



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20231 - Medicine Lake Regional Trail - West Segment (Reconstruction)
Regional Solicitation - Bicycle and Pedestrian Facilities

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Primary Contact

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What Grant Programs are you most interested in? Parks Grants Acquisition

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 Ext.

Fax:

PeopleSoft Vendor Number 0000057347A1

Project Information

Project Name Medicine Lake Regional Trail - West Segment (Reconstruction)

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Maple Grove

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 reconstructing 4.5 miles of end-of-useful life regional trail, stabilizing eroding slopes in 2-3 locations where the trail is adjacent to Elm Creek, and adding APS to the Fish Lake Road/Bass Lake Road (CSAH 10) crossing between Fish Lake Regional Park and I-94 in Maple Grove. The trail was constructed 1998-1999, received minor trail repairs and realignments in 2012, and microsurfacing in 2016; however, it is nearing the end of its useful life and is degrading to point in which routine pavement is no longer feasible or cost effective.

Project Elements

- Reconstruct 4.5 miles of existing end of useful life regional trail (off-road/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving about 16 curb ramps and adding APS at Fish Lake Rd/Bass Lake

Road (CSAH 10)

- Reconstruct 5-8 local trail connections including associated curb ramps in partnership with the City of Maple Grove

Project Benefits

- Provides a safe, active transportation option 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 at the end of their useful life.
- Corrects ADA deficiencies and safety and sustainability concerns caused by deteriorating pavement conditions, eroding side slopes, and curbs that are substandard.
- Maintains and improves community connections: Little Newton's Nest, Weaver Lake Elementary, Fish Lake Regional Park, Nottingham Park, Weaver Lake Ball Fields, Maple Grove trail systems (~20 local trail connections), and RBTN routes (2 Tier 2 Corridors).
- Provides a protected bikeway to 36,481 people - connecting them to 15,095 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 MAPLE GROVE, WITHIN AN INDEPENDENT TRAIL CORRIDOR RECONSTRUCT 4.5 MILES EXISTING MULTI-USE PAVED TRAIL BETWEEN FISH LAKE REGIONAL PARK AND I-94

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) 4.5

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 \$3,522,812.00

Match Amount \$880,703.00

Minimum of 20% of project total

Project Total \$4,403,515.00

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

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.

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:

Medicine Lake 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

CSAH

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

Road/Route No.

10

(Example: 53 for CSAH 53)

Name of Road

Bass Lake Road

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

To:

Road System

I

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

Road/Route No.

94

(Example: 53 for CSAH 53)

Name of Road

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

In the City/Cities of:

Maple Grove

(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:

Fish Lake Regional Park

To:

I-94

Or

At:

In the City/Cities of:

Maple Grove

(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)

APS, ADA Ped Ramps, Grading

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 27J15
New Bridge/Culvert No.:
Structure is Over/Under
(Bridge or culvert name):
Zip Code where Majority of Work is Being Performed 55311
Approximate Begin Construction Date (MOYR) 04/02/2029
Approximate End Construction Date (MOYR) 11/15/2029
Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 4.5
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 2.3
Is this a new trail? No

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)

Nine Regional Trails (including Medicine Lake Regional Trail) Master Plan (Entire Document, specifically 145-196)

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

2040 Hennepin County Bicycle Transportation Plan (Pages 44 and 46)

2040 Maple Grove Comprehensive Plan (Parks and Recreation Appendix, Pages 11-12)

(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: 1700164494379_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

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)	\$220,176.00
Removals (approx. 5% of total cost)	\$220,176.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00

Turf - Erosion & Landscaping	\$0.00
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	\$220,176.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$660,528.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$3,302,636.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$220,176.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$220,176.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$3,742,988.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

PROTECT Funds Eligibility

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

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

Response: Does not appear to be applicable to this project.

Totals	
Total Cost	\$4,403,516.00
Construction Cost Total	\$4,403,516.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1700161353968_Map RBTN_MLRTW_Label.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

36481

Existing Employment Within One Mile (Integer Only)

15095

Upload the "Population Summary" map

1700161482565_Map_Pop Emp_MLRTW.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 Medicine Lake Regional Trail (MLRT) - West Segment connects to an environmental justice area & serves 198 publicly subsidized rental units within ½ mile of the corridor.

