



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20389 - Louisville Segment - Merriam Junction Regional Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/15/2023 11:56 AM

Primary Contact

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Name: * She/her/her **Terri** **L** **Dill**
Pronouns First Name Middle Name Last Name

Title: Principal Planner - Transportation

Department: Project Delivery

Email: tdill@co.scott.mn.us

Address: 200 Fourth Ave W

* **City:** Shakopee **State/Province:** Minnesota **Postal Code/Zip:** 55379
City State/Province Postal Code/Zip

Phone: * 952-496-8839 Phone Ext.

Fax:

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

Organization Information

Name: SCOTT COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 200 4th Ave W
PUBLIC WORKS DIV

* **City:** Shakopee **State/Province:** Minnesota **Postal Code/Zip:** 55379
City State/Province Postal Code/Zip

County: Scott

Phone: * 612-496-8355 Ext.

Fax:

PeopleSoft Vendor Number 0000024262A21

Project Information

Project Name Louisville Segment to the Merriam Junction Regional Trail

Primary County where the Project is Located Scott

Cities or Townships where the Project is Located: City of Shakopee and Louisville Township

Jurisdictional Agency (If Different than the Applicant):

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

The Louisville Segment of the Merriam Junction Regional Trail Project, in Scott County within the City of Shakopee and Louisville Township, is located 30 miles from downtown Minneapolis. The project will construct 4.38 miles of multi-use trail for bicycle and pedestrian use along CSAH 14 (150th St), including elevated boardwalks over wetland and lake areas, to close the existing gap in the Regional Bicycle Trail Network in northern Scott County.

The trail project completes an initiative to build a multi-use accessible destination trail connecting the Merriam Junction Regional Trail to the Big Woods Regional Trail. The project builds on the planning of a regional trail master plan and completion of a trail segment over Hwy 169, a significant barrier in Scott County. The trail corridor was identified as a need in both the 2030 and 2040 Scott County Comprehensive Plans. The trail will close a gap to create a 20-mile trail network loop that traverses both Scott and Carver Counties (with access to Hennepin County) and will link the communities of Shakopee, Prior Lake, Chaska, Chanhassen, Carver, and Louisville Township.

There are limited trail connections in this part of the metropolitan area due to the Minnesota River barrier. This section of trail builds upon critical river crossing connections by expanding access and completing a continuous loop on both sides of the Minnesota River. The project closes the gap in northern Scott County between the Merriam Junction and Big Woods Regional Trails, which anticipates between 129,000 and 250,000 annual users.

Both regional trails provide connections across the Minnesota River, creating links to both the Twin Cities Metro area and Mankato to the south, making this proposed trail of regional and statewide significance. The project connects the western metropolitan area to public and private recreation venues that have a statewide draw. Scott County is home to major entertainment, historical, and scenic destinations, including Canterbury Park, Sever's Festival, Scott County Fair, Mystic Lake, Shakopee Mdewakanton Sioux Community, Hočokata Ți Cultural Center, Renaissance Festival, Minnesota River Valley National Wildlife Refuge, The Landing-Minnesota River Heritage Park, and Valleyfair. Every year, more than 10 million visitors come to Scott County for the unique attractions and festivals that are all located near the trail corridor. The proposed trail will support bicycle day trips to these destinations, in addition to the public wildlife and recreational lands and historic downtowns along the Minnesota River, enhancing economic development and tourism opportunities.

(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. Scott County, adjacent to CSAH 14, from Louisville Rd to CSAH 17, construction of 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) 4.3

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 \$2,264,752.00

Minimum of 20% of project total

Project Total \$7,764,752.00

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

Match Percentage 29.17%

Minimum of 20%

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

Source of Match Funds

County

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources***Preferred Program Year****Select one:**

2028, 2029

*Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.***Additional Program Years:**

2027

*Select all years that are feasible if funding in an earlier year becomes available.***Project Information****If your project has already been assigned a State Aid Project # (SAP or SP)**

Please indicate here SAP/SP#.

