & W 78th St), increasing connectivity for users w/o a personal vehicle. It will provide an offroad route to Mpls via Nine Mile Creek & Cedar Lake Regional Trails & connect to 2 bus routes/5 bus stops (540 & 542 w/services to MOA, Blueline LRT & Orange Line), enabling multi-modal transportation to employment & education. Feedback included a higher likelihood of trail use near homes & workplaces due to fear of getting lost. The project will improve wayfinding to help these users feel more comfortable & confident.

The project will provide positive impacts by increasing ped/bicycle access, reducing speed on busy roads & lessening barriers to access jobs/local destinations. During construction, the project will maintain business/housing access & provide safe/well-signed detours for peds/bikers.

*(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:**

There are 276 publicly subsidized rental housing units in census tracts within ½ mile of the project, including the following communities:

Edina

- 62 units; Amundson Flats: 7075 Amundson Avenue (100% affordable housing)
- 10 units; Cahill Court: 5432 W. 70th Street (NOAH)
- 10 units; 5416 W. 70th Street (NOAH)
- 24 units-Edina Manor Apartments: 5400 W. 70th Street (NOAH)
- 26 units; Oak Glen of Edina: 5515 Oak Glen Road (NOAH)
- 115 units; Oaks Braemar: 7150 Cahill Road (NOAH)

Bloomington

- 49 units; Sumter Lane Townhomes; 7600 W 106th St (rent subsidized)
- 534 units; Auden Apartments 107000 Hampshire Ave S (NOAH)

Additionally, naturally occurring affordable housing & destinations of interest to community members from low-income households which this project will help connect to is shown on the attached Affordable Housing Access Map.

Expanding transportation options is critically important to areas within the project service area, where combined housing and transportation costs range from 55 to 59% of household income (45% metro), leaving residents with fewer funds for other critical expenses. Neighborhoods in the project service area are currently classified as car-dependent, meaning most errands require a car. The project will improve access to transit & active transportation, helping to reduce household transportation costs. In combination with existing bicycle and pedestrian facilities, the project provides a multimodal transportation network and helps overcome 'last mile' gaps with safe routes to single and multi-family neighborhoods, transit (2 bus routes which service the MOA Transit Station/Blueline LRT, jobs (w/i a regional Jobs and Activity Center), retail/commercial centers & other destinations in southwest Bloomington & Edina.

The project benefits low-income households with zero or one vehicle by increasing the distance they can safely/comfortably travel w/o a car, thus improving their connectivity to the broader community. Moreover, the project connects to Nine Mile Creek Regional Trail, which connects the communities of Bloomington & Edina to Richfield (Best Buy World Headquarters/I-494 commercial/office corridor), Hopkins (Downtown/SWLRT), and Minneapolis (Grand Rounds) via other regional trails in the Three Rivers network. The project in partnership w/ the Hyland Trail to the south, also connects these affordable households w/o access or use of a personal vehicle to William Wardell Lewis Park, North/South Corridor Park, Mt. Normandale Lake Park, Hyland Park, Bush Lake Recreation Area, Dred Scott Playfield, & the Minnesota Valley National Wildlife Refuge.

Additionally, this project will eventually connect to the greater CPRRT segments through St Louis Park, Golden Valley, New Hope, & Crystal further connecting these communities to the regional trail network & the destinations, workplaces, and parks along it.

---

## 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): Yes

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

Upload the 'Socio-Economic Conditions' map used for this measure. 1699303052137\_CPRT\_South Soc Eco Map.pdf

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## 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 provides an essential north-south connection between existing bicycle infrastructure, creating a critical bicycle transportation link across communities by:

- Connecting to Nine Mile Creek Regional Trail (Tier 1 Alignment)
- In combination w/ Hyland Trail (Tier 2 Alignment), linking to Bloomington Ferry Road & the Minnesota River Valley State Trail (Tier 1 Alignments)
- Passing through & connecting Highwood Dr & Edina Industrial Blvd (Tier 1 Corridors)
- Providing a consistent cycling experience over I-494 (a Tier 2 Regional Bicycle Crossing Improvement Area)
- Improving bikeway continuity across & w/i Bloomington & Edina.

#### Closing gaps

The project closes critical gaps by linking several bicycle corridors via a new north/south route that does not currently exist:

- Linking to several trails in the existing & planned regional network, promoting multimodal trips & active living.
- Connecting to Nine Mile Creek Regional Trail (Tier 1 RBTN Alignment); linking westbound users to Hopkins, SWLRT, MN River Bluffs, North Cedar Lake, Lake Minnetonka, & Cedar Lake Regional Trails and eastbound users to the Nokomis-MN River Regional Trail.
- Connecting to Hyland Trail (Tier 2 Alignment), providing a contiguous trail corridor linking to Bloomington Ferry Rd & the Minnesota River Valley State Trail (both Tier 1 Alignments) within MN Valley National Wildlife Refuge and local trails around Normandale Lake and greater trail network in Bloomington.
- Passing through 2 east-west Tier 1 Corridors centered on Highwood Dr. & Edina Industrial Blvd, creating a protected route between these corridors & safely connecting users to destinations throughout Bloomington & Edina.

#### Crossing physical barriers

This project provides a new trail crossing (see layout) of CP Rail at Dewey Hill Rd (Railroad Barrier/Tier 2 Crossing Improvement Area) and will construct trail crossings with appropriate signage and striping at all roadway intersections. Additionally, it will help trail users safely cross I-494 (expressway barrier) by improving trail crossings of off-ramps & installing ADA-compliant pedestrian ramps and signals.

#### Improving orientation and awareness

The project will install directional wayfinding at major bicycle/pedestrian intersections, local trails, & parks. Signage will alert vehicles to watch for trail users & help cyclists/pedestrians safely enter/exit the trail from connecting routes. Surveys & outreach identified the fear of getting lost as a major barrier to new users & equity populations using the regional trail system. By using consistent facility design throughout the entire corridor (10ft wide bituminous surface w/ yellow center line striping), the trail itself acts as wayfinding assuring users that they are still on their intended route.

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**

Crossings of non-tiered Regional Bicycle Barrier segments

**No improvements**

No Improvements to barrier crossings

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

**Multiple**

Yes

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:

Over the last 10 years, there were 183 accidents (3 serious inj, 30 minor inj, 33 possible inj, 117 property damage) w/i the project corridor. 11 accidents included someone walking or biking:

- 9 car vs. pedestrian/bicyclists: motorist struck a pedestrian/bicyclists crossing the street (5 minor inj, 3 possible inj, 1 property damage).

- 1 car vs. bicyclist (weather related): bicyclist checked on motorist who spun out and was struck by another vehicle spinning out (1 possible inj).

- 1 car vs. car rearend: motorist stopped for a pedestrian crossing when struck by another motorist (1 property damage).

All but 1 of the accidents occurred at an intersection. This is noteworthy as nearly 75% of all MN bicycle related crashes occur at an intersection and nearly 50% of all crashes with a fatality or disabling injury occur at an intersection. The route specifically minimizes road crossings (6 over 4.7 miles) & will improve road/trail crossing along the project corridor (i.e. cross walk markings, advanced crossing warning signage, stop/yield signs for trail users, etc.) to minimize risk for vehicle vs. pedestrian/biker collisions. Additionally, APS will be added to 4 crossings & a signal or RRFB at East Bush Lake Road/Bush Lake Road will be evaluated for project inclusion during the design phase.

The corridor needs a well-maintained, continuous & consistently designed off-road facility for people walking, biking, and rolling. Currently there is a mix of on-street (no protection/designated space), narrow sidewalks, fragmented trail segments, and segments of deteriorating concrete/pavement surface. Without this project, pedestrian/bicyclists will remain within the roadway for portions of the project & w/o adequate space/protection from the adjacent traffic (E. Bush Lake Rd: 5,253 AADT/40 MPH; Bush Lake Rd 11,211 AADT/40 MPH; Cahill Rd: 6,100 AADT).

An off-road trail is the safest option, is consistent w/ MnDOT Bicycle Design Guidelines for over 30 MPH/6,000 AADT, serves the most vulnerable & greatest number of potential users (youth, seniors, persons w/ disabilities, & those ? Interested but Concerned? in bicycling, & increases the awareness/predictability of pedestrians/bicyclists to motorists.

The following safety components are included:

- Centerline striping for safe two-way travel & fog line.
- Utility relocation out of the trail corridor/clear zone.
- Reconstructing segments w/ failing/deteriorating pavement surface.
- Improve (45+) pedestrian ramps (ADA).
- Add wayfinding - an important safety consideration for new users/underrepresented community groups.

When complete, people walking, biking & rolling will have a new safe, protected off-road trail - reducing crash factors & increasing active transportation use.

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

**Response:**

The 4.7-mile CP Rail Regional Trail (CPRRT) project serves as a primary north-south active transportation route through Bloomington and Edina & overcomes two major physical barriers to pedestrians and bicyclists: I-494 & CP Railroad. The trail design (10' wide, off-road, two directional, multi-use) supports safe and comfortable travel experiences for people walking, biking, and rolling as well as transit users and is far superior and safer than typical narrow sidewalks and share the road conditions which limit bicycle use or force the most vulnerable users into the roadway without space/physical separation.

The project provides a protected route to about 5 bus stops on local bus routes 540 and 542 which run east-west paralleling the north and south sides I-494 and terminating at the Mall of America Transit Station and the METRO Blue Line LRT. The Mall of America Transit Station is also served by bus routes 54, 444, 515, 538, 539, and METRO Red Line and D Line. The METRO Blue Line connects to the airport, VA/Fort Snelling Area, Midtown Greenway and Downtown MPLS with connections to the Metro Greenline LRT. Wherever possible, the project will include an ADA loading pad between the curb and trail to ease loading and provide a place for transit users to safely wait/load outside of the trail footprint.

This project also supports multi-modal uses by:

- Replacing fragmented & substandard bicycle/pedestrian facilities w/ a continuous 10' wide off-road, multi-use trail including upgrading ~45 pedestrian ramps (ADA) and providing a smooth, level surface for people of all abilities & ages.
- Adding APS to 4 intersections
- Connecting to 9 existing sidewalks/bikeway systems including along Dewey Hill and Cahill Roads, Normandale Lake, and American Blvd providing multi-modal active transportation access which connects residents to local and regional destinations: Mall of America, South Loop District, Dred Scott Field, Lewis Park, International Spanish Academy, & retail/commercial node at Cahill Road & 70th Street.
- Connecting to the Minnesota Valley State Trail via the Hyland Trail & Nine Mile Creek Regional Trail.

As the active transportation system backbone, the project purposefully links the local sidewalk/bikeway feeder system w/ local/regional destination & transit opportunities and will help increase transit ridership/service area improving 'last mile' trips by bike or by foot. Additionally, seniors, low-income households, & people w/ disabilities, which often have a greater reliance on transit & require off-road facilities to access transit, will benefit from increased independence & the ability to access education, employment, & medical resources without driving or needing access to a personal vehicle. See the Affordable Housing Access Map.

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

**Upload Transit map**

1699911089659\_CPRT\_South Transit Map.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:**



The proposed project went through an extensive public process as a part of the CP Rail Regional Trail Master Plan which included close collaboration and coordination with the cities of Edina and Bloomington and their residents.

Public engagement included meetings with the city staff, park commissions and city councils from both communities as well as community members, workers and visitors of the area. The following is a sampling of engagement efforts from 2017-2018 and findings specific to this project (Additional engagement information is included in Question 3A):

- Edina Open Streets (30+ engage people; notification via email, website, newsletters, community events, flyers). The majority of participants identified Cahill Road as a preferred route.

- BI Worldwide Health Fair (500+ employees; notification via workplace internal communication channels). Workplace is directly along the identified route. Employees were provided an opportunity to weigh in on a preferred route.

- Online Survey and Interactive Mapping Tool (210+ engaged people; notification via email, website, social media, etc). Participants were supportive of the trail connection; however, a clear route preference was not apparent.

- Public Comment Period (30+ comments; notification via email, website, social media, etc.). Thirty-three comments voiced support for a north-south regional trail corridor.

The project also builds off of community engagement which occurred as supporting plans and initiatives:

- City of Edina's Bicycle and Pedestrian Master Plan: public open house (40 participants), pop-up engagement workshops (90+ participants), listening session at Edina High School. Attendees named crossing busy roads/feeling unsafe around traffic/lack of sidewalks/bike lanes as major barriers for biking and walking and expressed a clear preference for off-road, protected trail facilities.

- City of Bloomington Alternate Transportation Plan: 3 focus group meetings, 2 community open houses, and over 300 online survey participants. Bush Lake Road was identified as a desired walking and biking location. Cyclists also noted that they'd like better connections between existing parks and trails.

- 2040 Hennepin County Bicycle Plan: Bloomington Senior Leaders Group and the Bike Edina Task Force listening sessions. Participants identified safety concerns at East Bush Lake Road/I-494 and East Bush Lake Road/West 84th Street/Chalet Road intersections, and cited lack of north-south facilities and bicycle/motorist conflict as barriers to trail use.

The project is consistent with the public engagement findings in respect to the route, facility type (a protected, off-road facility), connection to the regional trail network and increased access to amenities.

*(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.