Demographics

The corridor travels through or is within ½ mile of 1+ census tract(s) with:

- 23, 25, 27, 28% pop under 15 (19% metro avg)
- 20, 23, 33% pop over 65+ (14.1% metro avg)
- 10, 16% Asian (7.7% metro avg)
- 5, 14% Other + multiracial (3.9% metro avg)
- 10, 28% households below 185% poverty line (8.4% metro avg)

Engagement Activities & Audiences

The Park District engaged the above disadvantaged populations which informed this work through the following direct and supplementary methods:

- Regional Trail Pop-ups (17 people): 2 pop-ups along the MLRT - West Segment at Rice Lake and L94 and near Edwards Lake

at Rice Lake and I-94 and near Edwards Lake.

- Bike Rides (40 people): 2 regional trail bike rides with Outdoor Latino, a community-based organization centered around outdoor activities in the Latino community. Bike ride utilized MLRT - West Segment from Fish Lake Park.
- Community Events (67 people): Tabled at annual community events including Hispanic Heritage Celebration, engaging many Latino/BIPOC families with children.
- Focused Conversation with Senior Women's Nordic Walking Group (5 people): Hosted a conversation to chat about seniors' needs & interests around regional trails in Maple Grove & beyond.
- AARP Senior Bike Ride (17 people): The Park District attended an AARP senior event at the Hopkins Senior Citizens Center & bike ride along the Lake Minnetonka Regional Trail.
- Focus Group with Early College Academy students (15 students): Hosted a conversation with students of color regarding their opinions about current and future park/trail infrastructure.

Feedback and Influence

Feedback showed strong support for the regional trail system, including MLRT and is addressed in this project scope in the following ways:

- Improving local trail connections, such as reconstructing 5-8 local trail connections
- and improving associated curb ramps (ADA) in partnership with the City of Maple Grove
- Addressing safety concerns, such as Fish Lake Rd/Bass Lake Rd (CSAH 10) crossing
- Maintaining and improving community connections, including parks & schools
- Making trails more accessible and sustainable by correcting ADA deficiencies, deteriorating pavement, and substandard curbs (radii <100')
- Locating the trail away from cars and within an independent/nature-based corridor

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

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 will benefit disadvantaged populations in the following ways:

- Seniors: This project is within 1/2-mi of 2 senior housing complexes (Maple Village-affordable & Rose Arbor & The Belvedere @ Chapel Wood), 1 assisted living facility (Maple Care Homes) & has a higher-than-average percentage of seniors within 1/2 mile. This project benefits seniors by reconstructing a 10' wide separated facility w/centerline striping & grades not exceeding 5%. It will meet all ADA requirements incl. improving 16 curb ramps & adding APS at Fish Lake Rd/Bass Lake Road (CSAH 10).

- Youth: This project connects to/is within 1/2 mile of 5 schools (Maple Grove Preschool & Childcare, Little Newton's Nest Daycare, Weaver Lake Elementary, Heritage Christian Academy, & Basswood Elementary), 5 parks (Fish Lake Regional, Nottingham, Weaver Lake Ball Fields, Weaver Lake Community & Basswood Parks) & 3 churches (Church of the Open Door, Grace Free Lutheran & Life Assembly). Families stressed the need for safety along busy roads/crossing intersections in addition to connections to schools & youth-friendly destinations (e.g., parks). Older teens noted transportation as barrier to recreation, education & employment-this project will connect them to these opportunities via bike/ped access. Improving pavement condition & crossings will increase safety in accessing local destinations for families w/young children (e.g., strollers) & older youth.

- Low-income Groups: This project connects to/is within 1/2 mile to 3 affordable living communities (Maple Village I/II & Silvan Townhomes) in addition to census tracts with a higher-than-average percentage of households below 185% poverty line. This project will benefit low-income households by directly connecting these residents to recreation, education & employment opportunities via bike/ped access; thus, relying less on cars/reducing transportation costs, e.g., this project connects to the Maple Grove Arbor Lakes Area (retail, jobs, restaurants, housing) via Rice Lake local trails.