Location**County, City, or Lead Agency**

Scott County

Name of Trail/Ped Facility:

Louisville Segment - Merriam Junction Regional Trail

*(example: CEDAR LAKE TRAIL)***IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:****Road System**

CSAH

*(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)***Road/Route No.**

14

*(Example: 53 for CSAH 53)***Name of Road**

150th St

*(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.**

14

*(Example: 53 for CSAH 53)***Name of Road**

Louisville Rd

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

CSAH

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR***Road/Route No.**

17

*(Example: 53 for CSAH 53)***Name of Road**

Marshall Rd

*(Example: 1st ST., Main Ave.)***In the City/Cities of:**

Louisville Township and City of Shakopee

*(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:****To:****Or****At:****In the City/Cities of:***(List all cities within project limits)***Primary Types of Work (Check all that apply)****Multi-Use Trail**

Yes

Reconstruct Trail**Resurface Trail****Bituminous Pavement****Concrete Walk****Pedestrian Bridge****Signal Revision****Landscaping****Other (do not include incidental items)****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 55379

Approximate Begin Construction Date (MO/YR) 04/01/2027

Approximate End Construction Date (MO/YR) 11/30/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 4.3

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 4.3

Is this a new trail? Yes

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages: Goal B Safety and Security

Objective A. Strategies B1 (page 2.5) B6 (page 2.8)

Goal C Access to Destinations

Objectives A, D, and E. Strategies C1 (page 2.10) C2 (page 2.11) C15 (page 2.22) C16 (page 2.23) C17 (page 2.24)

Goal D Competitive Economy

Objectives B. Strategies D3 (page 2.27)

Goal E Healthy and Equitable Communities

Objective C. Strategies E3 (page 2.31) E6 (page 2.34) E7 (page 2.34)

Goal F Leveraging Transportation Investments for Guide Land Use

Objectives A and C. Strategies F1 (page 2.35) F5 (page 2.37) 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 Scott County Comprehensive Plan Chapter VI pages 74 and 75

Met Council Transportation Policy Chapter 7 Bicycle and Pedestrian Investment Tier 2 search corridor page 7.16

City of Shakopee Parks, Trails, and Recreation Master Plan page 105, 114

(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: 11/30/2023

Link to plan: <https://www.scottcountymn.gov/DocumentCenter/View/21350/2023-Scott-County-ADA-Transition-Plan>

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)	\$388,237.00
Removals (approx. 5% of total cost)	\$0.00
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	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$388,237.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$3,737,752.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$110,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$44,000.00
Wayfinding	\$129,000.00
Bicycle and Pedestrian Contingencies	\$905,763.00
Other Bicycle and Pedestrian Elements	\$2,450,000.00
Totals	\$7,376,515.00

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: Trail, including boardwalk over wetlands and lake, \$7,764,752

Totals

Total Cost	\$7,764,752.00
Construction Cost Total	\$7,764,752.00
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

1702590880346_Map - Bike Corridors.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 4835

Existing Employment Within One Mile (Integer Only) 4993

Upload the "Population Summary" map

1702590982034_Map - Population Employment.pdf

Please upload attachment in PDF form

Measure A: Engagement

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

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

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

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

Response:

The project is in Louisville Township and the City of Shakopee. 13% of residents in Louisville Township and 33% of residents in the City of Shakopee identify as black, indigenous, or people of color and both rates are growing. Approximately 8% of Township and City residents identify as Hispanic or Latino which is higher than the regional average. 34% of residents in Louisville Township and 30% of residents in the City of Shakopee of the population are 19 or younger, significantly higher than the regional average.

The search corridor for this trail was established in the Scott County comprehensive plans in 2010 and 2020. Both plans included extensive community engagement efforts. The regional trail planning process kicked off in early 2022 and a significant amount of community engagement has been conducted during this effort. Engagement activities for the plan have included an interactive project website, holding open houses, direct mailings, utilizing Scott County social media, offering staff office hours, property owner meetings, and presentations with community-focused groups, cities, and townships. In addition to these engagement efforts, staff gathered a Technical and Community Team to advise throughout the process.