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. Yes

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

1702649041216\_CPRT\_S Layout.pdf

Please upload attachment in PDF form

Additional Attachments

1702649041206\_CP Rail Crossing Layout.pdf

Please upload attachment in PDF form

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

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

100%

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

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

### 5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

---

### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$7,223,698.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$7,223,698.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

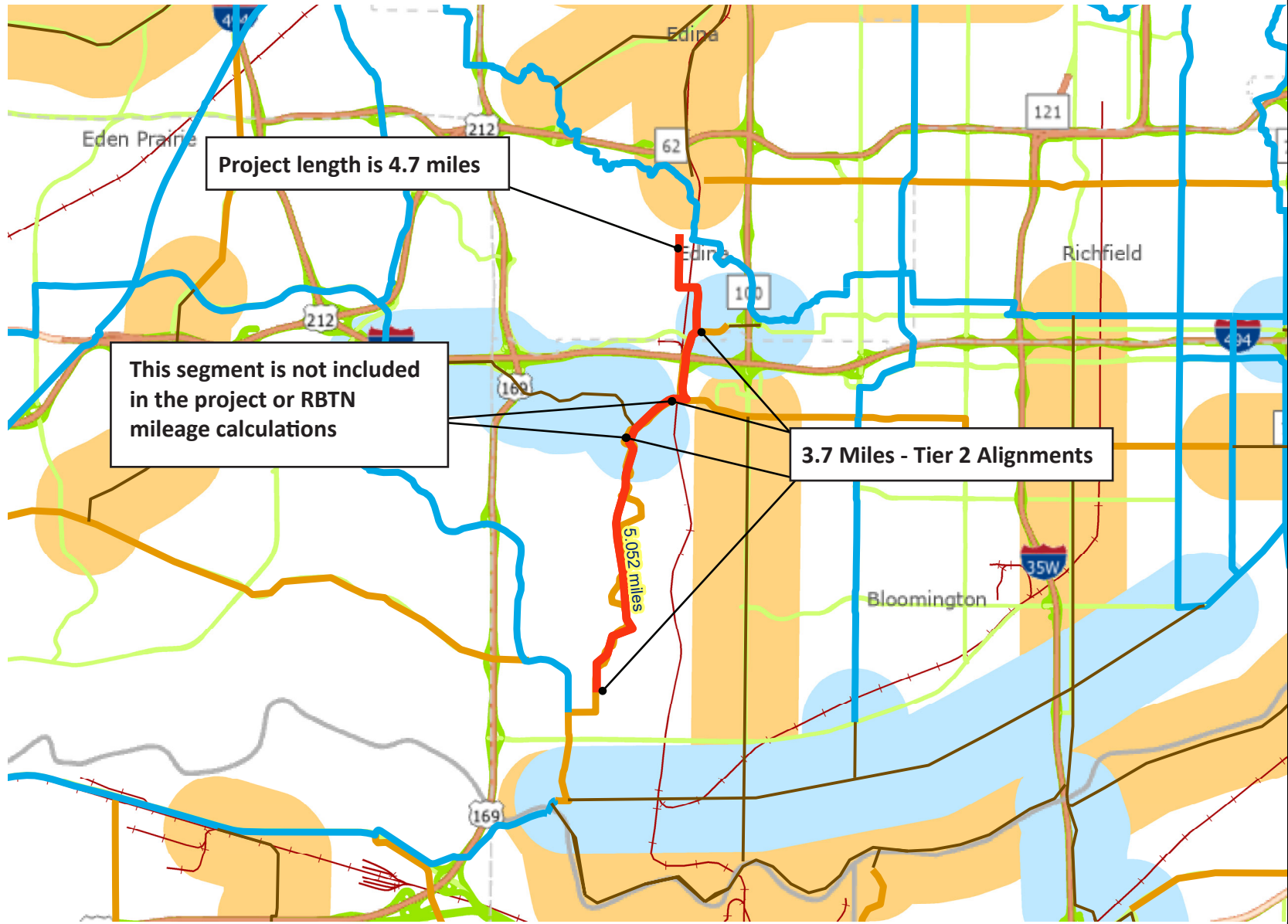
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### Other Attachments

File Name	Description	File Size
20174 CPRRTLetterofSupport_MnDOT.pdf	MnDOT Letter of Support	2.4 MB
Affordable Housing Access CPRRTS.pdf	Affordable Housing Access Map	2.5 MB
City of Bloomington LOS.pdf	Letter of Support-City of Bloomington	53 KB
CPKC Railroad Letter.pdf	Letter from CPKC Railroad-crossings	101 KB
CPRail South Summary One Page.pdf	One Page Project Summary	547 KB
CPRRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	815 KB
CPRRT_S Existing Conditions Photos.pdf	Existing Conditions Photos	12.4 MB
CPRRT_S Project Layout.pdf	Project Layout	1.8 MB
Edina Letter of Support - CP Rail Nov 2023.pdf	Letter of Support- City of Edina	111 KB
Figure1_CP Rail Crossing Layout.pdf	CP Rail Crossing Layout	382 KB
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Hennepin County Active Transportation Committee	123 KB
Henn County LOS CP Rail South.pdf	Hennepin County Letter of Support CPRT South	115 KB
On Going Railroad Agreement Status Memo.pdf	CPKC Railroad Status Memo	125 KB

# Project to RBTN Orientation

Multiuise Trails and Bicycle Facilities Project: CP Rail Regional Trail- South Segment | Map ID: 1699299252121



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



Created: 11/6/2023  
LandscapeRSA6

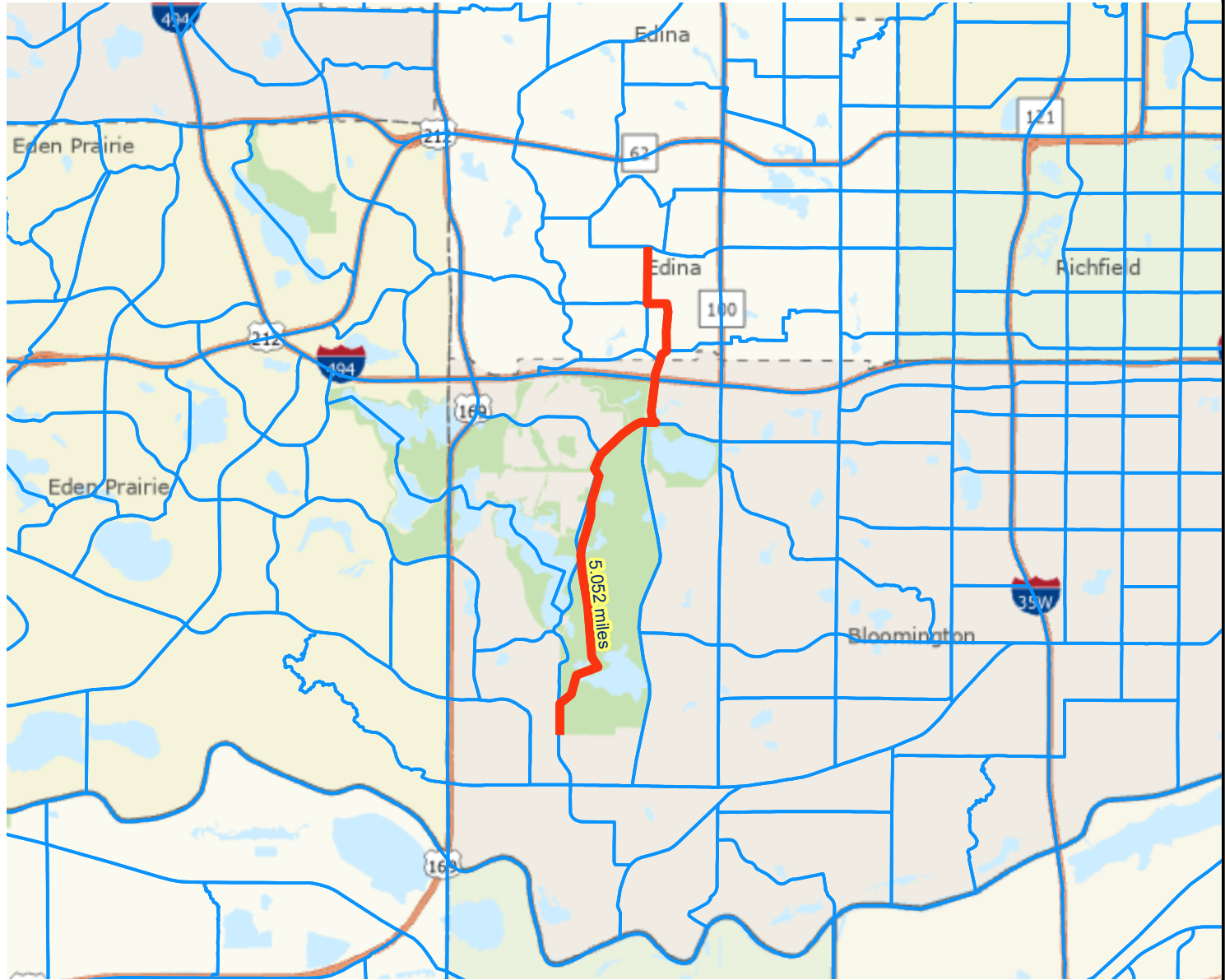


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Population/Employment Summary

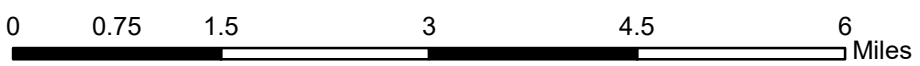
Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail- South Segment | Map ID: 1699299252121



## Results

Within ONE Mile of project:  
Total Population: 51475  
Total Employment: 46569

-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/6/2023  
LandscapeRSA4



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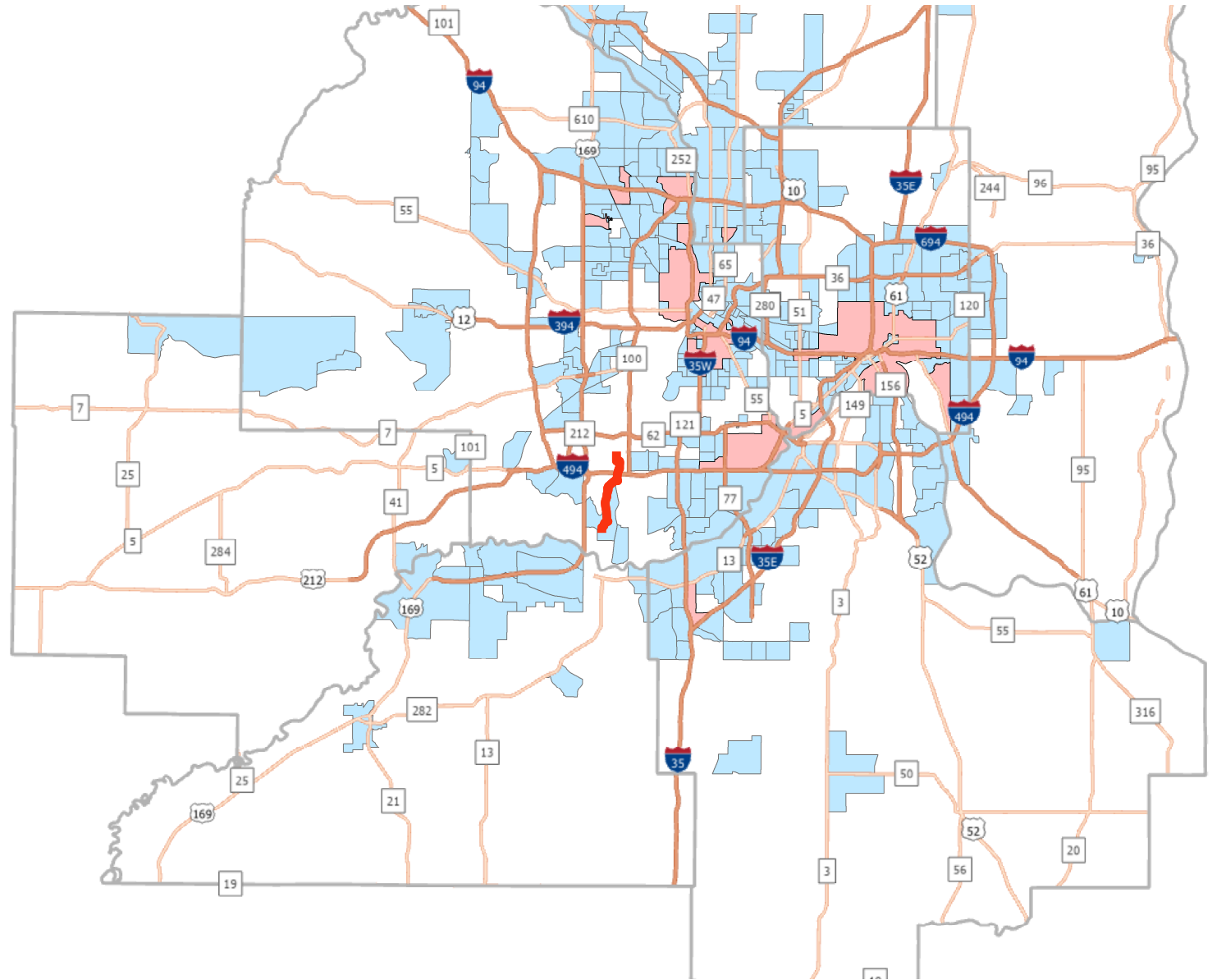


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 276

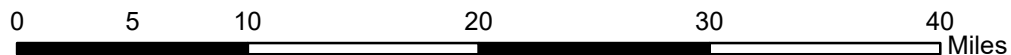
Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