- BIPOC Community: This project is also within a 1/2-mi of census tracts w/a higher-than-average number of Asian & multi-racial residents. BIPOC groups stressed similar priorities as those listed above. In addition to safety improvements & local connections, these groups also preferred nature-based trail settings rather than trails along busy roads. This project connects to neighborhoods/local connections while providing an immersive nature experience as an independent trail corridor.

During construction the Park District will maintain access to businesses/neighborhoods & mitigate noise, dust & traffic. Current trail users will be directed towards alternate sidewalk routes w/detour signing. No local road closures are anticipated.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within 1/2 mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

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

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

Response:

This project is within 1/2 mile of 198 publicly subsidized rental units. See Affordable Housing Access Map for naturally occurring affordable housing and destinations of interest to community members from low-income households which this project will help connect to.

The following lists a subsample of affordable housing within 1/2 mile of the project:

- 54 senior units, Maple Village I, 9220 Zanzibar Ln N
- 48 units, Maple Village II, 9150 Zanzibar Ln N
- 39 units, Silvan Townhomes (previously Groveland Terrace), 6876 Vicksburg Ln N

The following lists the existing buildings and number of units within 1.5 miles of the project with connections via local trails:

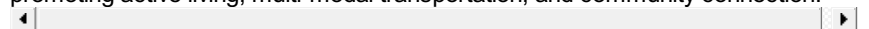
- 18 units, Lakeshore Townhomes, 14060 85th PI N

According to the Met Council's 2021 Housing Performance Scores, Maple Grove has a score of 91. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households. In Maple Grove's 2040 Comp Plan, they note approximately 39% of all housing units are affordable to those with incomes at or below 80% of the AMI, and approximately 13% of all housing units are affordable to those with incomes at or below 50% of the AMI.

To accommodate additional housing units that meet the affordable housing allocation set by the Metropolitan Council (1,188 units), the city has identified growth areas within the future land use plan. The City has allocated future needs within the following three bands of affordability, allowing them to focus on the types of affordable housing that are most needed:

- At or below 30% AMI: 694
- From 31% to 50% AMI: 310
- From 51% to 80% AMI: 184

Since the project connects to single and multi-family residential neighborhoods, local schools, institutions, commercial areas, and major recreation sites (see Affordable Housing Access Map), affordable housing residents in Maple Grove and beyond will benefit from the improved safety, accessibility, and connectivity when walking and biking. Improvements to this trail segment will improve public health for all low-income residents in the project's corridor through Maple Grove by promoting active living, multi-modal transportation, and community connection.



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. 1701743324690_Map_Soc Eco_MLRW.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:

This trail segment is at the end of their useful life. Reconstructing it will ensure continuity of existing off-road, multi-use trail facilities and ensure that these 4.5 miles do not become a new gap in the greater 26-mile Medicine Lake Regional Trail (755,000 annual visits) corridor and active transportation system. While this corridor technically 'exists' it would become a gap/missing link if the pavement is not be reconstructed and it deteriorates to a mix of grass and gravel and no longer provide safe passage for people walking, biking, and rolling. Should this happen, pedestrians and bicyclists would be forced to find alternative routes that would be less direct, likely have a lower level of safety and comfort (i.e. within or adjacent to the roadway), and have a more localized function without the greater regional/multi-community benefit.

It is also important to recognize the how this segment supports the greater trail corridor and vice versa. It is evident how greater corridor's consistent and continuous facility design works to support active transportation on a regional scale serving residents of Dayton, Maple Grove (project location), Plymouth, and beyond with:

- Grade separated crossings of Hwy 610, I-94 (Tier 1 Expressway Barrier, immediately adjacent to the project's northern termini), and I-494.
- Direct (existing/planned) connections to the West Mississippi River, Rush Creek, Eagle Lake, Bassett Creek, and Luce Line Regional Trails providing pedestrian and bicycle access across all of northern Hennepin County.
- A safe, ADA accessible, and comfortable facility (off-road, multi-use trail) with smooth, level surface and limited at-grade road crossings (only 1 over the projects 4.5 length) for all ages, physical abilities, and active transportation modes.
- Two nearby transit station connections (Maple Grove Transit Station (~1 mile from project's north termini) and Plymouth Station 73).