Based on the project area for the Louisville-Merriam Junction Regional Trail and considering known gaps in park and trail use within Scott County, the engagement process worked with partner agencies to bring voices from several groups to the table in creative and authentic ways. Efforts to include local landowners and residents as well as traditionally under-served groups including low-income individuals, people with limited-English proficiency, Hispanic Residents, youth and seniors, and members of the SMSC, were prioritized in engagement process. Scott County had several multi-lingual engagement opportunities throughout the process, including offering a trails survey at community events in both Spanish and English, including information about assistance in Spanish on open house post cards, and providing Spanish-speaking staff as assistance during the open house events. Staff hosted an information table at an international community event during May 2022 and gathered information from surveys about community members perspectives on trails in Scott County.

(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:

All residents will benefit from the trail including low-income residents, youth, senior, non-white, and residents of all abilities. The trail is aligned to accommodate a wide range of user groups with varying abilities and offers access to many populations for their recreation and transportation needs to job centers in Shakopee, Carver, and Prior Lake (including Shakopee Mdewakanton Sioux Community's tribal center and entertainment complex). Trail facilities will be designed to meet or exceed guidelines established by the Americans with Disabilities Act. Scott County is committed to providing activities, access, and resources for all trail visitors, including persons with disabilities and members of special population groups and will do so throughout planning, development, and operation and maintenance activities of the regional trail system.

This project will have health and safety benefits by providing a dedicated off-road bicycle and pedestrian facility for residents to choose for their recreation or transportation needs. Currently, CSAH 14 has narrow shoulders that do not facilitate safe bike and pedestrian usage. The trail would significantly reduce conflicts between cyclists, pedestrians, and vehicles by providing an off-road connection. Having a safe place to bike or walk will encourage active living and improve resident health and wellbeing. In addition to the health and safety benefits, the trail provides access to goods, services, jobs, entertainment venues, park facilities, and other amenities in Scott, Carver, and Hennepin Counties and the Shakopee Mdewakanton Sioux Community by completing 20-mile loop and closing a gap in the Regional Bicycle Trail Network. The trail would facilitate non-motorized access to seasonal attractions in Scott County such as the Minnesota Renaissance Festival and Severs Fall Festival for both employees and guests. In addition, the construction of this segment of trail would provide the Shakopee High School Mountain Bike teams the ability to access over 28 miles of existing paved and gravel trails located in the Minnesota Valley State Recreation Area.

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

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:

Within a half mile of the proposed project, there are 183 publicly subsidized rental units. In addition to those publicly subsidized units, there are three mobile home communities consisting of 328 units within three miles of the trail. Mobile home communities typically serve lower income residents and more residents of color. This critical link will open access to more concentrated pockets of affordable housing to the north also within the City of Shakopee in downtown area (higher densities and naturally occurring affordable housing) to outdoor recreation and employment opportunities. Within a half mile on CH17 we have the re-entry home for men coming out of incarceration or treatment. Closing this gap in the RBTN will finish a 20-mile loop of trail that connects to the City of Carver just a couple miles across the river from this trail. The City of Carver, especially in the downtown area where the trail connects, has older housing stock and naturally occurring affordable housing. Scott County is growing rapidly and is expected to see 22,034 new households by 2040 according to the Scott County CDA housing Needs Study. This trail will be an amenity to future residents of the county.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
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.	1702593493579_Map - Socio Economic.pdf

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

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
 - Providing a safer, more protected on-street facility or off-road trail;
 - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
 - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

Response:

The proposed project will construct a missing link between the Merriam Junction Regional Trail and the Big Woods Regional Trail along CSAH 14. By closing this gap, pedestrians and bicyclists will be able to travel from the City of Carver to the City of Shakopee, the City of Prior Lake, and the Shakopee Mdewakanton Sioux Community by utilizing the Merriam Junction Louisville Segment Regional Trail and the Big Woods Regional Trail. The project will provide a route for pedestrians and bicyclists in the City of Shakopee, the City of Prior Lake, and the SMSC to access seasonal attractions in Scott County such as the Minnesota Renaissance Festival and Severs Fall Festival. The trail also provides access to fishing in ODowd Lake and Thole Lake. Development of the trail will improve access and safety for pedestrian and bicyclists who wish to access the lakes for fishing and thus improve access to food for some residents who may use fishing as a source of food. Additionally, this link provides residents of Scott County and Carver County connectivity to Spring Lake Regional Park and Cleary Lake Regional Park. The trail provides access to goods, services, jobs, entertainment venues, park facilities, and other amenities in Scott, Carver, and Hennepin Counties and the SMSC by completing the 20-mile loop and closing a gap in the Regional Bicycle Trail Network. The project will also provide a pedestrian and bicycle route past ODowd Lake and Thole Lake, which are barriers to pedestrians and bicyclists.