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LandscapeRSA2

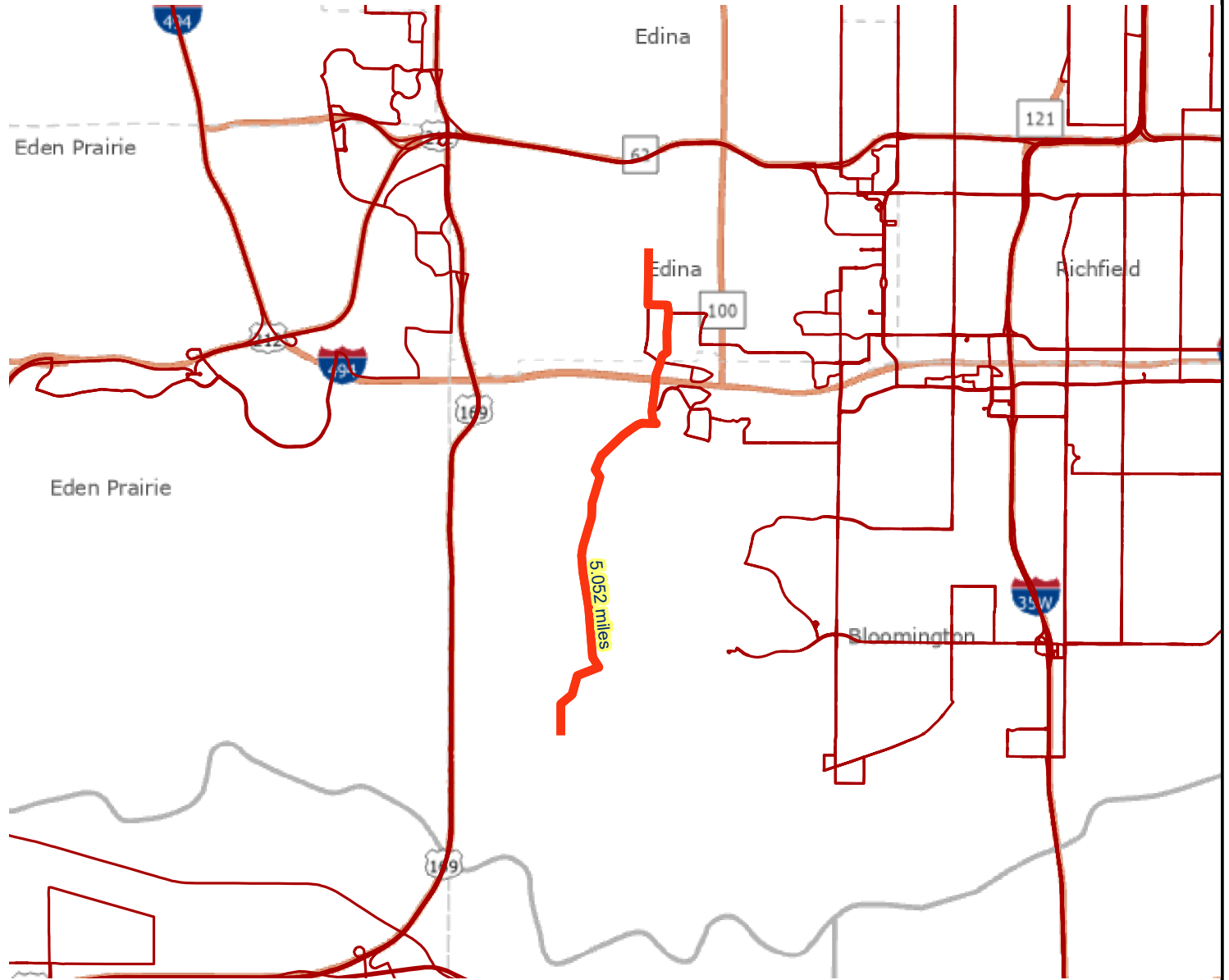


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Transit Connections

Multiuse Trails and Bicycle Facilities Project: CP Rail Regional Trail- South Segment | Map ID: 1699299252121







## Results

Transit with a Direct Connection to project:  
540 6

\*American Boulevard

\*indicates Planned Alignments

Transit Market areas: 3

-  Project Points
-  Transit Routes
-  Project
-  Project Area



Created: 11/6/2023  
LandscapeRSA3



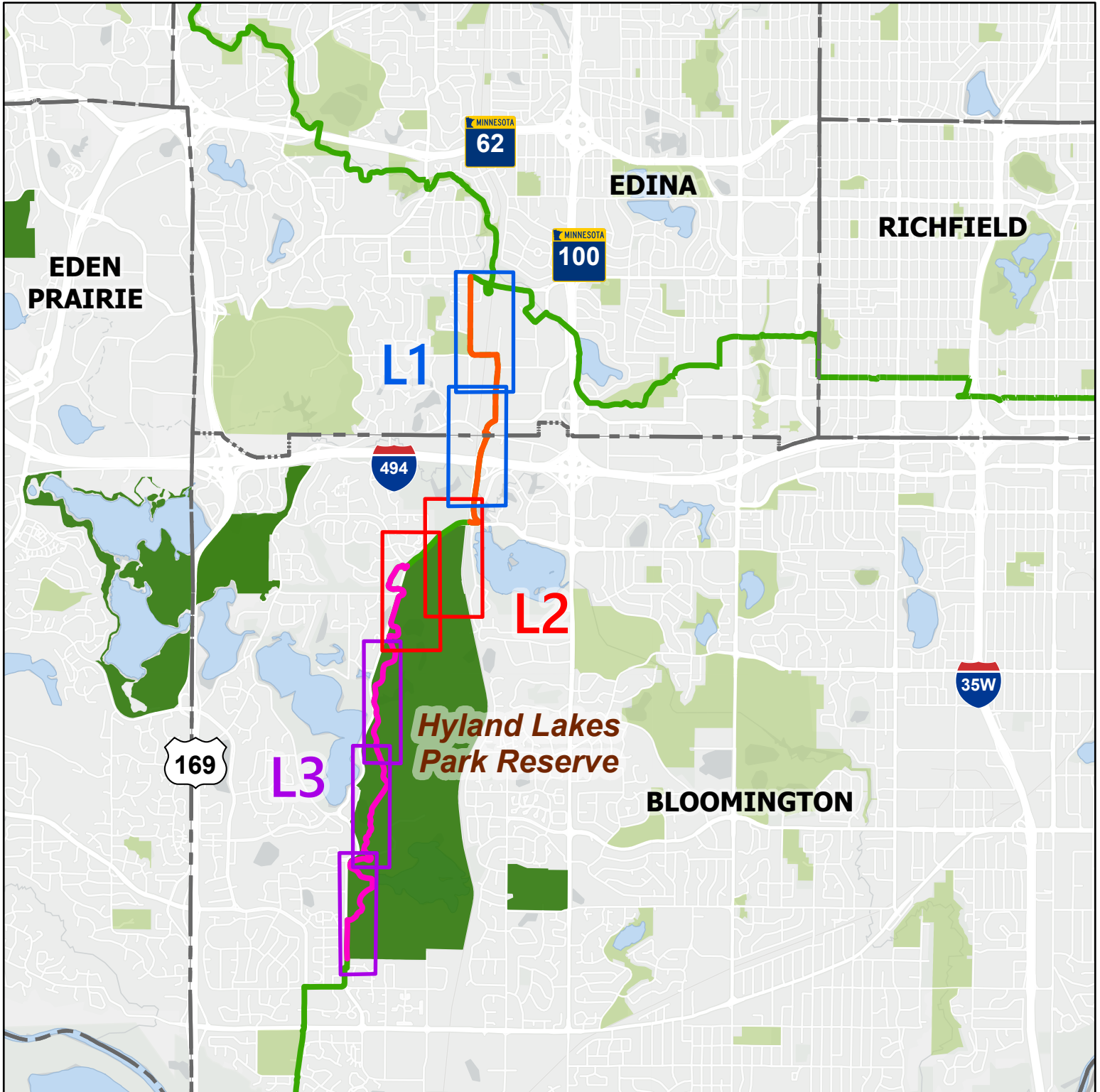
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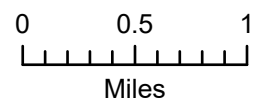


# CP Rail Regional Trail - South

New Trail and Trail Reconstruction



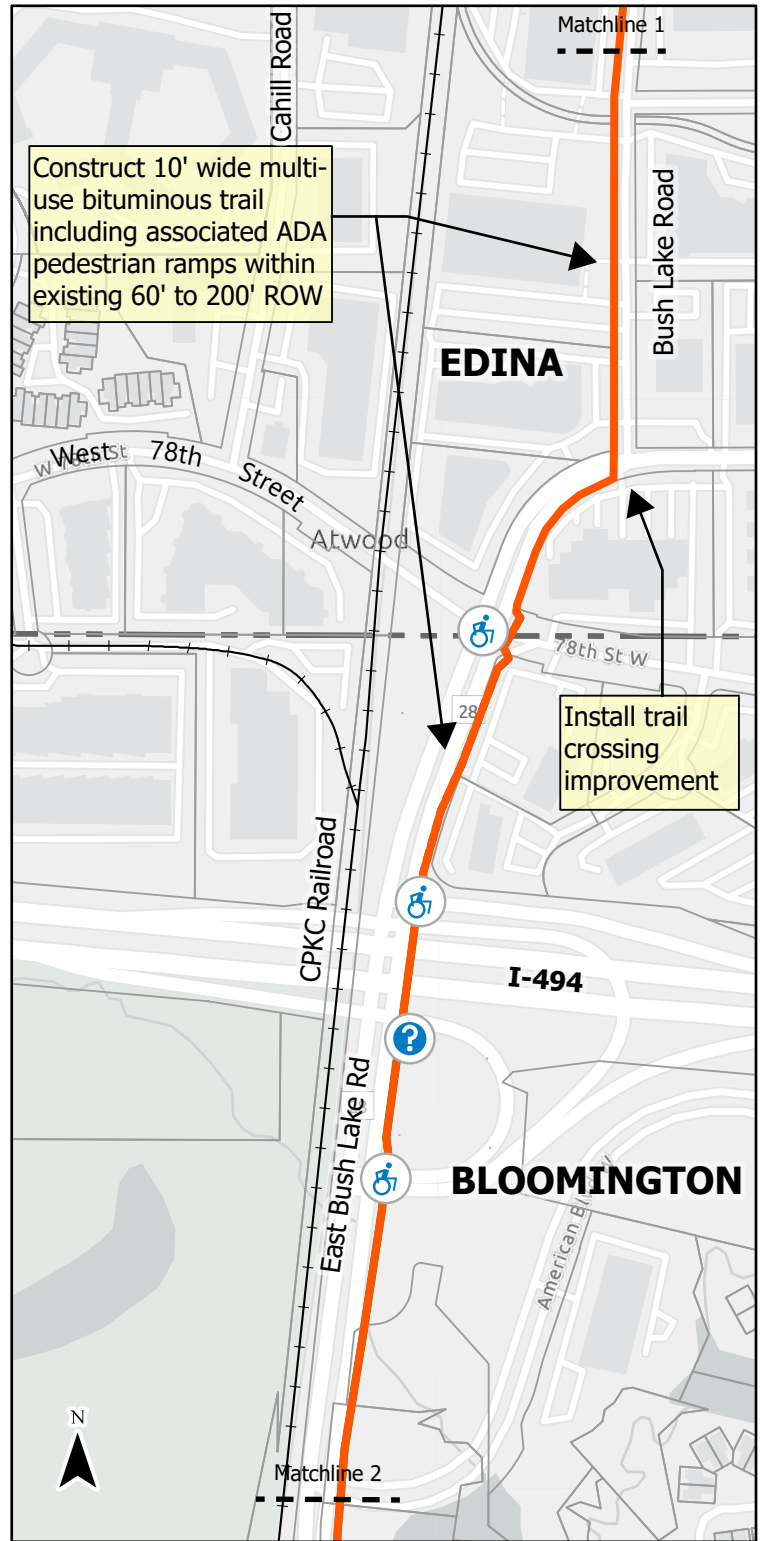
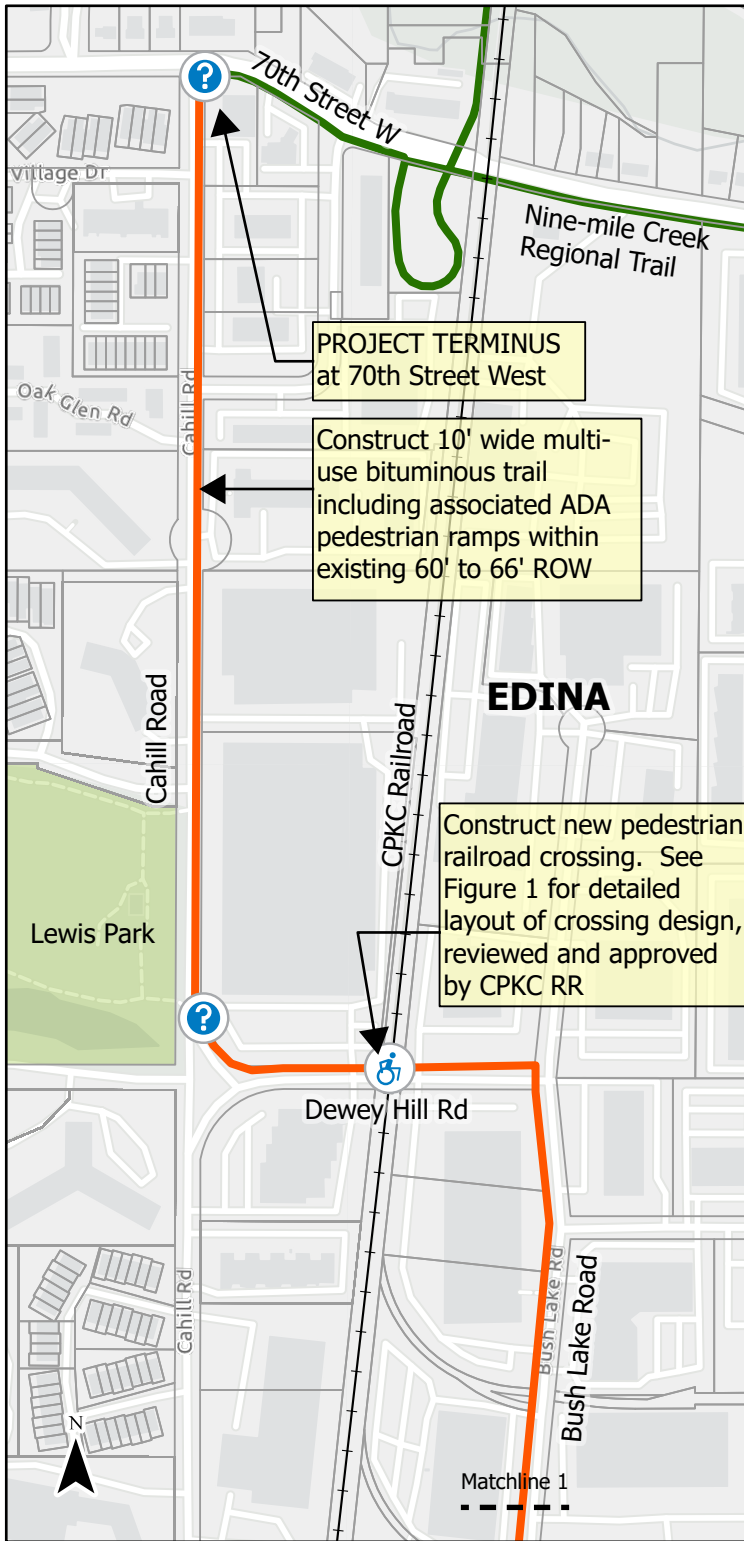
## Layout Context Map















Planning Department  
Revised Date: 12/1/2023

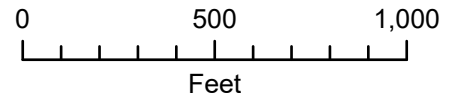
This map is for general reference only.  
This is not a legal document and it is provided without warranty.  
Data represented in this map is from a variety of sources, and is dynamic.  
The user acknowledges and accepts these terms.