On a more localized scale, the project's active transportation system role:

- Crosses 1 identified stream barrier (Elm Creek) where bridge improvements will be made
- Provides a major off-road corridor spanning from I-94 to Bass Lake Road (CSAH 10)/Fish Lake Regional Park including 50% of the project length through a Tier 2 Corridor and grade separated crossing of Weaver Lake Road.
- Is directly integrated and connected into the community with about 20 local trail connections connecting the trail with the greater community: neighborhoods, areas of commerce/jobs, parks, and schools of which the project will reconstruct about 5-8 local trail connections.

(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

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Yes

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

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

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Deficiencies corrected or safety problems addressed

Response:

This 4.5 mile trail segment only has one road crossing (Fish Lake Road/Bass Lake Road (CSAH 10)). Since nearly 75% of all MN bicycle related crashes occur at intersections and nearly 50% of all crashes with a fatality or disabling injury occur at intersections, this results in a very safe trail corridor. However, the one road crossing requires crossing eight lanes of traffic including two right turn/pork chop turn lanes. While the remaining six lanes of traffic are controlled via signal, the many turning movements and sun aspect (according to crash data) make this intersection crossing challenging.

The intersection/trail crossing had 16 accidents over the last ten years (3 minor injuries, 3 possible injuries, 10 property damage). Of these accidents, five related to failure to yield properly of motorists traveling southbound on Fish Lake Road proceeding across the Medicine Lake Regional Trail and continuing westbound onto Bass Lake Road via the classic, yield controlled right turn pork chop design.

At this type of 'right-yield', motorists slow down, do not stop, and then accelerate through the trail crossing/cross walk. They focus their attention to the left at the expense of taking full account of the trail users entering the crosswalk from the right. These are ripe conditions for collision - especially for vulnerable (i.e. youth/less experienced) trail users.

This intersection will be evaluated to determine what additional safety measures (i.e. advance trail crossing warning signage, changing the yield to a stop, and adjusting the yield/stop sign location to before the crosswalk instead of after) should be added to the project. Non-compliant ADA pedestrian curb ramps (about 16) will be upgraded and APS will be added to include auditory, visual and vibrotactile information supporting people who are blind, have low vision, and/or hearing loss.

Other safety considerations such as include poor pavement condition, tighter turn radius, and erosion adjacent to the trail will also be addressed:

- Reconstruct 4.5 miles of existing, end of useful life trail (30 years old by funding year).
- Reconstruct ~8 existing, end of useful life trail connections, including updating associated pedestrian ramps to meet ADA requirements.
- Correct 2-3 areas of eroding slopes.
- Correct several areas of tighter trail radii (<100').

Should this facility not be reconstructed, people walking, biking and rolling (755,300 annual users) would have to take a longer, less desirable route adjacent to roads rather than the safer independent trail corridor.

Measure A: Multimodal Elements

Response:

The Medicine Lake Regional Trail (755,300 visits per year) serves as a primary north-south active transportation route through central Maple Grove. 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 may limit bicycle use or force the most vulnerable users into the roadway without space/physical separation. This is especially important for people with disabilities which often have a greater reliance on transit and require off-road facilities to access transit.

The project supports multi-modal options as it connects to the Maple Grove Transit Hub (Parkway Station) on Maple Grove Parkway station located about one-mile past the project's northern termini and along the same regional trail corridor. This transit station includes parking for 800 cars and an indoor waiting station. The transit station currently provides one route:

- Route 785 is operated by Maple Grove Transit and provides six express trips to downtown Minneapolis with stops and connections to other bus routes along Hennepin and Marquette Avenues. Bicycle parking and bathrooms are provided on-site. This project will add additional wayfinding along the trail purposefully directing trail users to the Parkway Station transit hub.

This is a critical connection as it is the most direct and convenient fixed-route transit access for people walking, biking, and rolling in this area of the region as fixed-route transit service is limited within central and western Maple Grove. In other words, this trail helps increase the ridership service area by providing a safe active transportation connection for nearby trail residents who rely on or prefer to use transit with their only local fixed-route transit option.

This project also supports multi-modal uses by:

- Reconstructing 4.5 miles of end of useful life trail including upgrading pedestrian ramps to meet ADA guidelines providing a smooth, level surface for people of all abilities and ages.

- Improving the Fish Lake Road crossing.

- Reconstructing 5-8 local trail connections.

- Connecting to existing sidewalks and trails systems including about 20 existing local trail connections linking to Maple Grove's 55+ mile multi-use trail system and connections to the Luce Line, Eagle Lake, and Bassett Creek Regional Trails via the greater trail corridor. See the attached Affordable Housing Access Map for locations of destinations that this trail will provide access to.

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 Medicine Lake Regional Trail (MLRT) is a well-established, multi-use trail which receives about 750,000 annual visits. The project is located within Maple Grove; however, the trail extends into the cities of Plymouth and Dayton for a total corridor length of 25.6-miles.

While much of the trail through Maple Grove has been in existence for over 20 years, the master plan was recently updated in 2021. The master plan, which was approved by the Metropolitan Council and supported by the City, calls for reconstructing the trail segments included in this application. The planning work included many community engagement opportunities - a sampling of opportunities and feedback which are most directly associated with this project scope and/or area are briefly summarized below:

- An interactive wiki map available 24/7 for community members to provide geolocated feedback (3 people engaged, notification via website and social media) (Website no longer available).

- Virtual listening session with senior women's Nordic walking group (5 people engaged, notification via local park and recreation senior group e-newsletter). Participants cited the need for smooth pavement, rest stops, and wayfinding.

- Online questionnaire was mailed to Boardwalk Apartments residents (77 people engaged, mailed link to questionnaire). Participants cited a preference for wide, easily accessible trails which allow for enough space for bikers and pedestrians to physically separate. Trails that are ADA compliant and not steep are also preferred.

- Two onsite pop-ups (21 people engaged, pop-up event). Participants cited an appreciation for smooth pavement surface and desire for support amenities and facilities (i.e., benches, restrooms).

- AARP local representative one-on-one mtg (1 person engaged, email invite). Representative shared that 8 in 10 older adults find safe intersections and good sidewalks or trails extremely important.

Community feedback obtained from the above engagement opportunities included significant support for reconstructed segments of the Medicine Lake Regional Trail which are at or approaching their useful life.

(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.

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

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

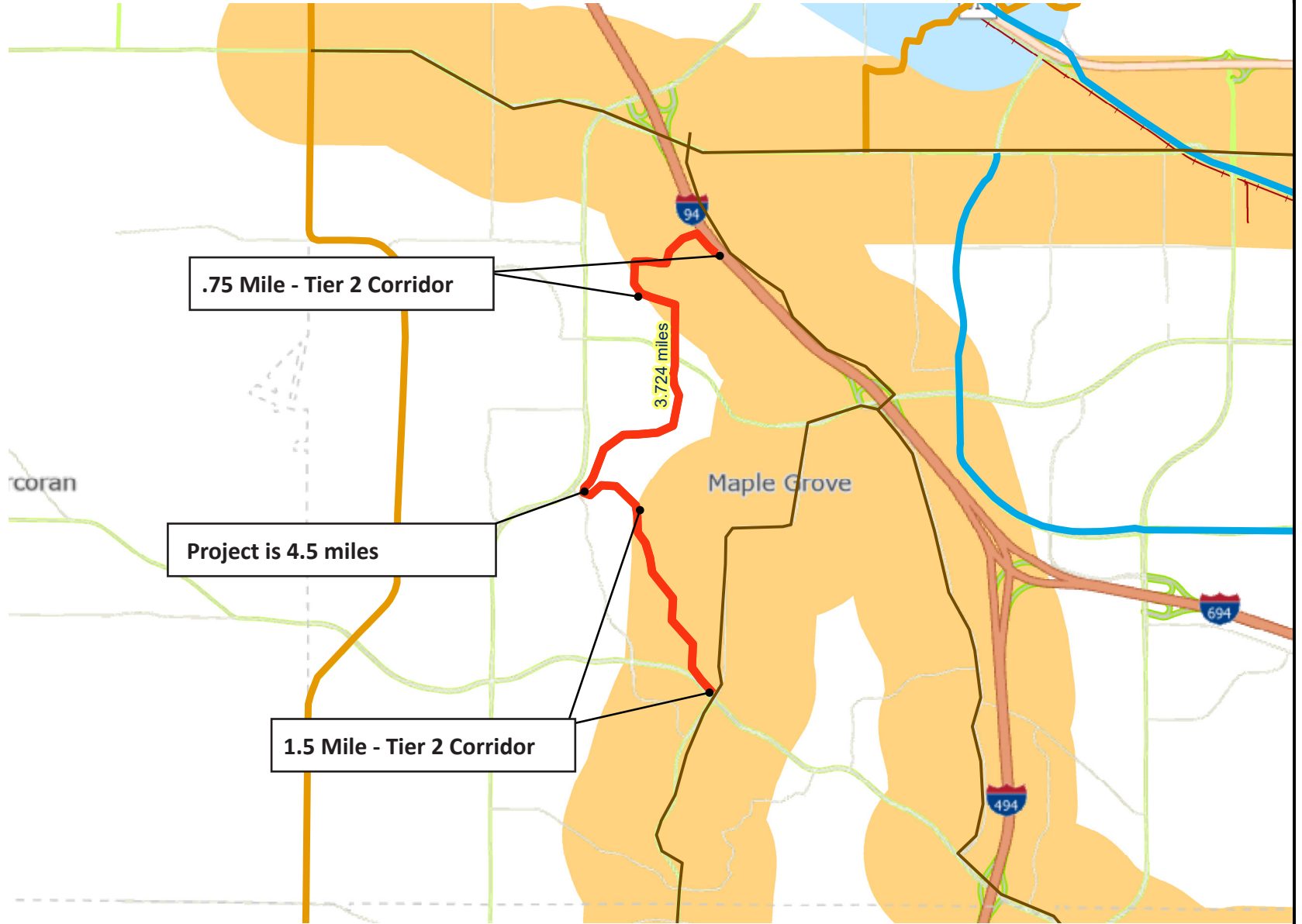
Total Project Cost (entered in Project Cost Form):	\$4,403,516.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,403,516.00