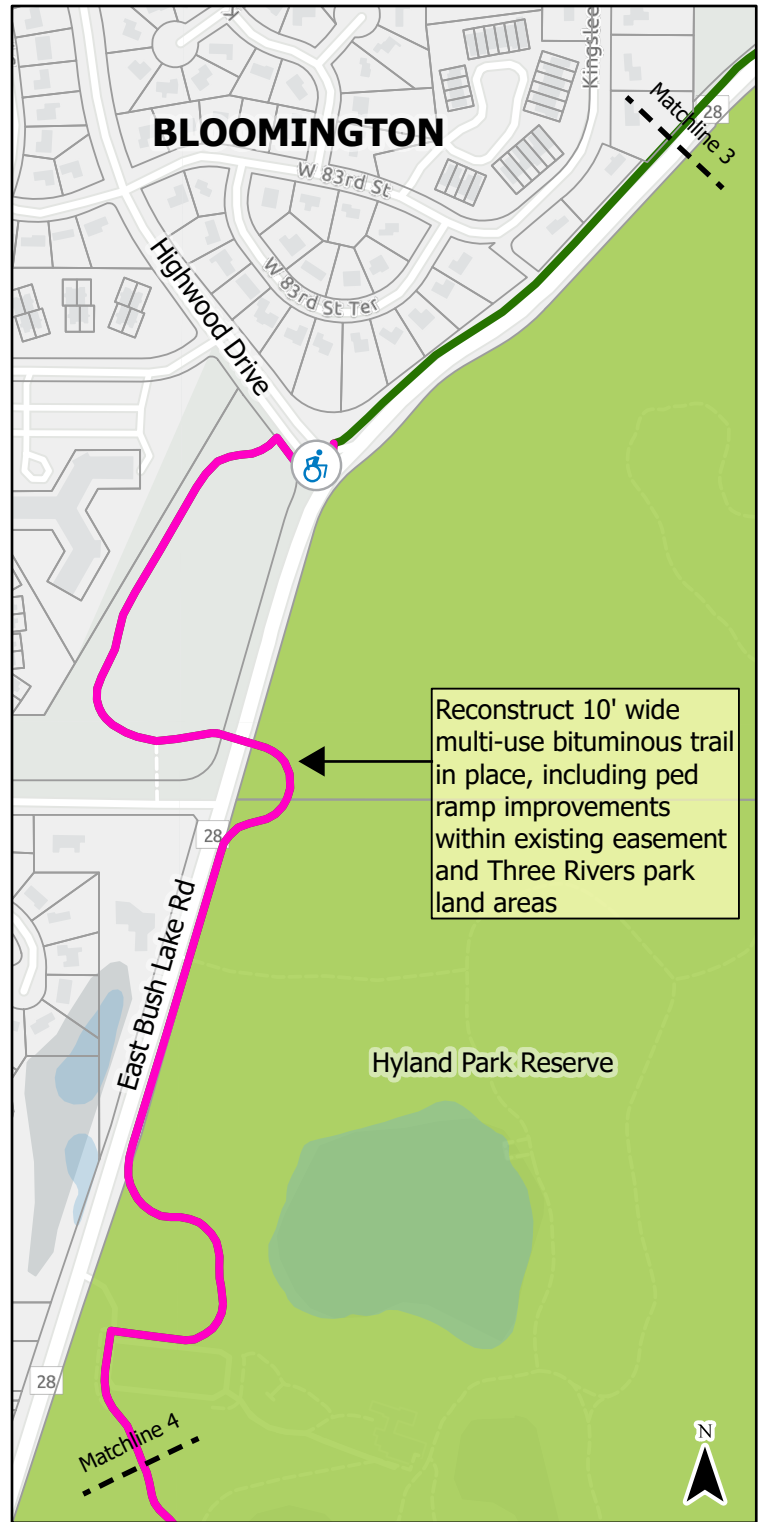
**Legend**

 Regional Trail Construction	 Wayfinding Signage	 Local Trail Connection
 Regional Trail Reconstruction	 Place of Worship	 ADA Ped Ramp
 Existing Regional Trail	 Retail Center	 Rest Stop
 Planned Regional Trail	 Transit Stop	 School



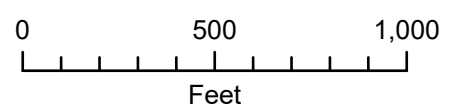
**Planning Department**  
Revised Date: 12/1/2023

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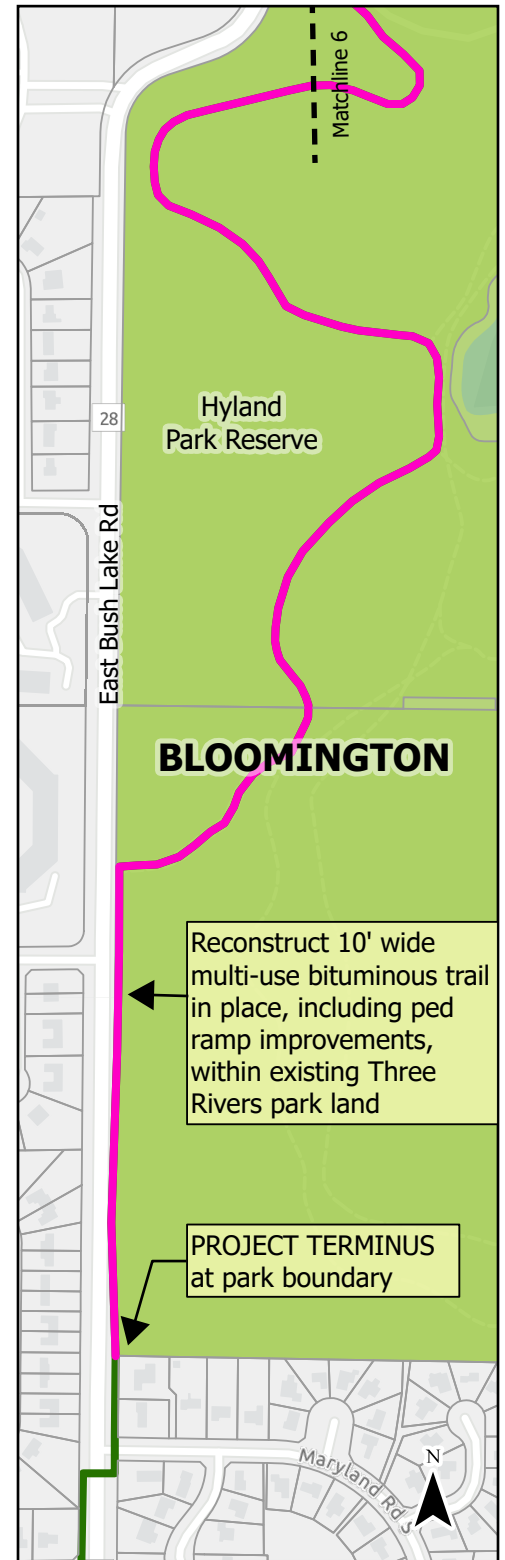
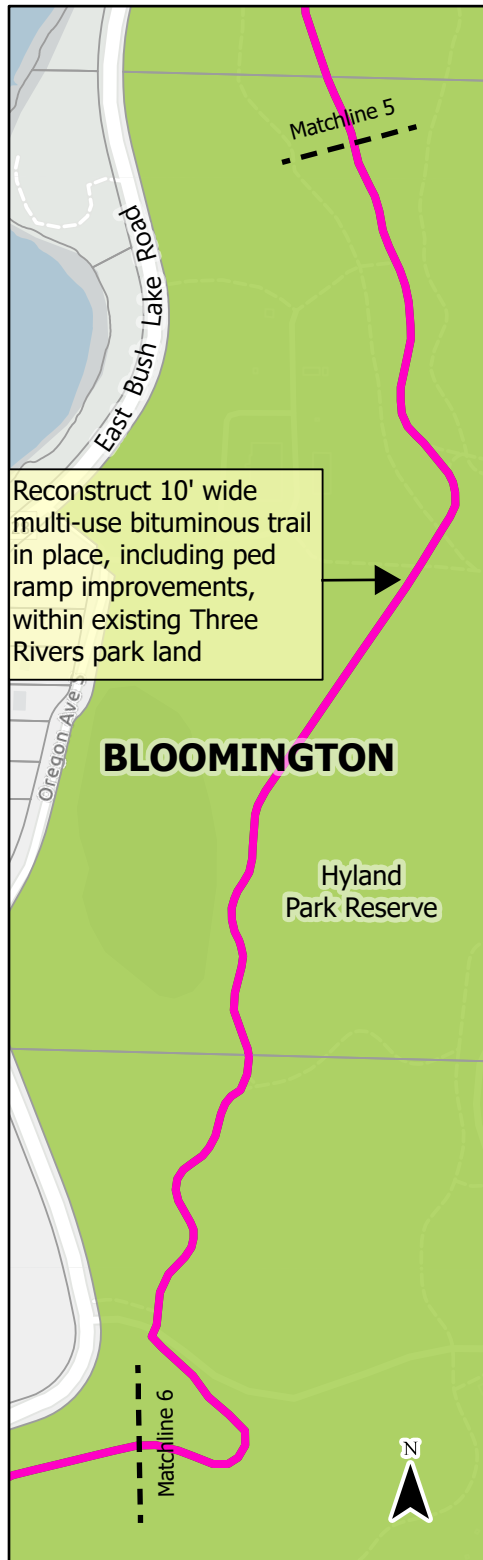
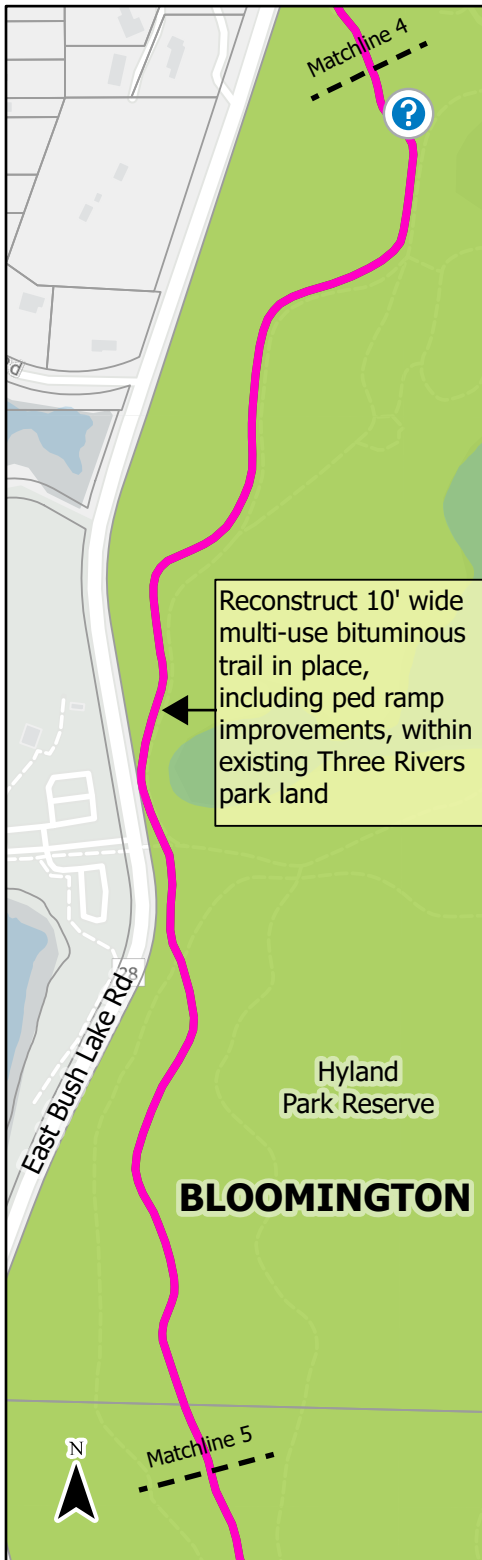
**Legend**













 Regional Trail Construction	 Wayfinding Signage	 ADA Ped Ramp
 Regional Trail Reconstruction	 Place of Worship	 Rest Stop
 Existing Regional Trail	 Retail Center	 School
 Planned Regional Trail	 Local Trail Connection	
 Transit Stop		