Points Awarded in Previous Criteria

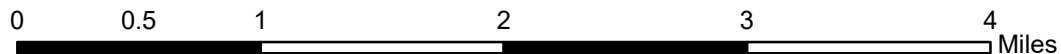
Other Attachments

File Name	Description	File Size
Henn Co Active Transportation Resolution of Support.pdf	Resolution of Support- Henn Co Active Transportation Committee	123 KB
Housing MLRT West_Final.pdf	Affordable Housing Access Map - MLRT West	2.4 MB
Maple Grove Letter of Support_MLRT_Nov2023.pdf	Maple Grove Letter of Support	573 KB
Med Lake West Summary One Page.pdf	Med Lake RT West Project Summary	1.6 MB
MLRT West Existing Conditions Photo 1.pdf	Medicine Lake West Existing Conditions Photo	3.4 MB
MLRT West Final Layout.pdf	Final Layout	5.3 MB
MLRT Winter Maintenance Letter.pdf	Winter Maintenance Letter	815 KB
MLRT_West Letter of Support_Hen Cty.pdf	Hennepin County Letter of Support	131 KB
MLRT_West Letter of Support_MnDOT.pdf	MnDOT Letter of Support	212 KB

Project to RBTN Orientation



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



Created: 11/2/2023
LandscapeRSA6



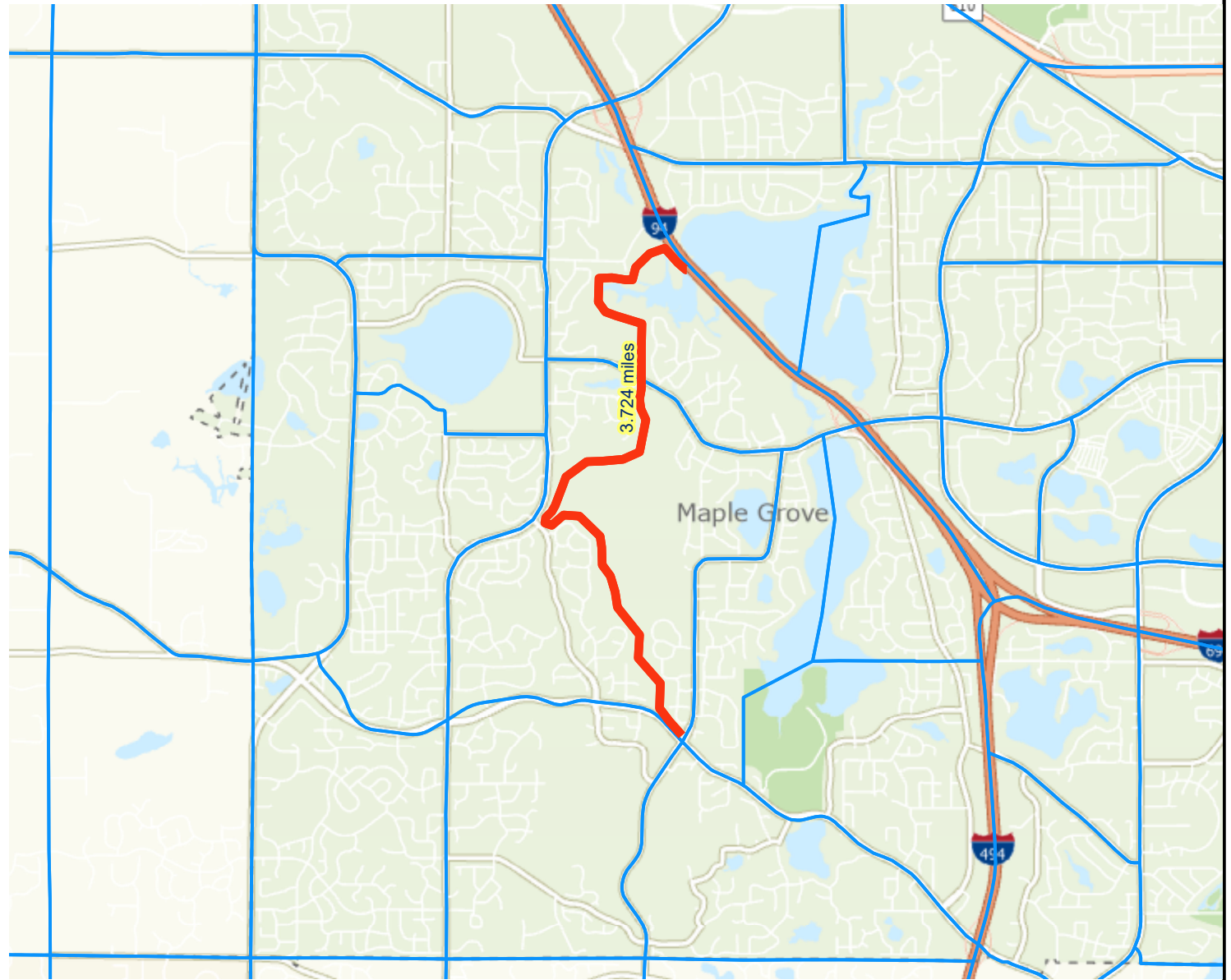
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 36481
Total Employment: 15095