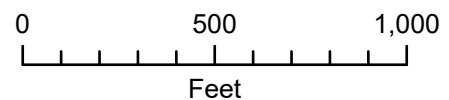


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Revised Date: 12/1/2023

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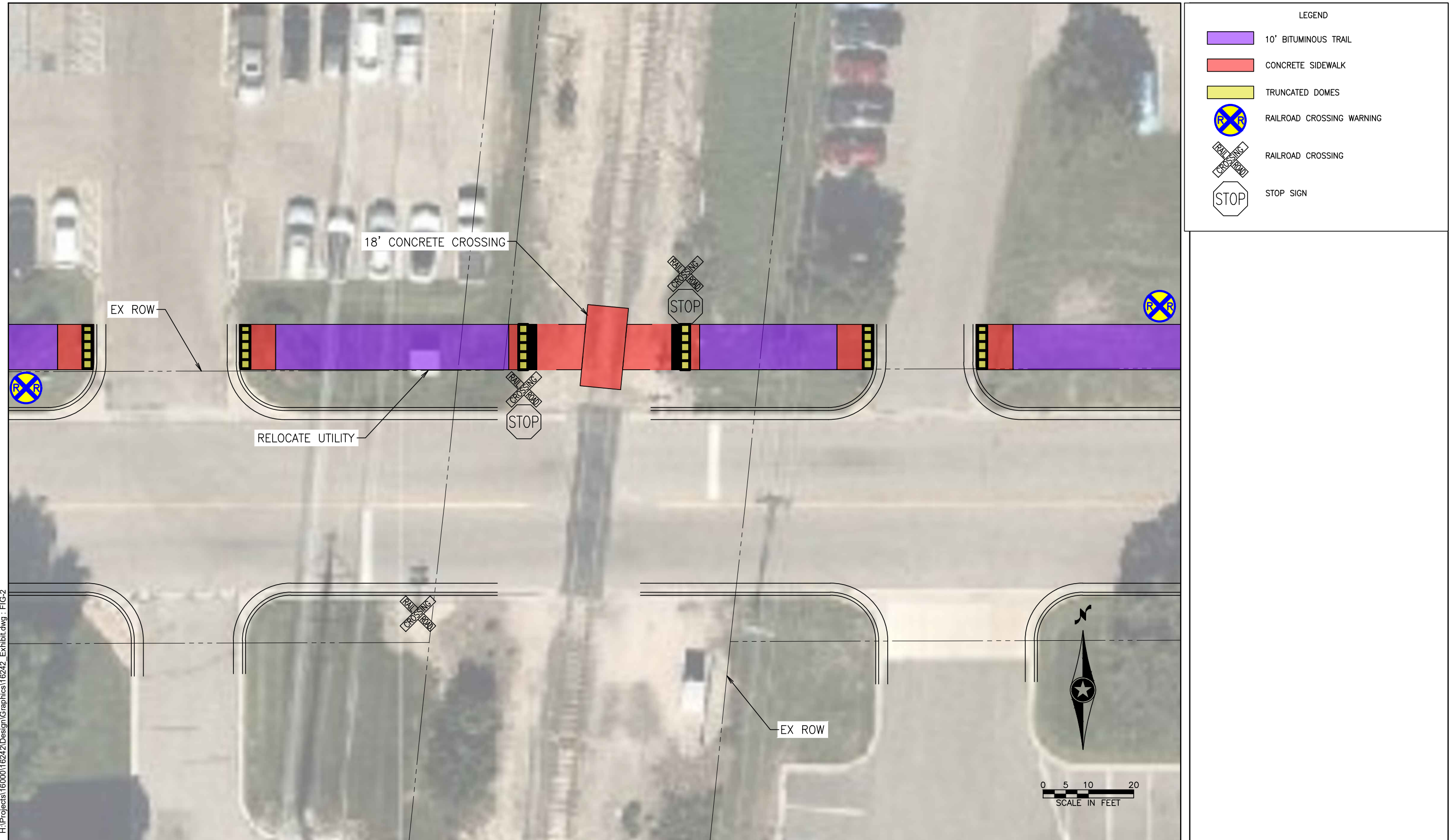
Legend					
	Regional Trail Construction		Wayfinding Signage		Local Trail Connection
	Regional Trail Reconstruction		Place of Worship		ADA Ped Ramp
	Existing Regional Trail		Retail Center		Rest Stop
	Planned Regional Trail		School		
	Transit Stop				



**Planning Department**  
Revised Date: 12/1/2023

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11/29/2023

Kelly Grissman  
Director of Planning – Three Rivers Park District  
3000 Xenium Lane North  
Plymouth, MN 55441

**Re: MnDOT Letter for Three Rivers Park District  
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding  
Request for Multi-Use Trail Funding Requests**

Dear Kelly Grissman,

This letter documents MnDOT Metro District's recognition and support for Three Rivers Park District to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the following projects:

- **CP Rail Regional Trail: South Segment – New Construction**
- **Crow River Regional Trail – New Construction**
- **Dakota Rail - Luce Line Connector – New Construction**
- **Lake Independence Regional Trail – Reconstruction**
- **Medicine Lake RT: West Segment – Reconstruction**
- **North Cedar Lake RT – Reconstruction**
- **Shingle Creek Regional Trail: Reconstruction**

As proposed, these projects impact MnDOT right-of-way on several roadways. As the agency with jurisdiction over the state highway system, MnDOT will allow Three Rivers Park District to seek improvements proposed in the applications. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

MnDOT currently has a bridge project at US 7 with some trail connection work, adjacent to the North Cedar Lake Regional Trail Connection. MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff and Multimodal Planning staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Three Rivers Park District as these projects move forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at [Ryan.Wilson@state.mn.us](mailto:Ryan.Wilson@state.mn.us) or 651-775-4216.



Sincerely,

Sheila  
Kauppi

Digitally signed by Sheila Kauppi  
Date: 2023.11.29 13:55:49 -06'00'

Sheila Kauppi, PE  
Metro District Engineer

CC:

Ryan Wilson, West Area Manager

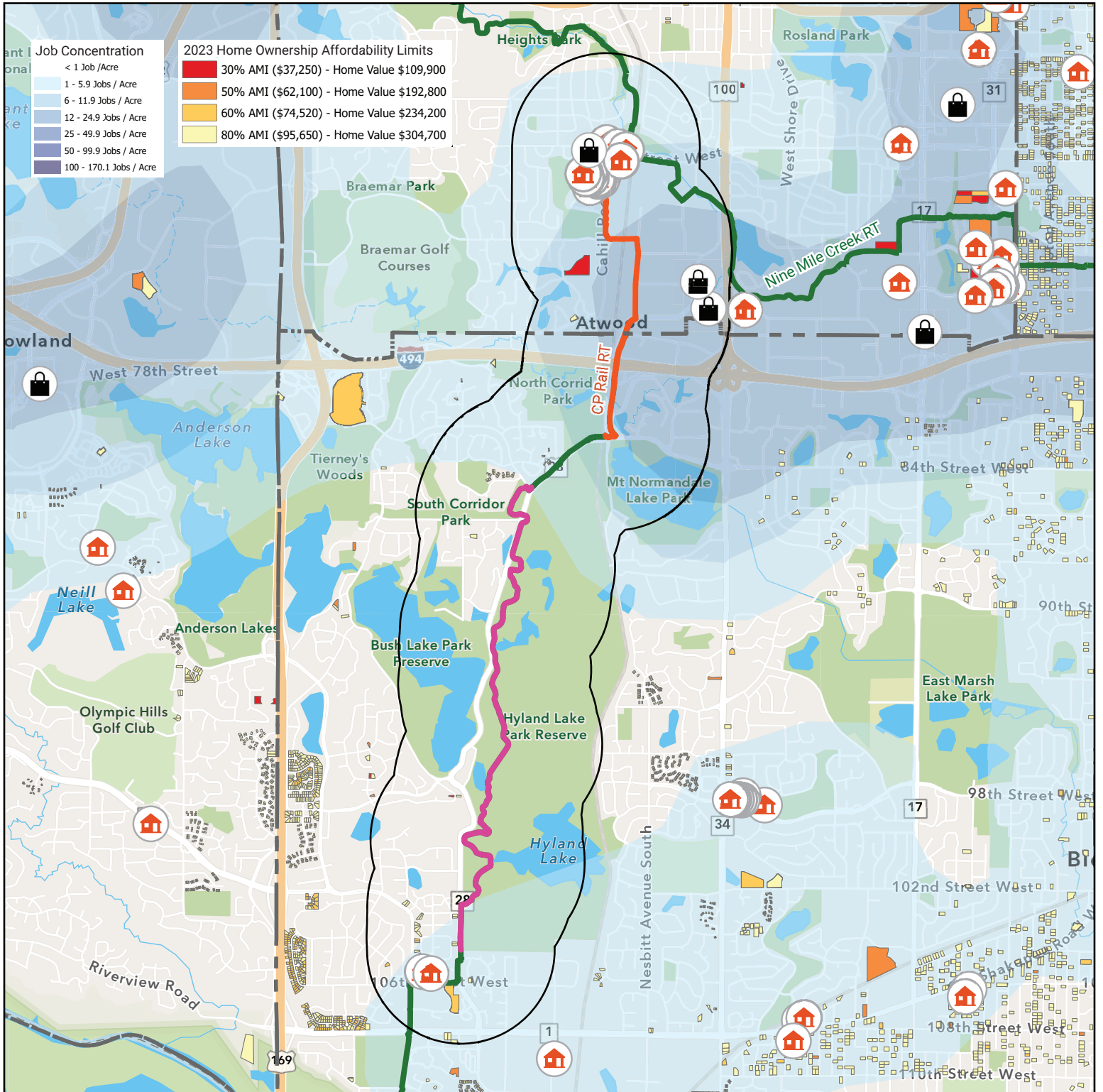
Aaron Tag, Metro Program Director

Michael Samuelson, Metro Multimodal Planning Director

Dan Erickson, Metro State Aid Engineer

# Affordable Housing Access Map

## CP Rail Regional Trail - South



**Legend**

Regional Trail Construction	Affordable Housing Site	LRT Stations
Regional Trail Reconstruction	Place of Worship	Transit Stop
Existing Regional Trail	Retail Center	School
Planned Regional Trail	Medical Center	

0 0.5 1  
Miles

**Planning Department**  
 Revised Date: 12/13/2023

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November 27, 2023

Kelly Grissman, Director of Planning  
Three Rivers Park District  
3000 Xenium Lane North  
Plymouth, MN 55441-1299

Re: Letter of Support, 2024 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
CP Rail Regional Trail – South Segment

Dear Ms. Grissman:

The City of Bloomington (City) is aware of and supports the Three Rivers Park District's application for the 2024 Regional Solicitation for Transportation Funding in the Trails category for the CP Rail Regional Trail Project. The proposed project would provide a much needed bike and pedestrian connection between the existing Hyland Trail in Bloomington to the Nine Mile Creek Regional Trail in Edina, closing a major gap in the regional bicycle transportation system.

The CP Rail Regional Trail is recognized in the City's 2040 Comprehensive Plan, 2023 Active Transportation Action Plan, and 2016 Alternative Transportation Plan. The support for this regional trail connection through Bloomington was solidified with the multi-agency planning effort and development of the CP Rail Regional Trail Master Plan for Segment A, approved in 2019.

This project will

- Construct 1.75 miles of new multi-use trail, closing a gap in the trail network in the region;
- Improve 45 curb ramps to meet ADA standards;
- Reconstruct of sub-standard trail along the east side of East Bush Lake Road;
- Add regional trail wayfinding for entire CP Rail Regional Trail – South Segment, from the Minnesota River to Nine Mile Creek Regional Trail in Edina.

Closing this gap in the regional trail system will enhance the livability and quality of life in the City by improving mobility and connectivity to the local and regional trail system as well as public transit and local employment centers. The City looks forward to working with you on the implementation of this project and fully supports your funding efforts.

Sincerely,

Julie M. Long; PE  
Bloomington City Engineer

**ENGINEERING DIVISION**

1700 WEST 98TH STREET, BLOOMINGTON MN 55431-2501  
PH 952-563-4870 FAX 952-563-4770 MN RELAY 711

AN AFFIRMATIVE ACTION/EQUA  
OPPORTUNITIES EMPLOYER





Dec. 14, 2023  
Elaine Koutsoukos - TAB Coordinator  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

Re: 2024 Regional Solicitation - Multiuse Trails and Bicycle Facilities  
**CP Rail Regional Trail: North Segment – New Construction**  
**CP Rail Regional Trail: North Segment – New Construction**  
**Crow River Regional Trail – New Construction**

Dear Ms. Koutsoukos:

CPKC Railway is aware that Three Rivers Park District is requesting federal transportation funding as part of the Metropolitan Council 2024 Regional Solicitation process for construction of the CP Rail Regional Trail: North Segment, CP Rail Regional Trail: South Segment and Crow River Regional Trail.

The projects include adding a regional trail crossing at three existing rail/road crossings:

**CP Rail Regional Trail: North Segment**

Crossing located along Fairview Ave. in New Hope, Hennepin County

**CP Rail Regional Trail: South Segment**

Crossing located along Dewey Hill Rd. in Edina, Hennepin County

**Crow River Regional Trail**

Crossing located along Rebecca Park Trail in Greenfield, Hennepin County

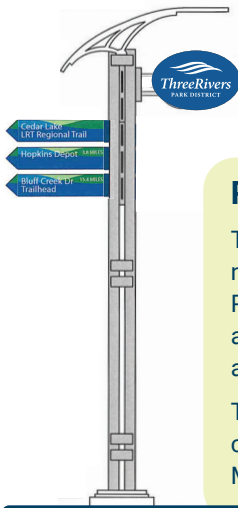
CPKC has met with Three Rivers to review preliminary layouts for each crossing and, while this letter does not serve as formal approval, finds the preliminary layouts to be satisfactory for requesting funding. Should Three Rivers be successful in its efforts to secure funding, CPKC will work with Three Rivers to further develop design plans and negotiate in good faith any associated required agreements.



CPKC does not intend to provide funding and formal approval cannot be made until design plans and appropriate agreements are negotiated and finalized.

Sincerely,

Andy Cummings  
Senior Manager, Community Relations  
[Andy.Cummings@cpkcr.com](mailto:Andy.Cummings@cpkcr.com)



# CP Rail Regional Trail

## South Segment | New Construction/Reconstruction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes construction of 1.7 miles of new regional trail in Edina and Bloomington, reconstruction of 3 miles of existing regional trail through Hyland Park Reserve (due for 2029 reconstruction) in Bloomington, road crossing improvements including adding APS at 4 intersections (East Bush Lake Road (CSAH 28), American Boulevard, 1-494 off ramp, and 78th street) and adding wayfinding to the entire 4.7 mile regional trail segment.

This project in conjunction with existing regional trail segments that are in good working order will create a continuous 6 mile north-south trail corridor spanning from the Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington.