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/2/2023
LandscapeRSA4



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

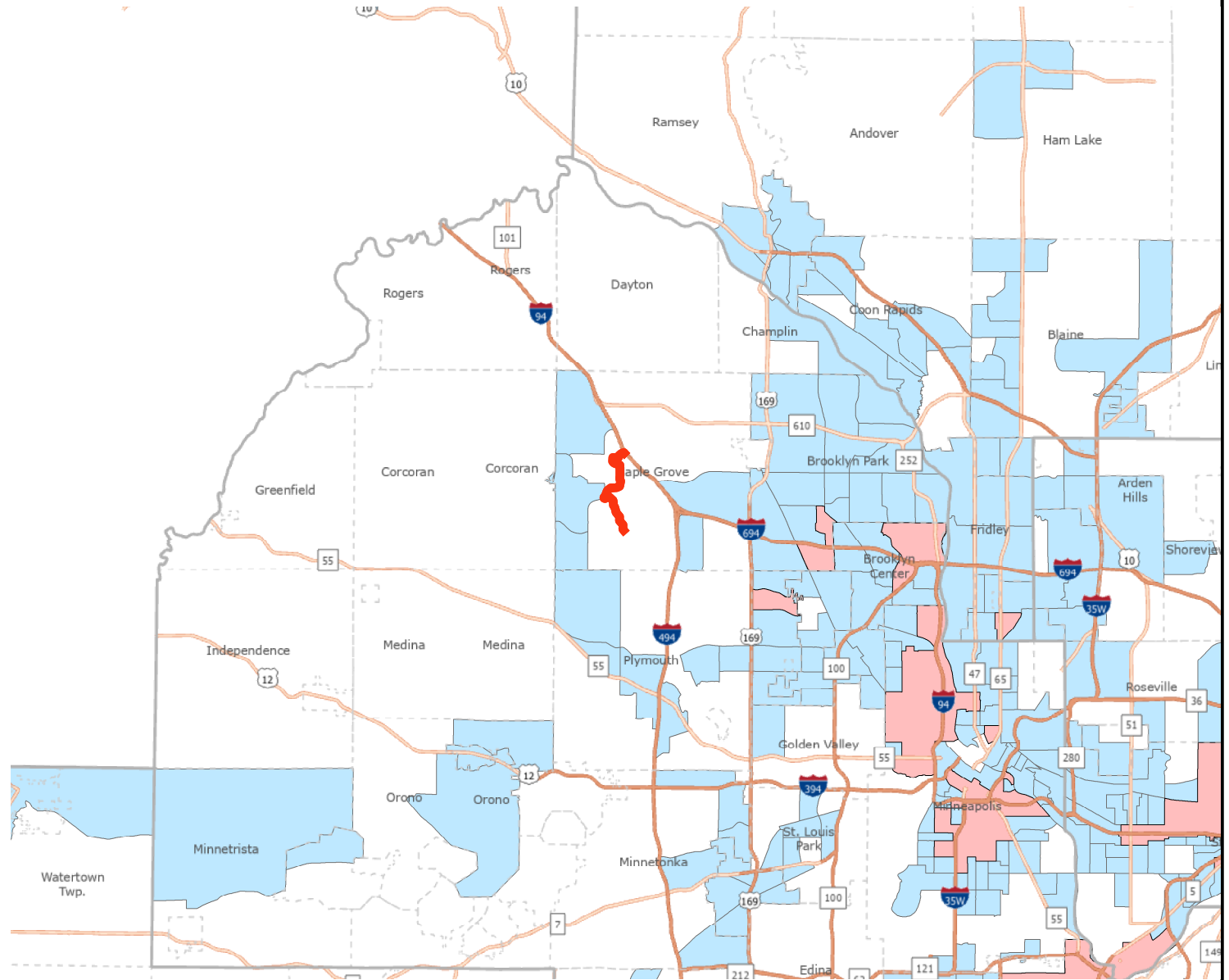


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 198

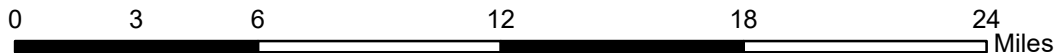
Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 11/2/2023
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: Medicine Lake Regional Trail West- Reconstruction | Map ID: 16989405



Results

Transit with a Direct Connection to project:
781 785

**indicates Planned Alignments*

Transit Market areas: 3, 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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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
Medicine Lake Regional Trail: West Segment – Reconstruction

Erin Kolb
District 3

Dear Ms. Koutsoukos,

Three Rivers Park District Board of Commissioners authorized staff to solicit federal funding for the **Medicine Lake Regional Trail: West Segment – 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,

A handwritten signature in blue ink that reads "Boe R. Carlson".

Boe Carlson
Superintendent

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

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 Applications
Multiple Three Rivers Park District's Trail Projects off County Roadway System

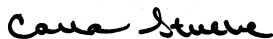
Dear Ms. Koutsoukos,

Hennepin County has been notified that Three Rivers Park District is submitting several applications for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed projects, listed below, are anticipated to improve conditions for people walking and biking and are supported by local comprehensive plans, specific trail master plans, as well as the 2040 Hennepin County Bicycle Transportation Plan. Hennepin County supports these funding applications; noting that no impacts to roadways under county jurisdiction are anticipated.

- **Dakota Rail Regional Trail – Luce Line Connector Project**
- **Medicine Lake Regional Trail – West Segment Project**

At this time, Hennepin County has no funding programmed for the project listed above in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in these projects. Additionally, we kindly request that Three Rivers Park District includes county staff in the project development process for these projects to coordinate other planned work in the area. We look forward to working together to improve the accessibility, safety, and mobility of people walking and biking along each of these important regional trail corridors.

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



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 or 651-775-4216.

Sincerely,

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