### Location & Route

Between Nine Mile Creek Regional Trail (70th Street) and the south boundary of Hyland Park Reserve along Cahill Road, Dewey Hill Road, Bush Lake Road and East Bush Lake Road (CSAH 28) in Edina and Bloomington, Hennepin County

### Applicant

Three Rivers Park District

### Primary Contact

Danny McCullough,  
Regional Trails Manager  
3000 Xenium Lane N  
Plymouth, MN 55441  
P: 763-559-6746  
Danny.McCullough@  
threeriversparks.org

### Funding Information

#### Requested Award:

\$5,500,000

#### Local Match:

\$1,723,698

#### Total Construction Cost

\$7,223,698

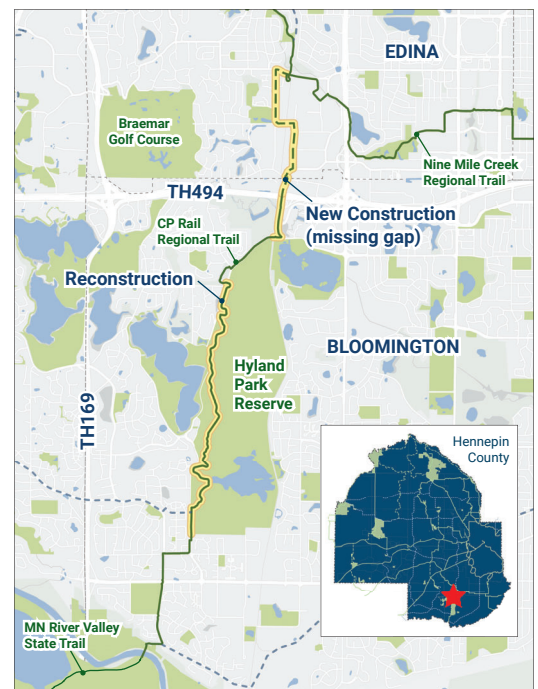
### Project Elements

- Construct a new, urban 1.7 mile 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing the roadway where feasible to lessen the impact to neighboring properties
- Reconstruct 3.0 miles of existing end of useful life regional trail (10-foot wide, off-road/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving about 45 curb ramps and adding APS to four intersections
- Upgrade 1 major road crossing (I-494) and create 1 new railroad crossing (CP Railroad at Dewey Hill Road -Tier 2 Regional Bicycle Crossing Improvement Area)
- Relocate associated above and underground utilities, if needed
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor

### Project Benefits

- Provides a safe, active transportation option and safe crossing of I-494 (126,302 AADT, major barrier), for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are inconsistent or do not exist.
- Connects people and destinations: Regional Job and Activity Center on Edina Industrial Boulevard; Richardson Nature Center; Minnesota Valley National Wildlife Refuge and Hyland Park Reserve; Minnesota Valley State Trail and Nine Mile Creek Regional Trails; RBTN Tier 2 Alignment; two bus routes.
- Provides a protected bikeway to 51,475 people - connecting them to 46,569 jobs within 1 mile of the project area.

### Location



### Existing Corridor Conditions



**CP Rail Regional Trail:** The top photo shows the poor trail condition of the existing trail south of I-494. The bottom photo shows the future trail location north of I-494 where no pedestrian or bicycle facilities currently exist.



Three Rivers  
Park District  
Board of  
Commissioners

December 1, 2023

Marge Beard  
District 1

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

Jennifer DeJournett  
Vice Chair  
District 2

RE: 2023 Regional Solicitation: Confirmation of Snow and Ice Removal  
**CP Rail Regional Trail: South Segment – New/Reconstruction**

Erin Kolb  
District 3

Dear Ms. Koutsoukos,

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **CP Rail Regional Trail: South Segment – New/Reconstruction** project through the Metropolitan Council's biannual regional solicitation process at their regular meeting on November 9, 2023.

Louise M. Segreto  
District 4

The Park District recognizes that this trail segment will fail to fully serve its intended purpose if not operational throughout the entire year.

John Gibbs  
Chair  
District 5

This letter is to confirm that, in addition to traditional maintenance of our regional trail system through the warmer months, Three Rivers Park District intends to provide winter maintenance to ensure that the trail remains accessible for all bicyclists and pedestrians, including persons with disabilities.

Jan Guenther  
Appointed  
At Large

We generally provide winter maintenance by entering a contract directly with a company who will provide this service or by providing a stipend to the local city to provide maintenance on our behalf. Three Rivers in partnership with the local city will determine which option to move forward with prior to completion of the trail.

Jesse Winkler  
Appointed  
At Large

Sincerely,

Boe Carlson  
Superintendent

Boe R. Carlson  
Superintendent and Secretary to the Board  
Three Rivers Park District





Clearance 8'6"

Clearance 8'6"

W 78th St

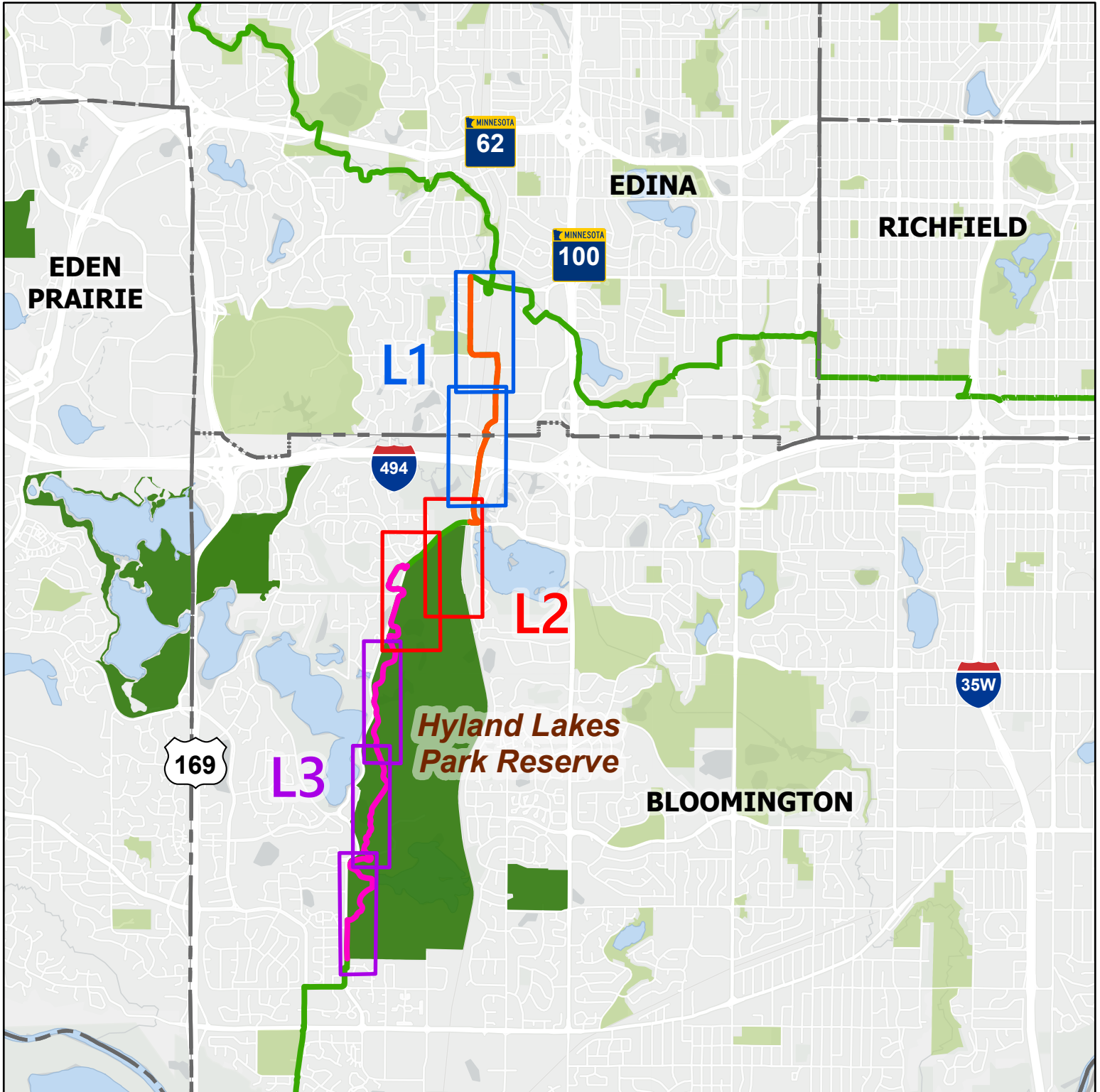




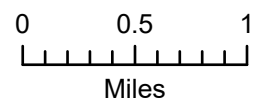


# CP Rail Regional Trail - South

New Trail and Trail Reconstruction

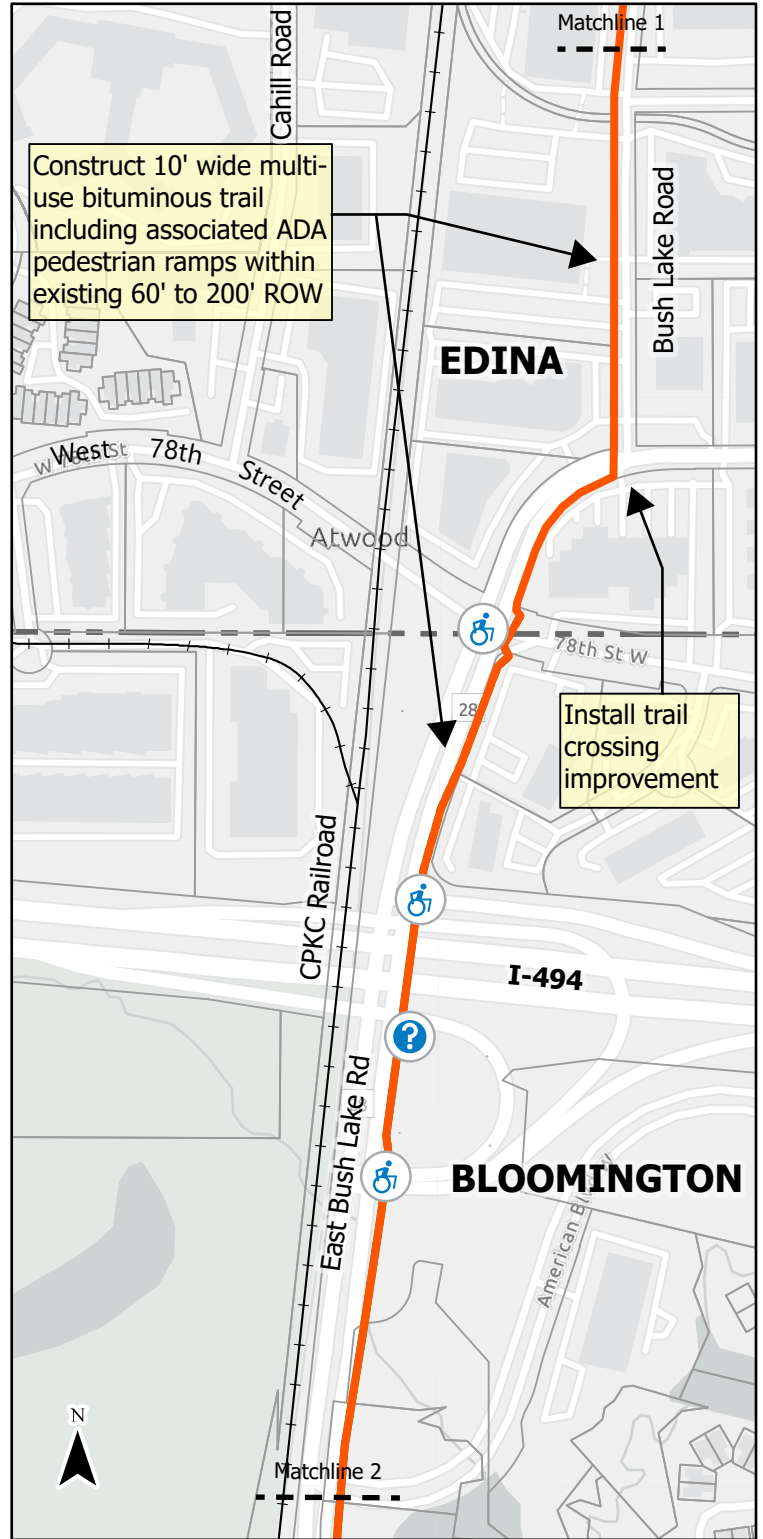
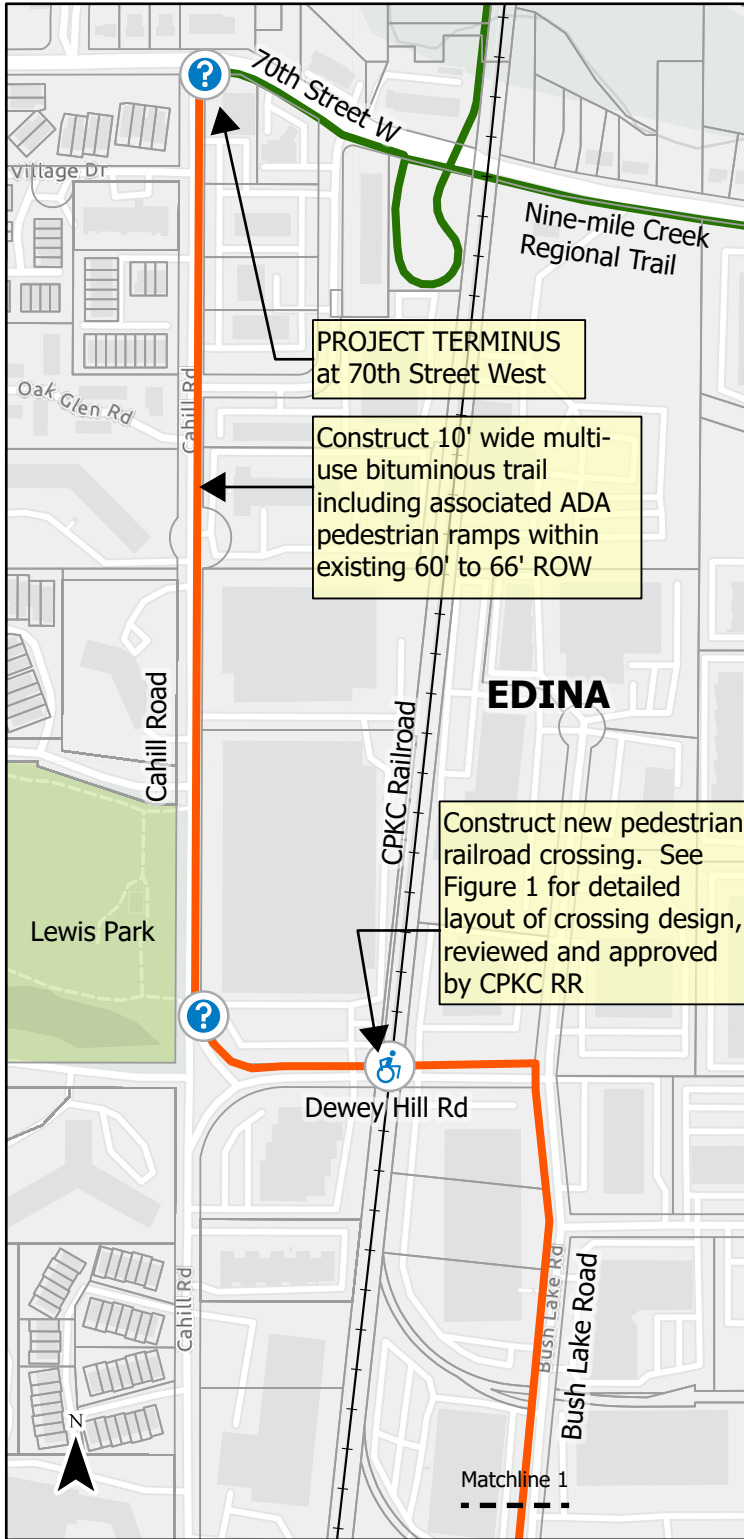


## Layout Context Map















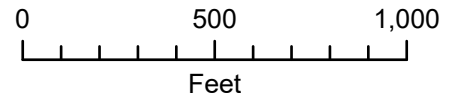
**Planning Department**  
Revised Date: 12/1/2023

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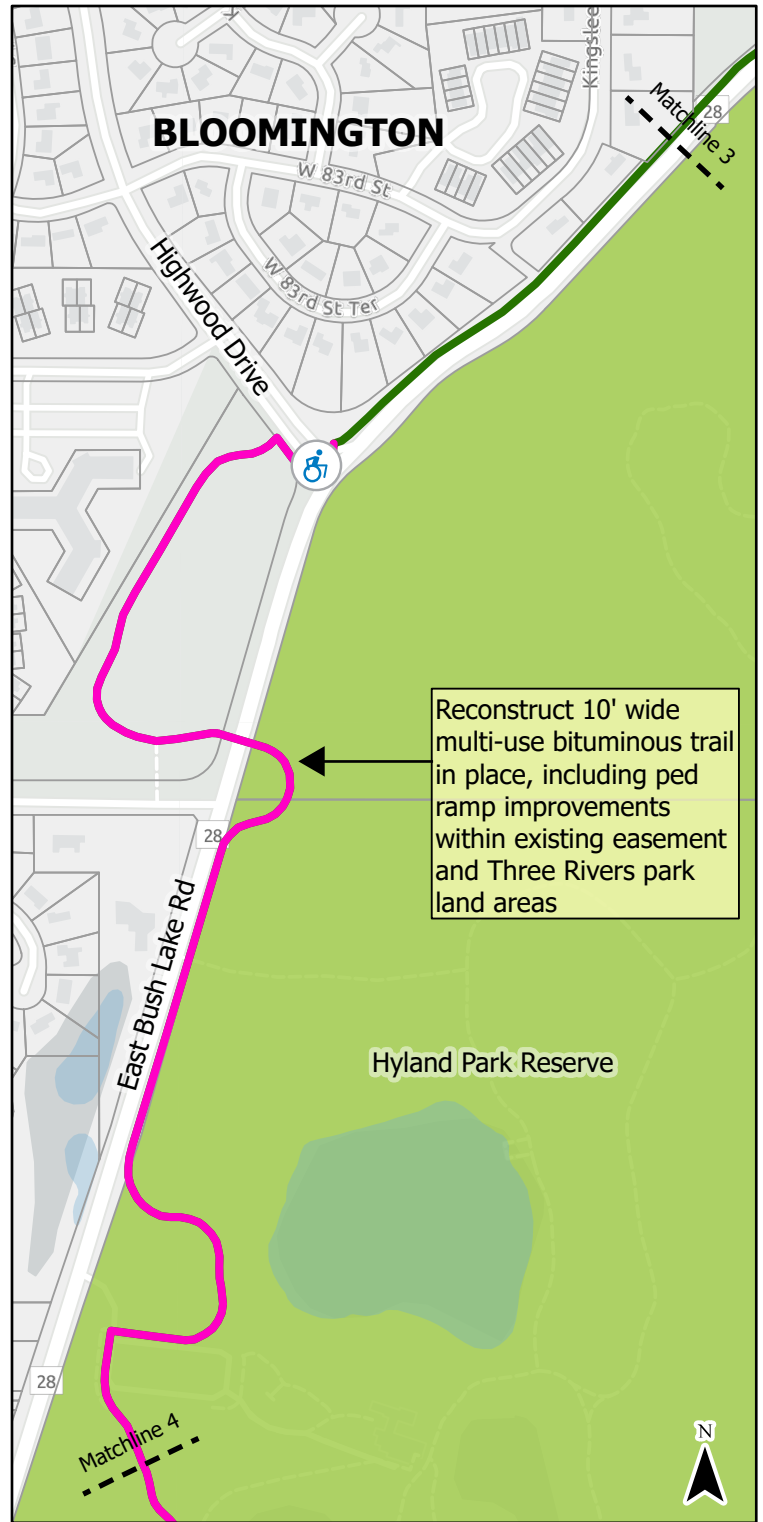
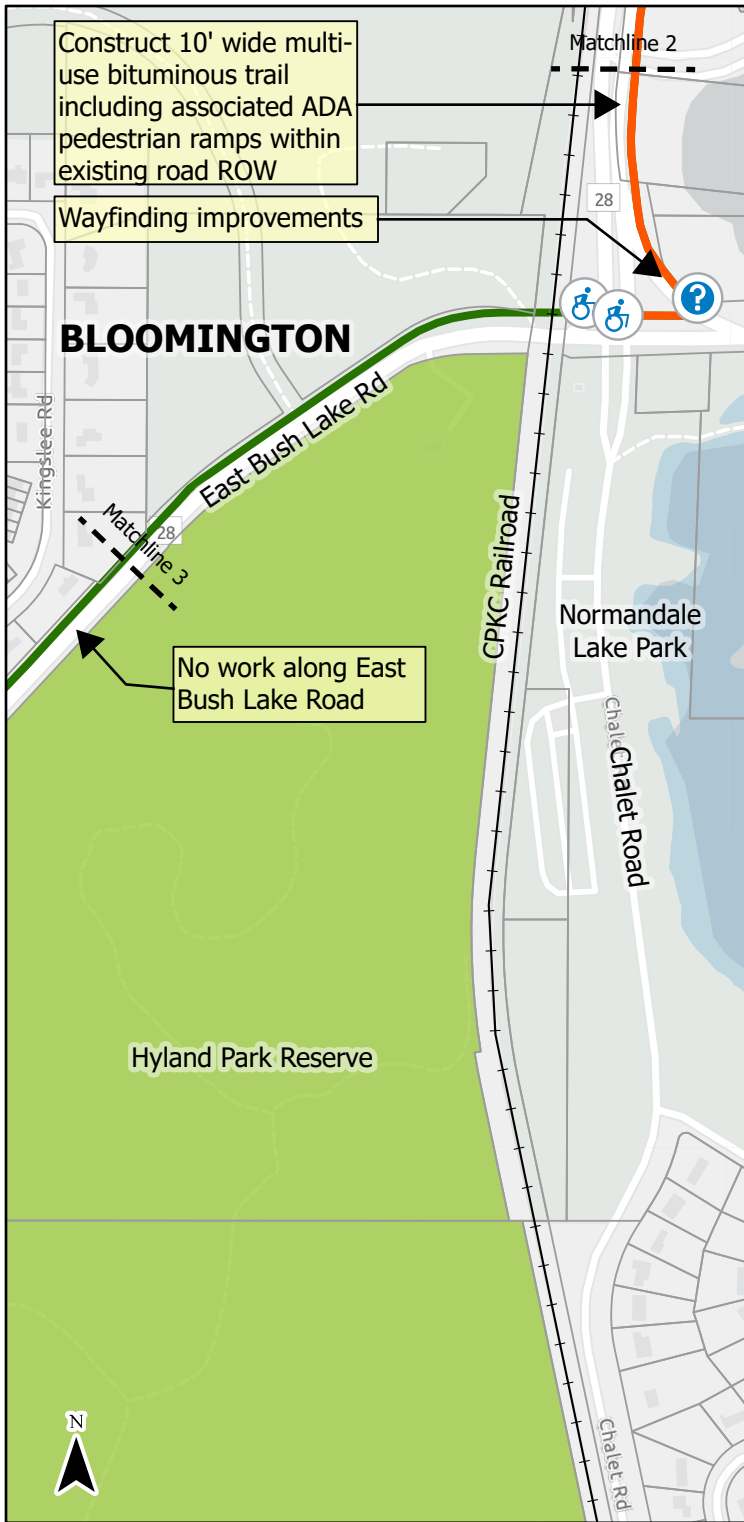
	Regional Trail Construction		Wayfinding Signage		Local Trail Connection
	Regional Trail Reconstruction		Place of Worship		ADA Ped Ramp
	Existing Regional Trail		Retail Center		Rest Stop
	Planned Regional Trail		School		
	Transit Stop				



**Planning Department**  
Revised Date: 12/1/2023

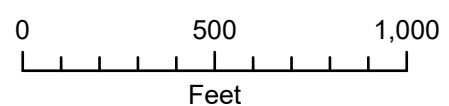
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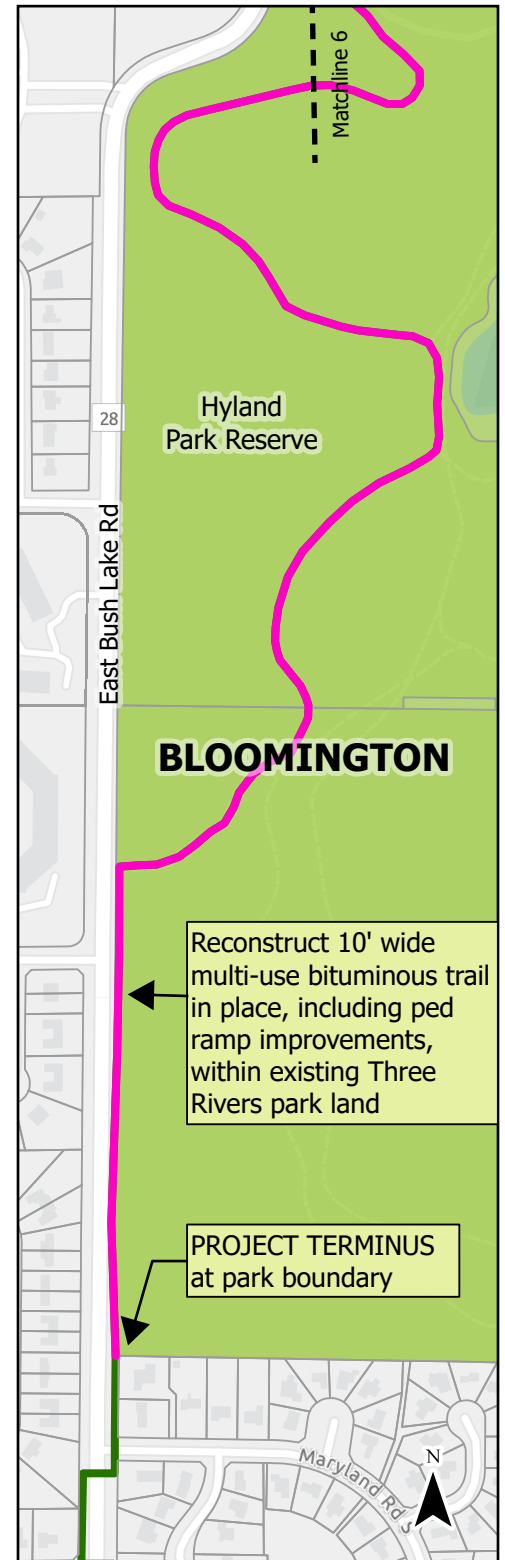
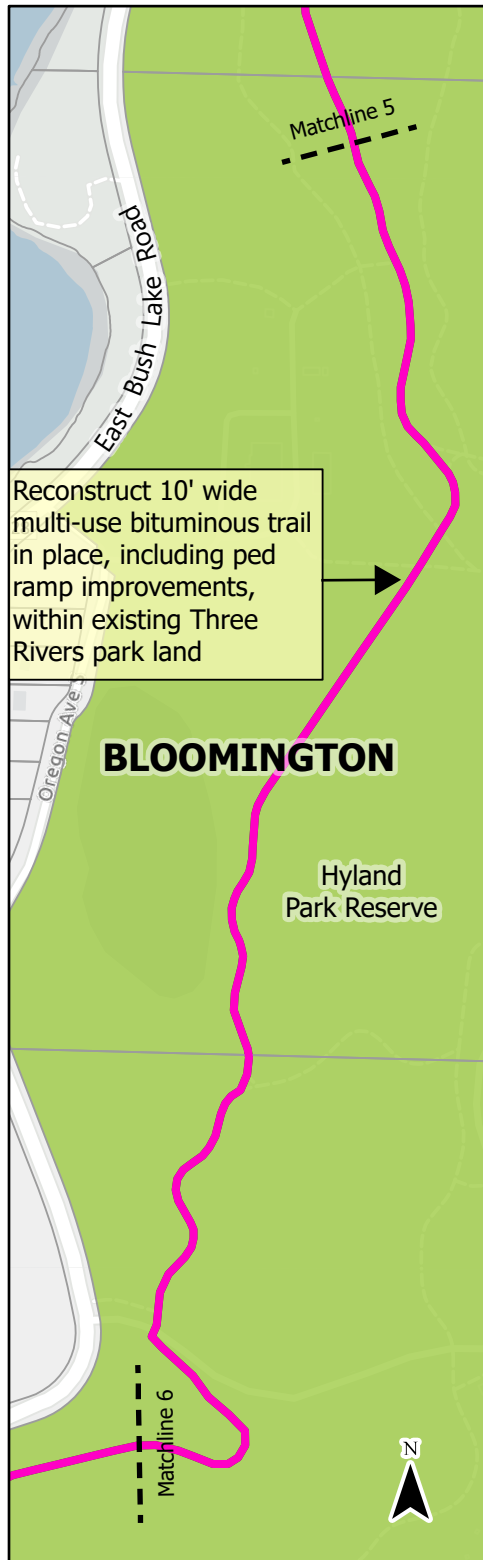
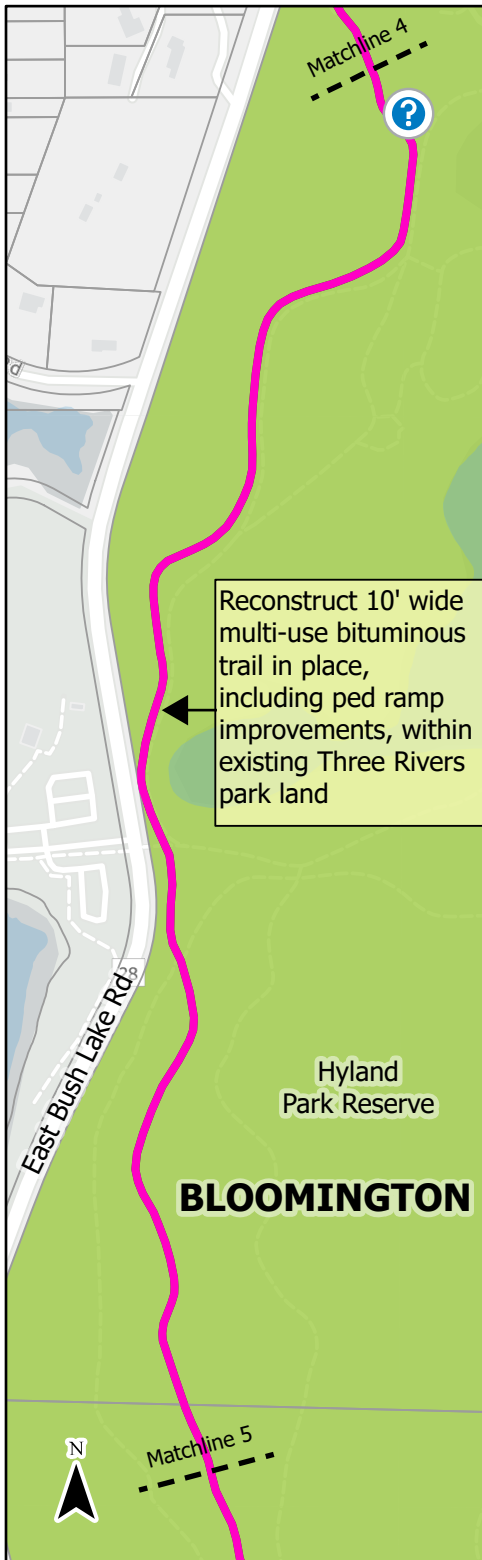
**Legend**













 Regional Trail Construction	 Wayfinding Signage	 ADA Ped Ramp
 Regional Trail Reconstruction	 Place of Worship	 Rest Stop
 Existing Regional Trail	 Retail Center	 School
 Planned Regional Trail	 Local Trail Connection	
 Transit Stop		

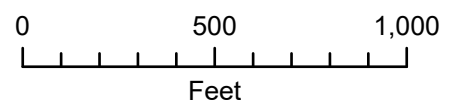


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Revised Date: 12/1/2023

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Legend					
	Regional Trail Construction		Wayfinding Signage		Local Trail Connection
	Regional Trail Reconstruction		Place of Worship		ADA Ped Ramp
	Existing Regional Trail		Retail Center		Rest Stop
	Planned Regional Trail		School		
	Transit Stop				



**Planning Department**  
Revised Date: 12/1/2023

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November 15, 2023

Kelly Grissman, Director of Planning  
Three Rivers Park District  
3000 Xenium Lane North  
Plymouth, MN 55441-1299

Re: Letter of Support  
2024 Regional Solicitation- Multiuse Trails and Bicycle Facilities  
CP Rail Regional Trail – Construction

Dear Ms. Grissman:

The City of Edina (City) supports Three Rivers Park District's federal transportation funding request for construction of the CP Rail Regional Trail – south segment. The city understands that this project will enhance the local and regional bicycle transportation system for our residents by providing safe, protected bikeway to access to Hyland Park Reserve in Bloomington as well as the Nine Mile Creek Regional Trail in our City.

The City and the Park District have a long-standing history of collaboration to build out the regional trail system. The CP Rail Regional Trail is recognized in the City's 2040 Comprehensive Plan and is vital to our residents who choose to use a bicycle as transportation.

Specifically, this project will:

- Reconstruct 1.7 miles of new multi-use paved trail
- Upgrade 45 curb ramps to ADA standards

This project will enhance the livability and quality of life in the city by improving connectivity to the local and regional trail system as well as local retail/ employment centers. The city looks forward to working with you on the implementation of this project and fully supports your funding efforts.

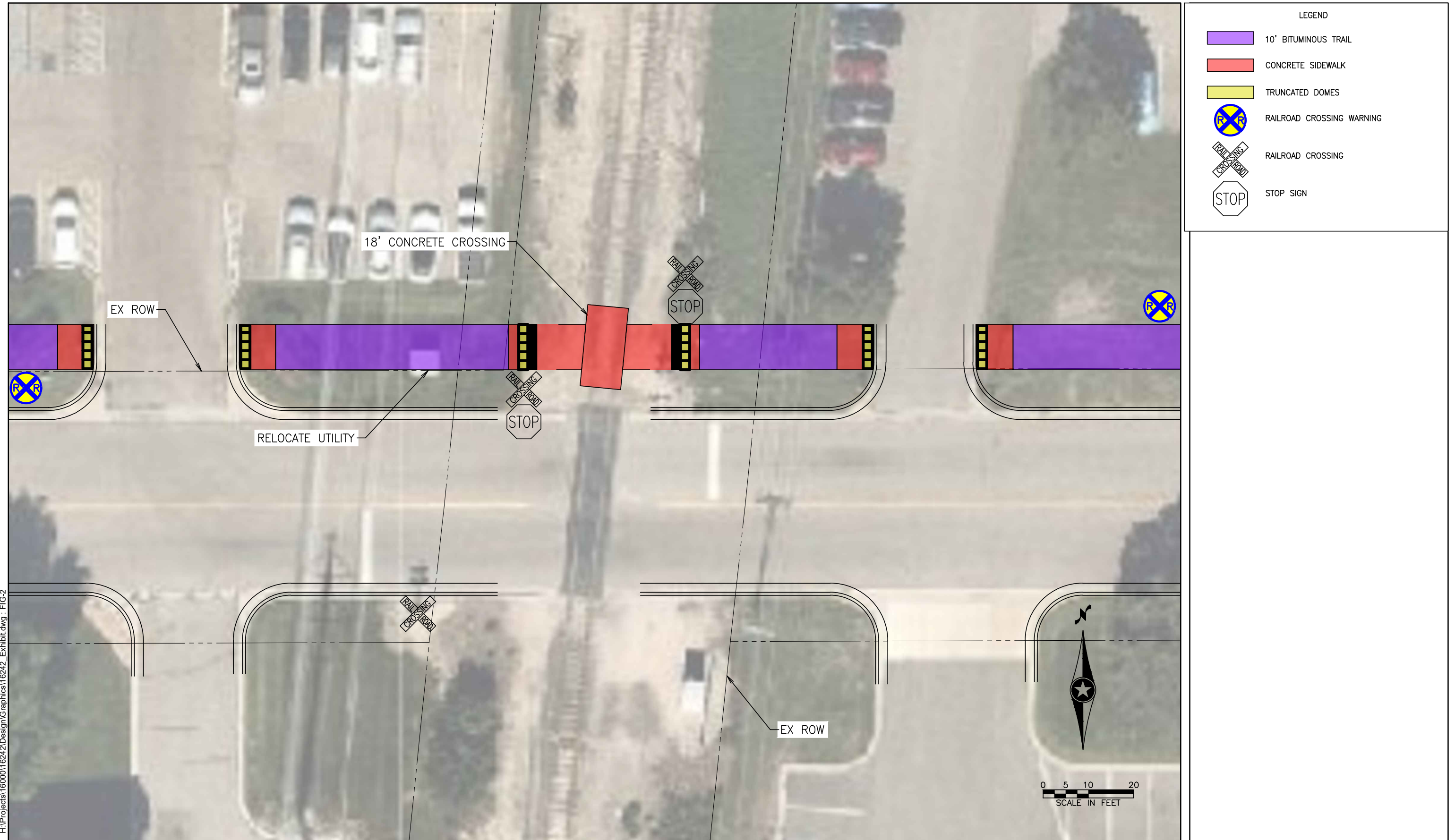
Sincerely,

Chad Millner  
Director of Engineering  
CMillner@EdinaMN.gov

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**ENGINEERING DEPARTMENT**

7450 Metro Boulevard • Edina, Minnesota 55439  
EdinaMN.gov • 952-826-0371



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**A Resolution supporting Three Rivers Park District efforts to apply for federal funding in the 2024 Regional Solicitation Process**

Date: November 20, 2023

Motion: Moved by: Lou Dzierzak Seconded by: Lou Miranda

WHEREAS; The Metropolitan Council released the 2024 Regional Solicitation application for metro agencies to apply for federal grant funding to construct and/ or reconstruct Multiuse Trails and Bicycle Facilities; and,

WHEREAS; Three Rivers Park District intends to submit 11 applications, for federal grant funding for construction and reconstruction on regional trails throughout Hennepin County; and,

WHEREAS; The projects include:

- CP Rail Regional Trail – North Segment (New Construction)
- CP Rail Regional Trail – Middle Segment (New Construction)
- CP Rail Regional Trail – South Segment (New Construction/Reconstruction)
- Crow River Regional Trail (New Construction)
- Dakota Rail – Luce Line Connector (New Construction)
- Lake Independence Regional Trail (Reconstruction)
- Medicine Lake Regional Trail – East Segment (Reconstruction)
- Medicine Lake Regional Trail – West Segment (Reconstruction)
- North Cedar Lake Regional Trail (Reconstruction)
- Shingle Creek Regional Trail (Reconstruction)
- West Mississippi River Regional Trail – East Segment (New Construction)

WHEREAS; These projects are consistent with the 2040 Hennepin County Bicycle Transportation Plan; Pedestrian Plan; Complete and Green Streets Policy; Climate Action Plan; and,

WHEREAS; Physically separated trails and bicycle facilities provide greater safety and comfort for people riding bikes, walking and rolling; and,

WHEREAS, trails connecting as directly as possible to destinations are recognized as preferable; and,

WHEREAS; The Hennepin County Active Transportation Committee (ATC) has reviewed the proposed application efforts and discussed its merits with County staff;

NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee supports Three Rivers Park District in efforts to secure federal funds through the Metropolitan Council's Regional Solicitation process.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Aye	Larissa Lavrov – District 4	Aye
Gilbert Odonkor – District 1	Absent	Courtney Costigan – District 5	Aye
Jenny Ackerson – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Luke Van Santen – District 6	Aye
Dave Carlson – District 3	Aye	Lou Miranda – District 6	Aye
Laura Groenjes Mitchell – District 3	Aye	Greg Anderson – District 7	Absent
Haley Foydel – District 4	Aye	Lee Newman – District 7	Aye

RESOLUTION ADOPTED

Attest: 

Jordan Kocak, Hennepin County Pedestrian & Bicycle Coordinator



# 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  
CP Rail Regional Trail - South Segment Project  
Along CSAH 28 (E Bush Lake Road) from the Hyland Park Reserve to 78th Street

Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District (TRPD) is submitting an application for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Canadian Pacific (CP) Rail Regional Trail which is anticipated to improve conditions for people walking and biking as recommended in the 2018 CP Rail Regional Trail Master Plan. This project will (re)construct a multi-use trail between the Hyland Park Reserve and the Nine Mile Creek Regional Trail.

As proposed, the CP Rail Regional Trail – South Segment Project is anticipated to impact CSAH 28 (E Bush Lake Road) which is currently under Hennepin County jurisdiction. At this time of application submittal, county staff would like to formally notify TRPD of the following planned improvements in the vicinity of CSAH 28 (E Bush Lake Road) – understanding that these improvements, and others not yet programmed, are subject to change without notice.

- Pavement preservation activities from approximately CSAH 1 (Old Shakopee Road) to Highwood Drive that's tentatively scheduled for 2025 (OP 4630001)

Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 28 (East Bush Lake Road) for the useful life of improvements. 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 TRPD includes county staff in the project development process for the CP Rail Regional Trail – South Segment Project to discuss impacts to county roadways, including any crossing enhancements, to ensure success. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along the CP Rail Regional Trail.

Sincerely,



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

cc: Jason Pieper, P.E. – Capital Program Manager

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





## On Going Railroad Agreement Status

Three Rivers has been working with CPKC Rail on the associated trail crossing for several years and received informal approval of the crossing layout as it incorporates all request regional trail crossing improvements by Brian Osborne – Manager Public Works with CPKC Railroad.

Should Three Rivers receive grant funds, it will continue its discussions and negotiations to finalize all related design plans, coordination requirements and agreements with CPKC Rail.

Per direction from Council staff, Three Rivers is selecting the box that says agreements are in place even though they would be forth coming during the next project phase.


### RE: railroad agreement question



Koutsoukos, Elaine <elaine.koutsoukos@>  
To Grissman, Kelly  
Cc Rexine, Ann; McCullough, Danny



Mon 11/27/2023 8:20 AM

 You replied to this message on 11/27/2023 8:30 AM.

Hi Kelly,

I had some discussion with staff and the consensus is to select the first checkbox and upload file with a written explanation as you indicated in your email message below. This is a qualifying requirement and this situation would not disqualify your project.

**Elaine Koutsoukos**  
TAB Coordinator | Transportation Advisory Board  
[Transportation Advisory Board](#)

---

**From:** Grissman, Kelly <[Kelly.Grissman@threeriversparks.org](mailto:Kelly.Grissman@threeriversparks.org)>  
**Sent:** Monday, November 20, 2023 1:14 PM