The project will improve bikeability to better serve all ability and experience levels by providing a safer off-road trail along CSAH 14 between TH 169 and CSAH 17, where no pedestrian or bicycle facilities exist today. CSAH 14 is a rural highway with rural shoulders and does not have adequate pedestrian or bicycle facilities. Pedestrians and bicyclists must currently utilize the gravel shoulder of CSAH 14, which is as narrow as 2 feet in width some locations along the corridor. There have not been any reported crashes involving a pedestrian or bicyclist along the project corridor in the last ten years. However, separated pedestrian and bicycle facilities are a proven safety improvement that mitigates pedestrian and bicycle exposure and eliminates vehicle/pedestrian and vehicle/bicycle conflicts. The project is a proactive safety solution that will significantly improve safety for pedestrians and bicyclists along the CSAH 14 corridor while enhancing connectivity between communities in Scott County and Carver County.

(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:

CSAH 14 is a rural highway with narrow shoulders and does not have adequate pedestrian or bicycle facilities. Pedestrians and bicyclists must currently utilize the gravel shoulder of CSAH 14, which is as narrow as 2 feet in width at some locations along the corridor due to Thole and ODowd Lakes located on each side of the roadway. The higher highway speed creates a dangerous situation for pedestrians and bicyclists. The proposed project will construct a significantly safer off-road trail along the entirety of the CSAH 14 corridor. There have not been any reported crashes involving a pedestrian or bicyclist along the project corridor in the last 10 years. The roadway parallel to the project are also rural highways with no pedestrian or bicycle crashes reported in the last 10 years. However, current conditions deter non-motorized activity. Pedestrian and bicycle safety will be significantly improved (and encouraged) along the entire CSAH 14 corridor with the project by mitigating pedestrian and bicycle exposure and through the elimination of vehicle/pedestrian and vehicle/bicycle conflicts. The project is a proactive safety solution which will improve safety for pedestrians and bicyclists along the CSAH 14 corridor while also enhancing connectivity between communities in Scott County and Carver County.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Merriam Junction Louisville Segment Regional Trail will provide a direct, safe, and flat paved trail from the Merriam Junction river crossing in the West to the Big Woods Regional Trail in the East. The trail will meet or exceed ADA requirements and be accessible for people of all ages and abilities. As part of the regional trail system, the trail will include regular rest stops with benches and wayfinding amenities.

The trail provides access to goods, services, jobs, entertainment venues, park facilities, and other amenities in, Scott, Carver, and Hennepin Counties and the Shakopee Mdewakanton Sioux Community by completing 20-mile loop and closing a gap in the Regional Bicycle Trail Network.

MVTA Route 495 is one mile from the trail and connects users to Shakopee, Burnsville, and Bloomington where it connects to transit services at the Mall of America. SMARTLINK dial a ride service is also available in the area and could connect trail users to Minnesota Valley Transit Authority MVTA fixed and express transit services via the Marshall Road Transit Station in Shakopee which is three miles from the trail. Both MVTA routes and SMARTLINK are ADA compliant and provide bicycle accommodations.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702594847629_Map - Transit Connections.pdf

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

The search corridor for this trail was established in the Scott County comprehensive plans in 2010 and 2020. Both plans included extensive community engagement efforts. The regional trail planning process kicked off in early 2022 and a significant amount of community engagement has been conducted during this effort. Engagement activities for the plan have included an interactive project website, holding open houses, staffing an information table at events, direct mailings, utilizing Scott County social media, offering staff office hours, property owner meetings, and presentations with community-focused groups, cities, and townships. In addition to these engagement efforts, staff gathered a Technical and Community Team to advise throughout the process.

(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

1702595296268_Merriam Junction Trail Layout.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

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

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

100%

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

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

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

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

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) 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): \$7,764,752.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$7,764,752.00

Points Awarded in Previous Criteria

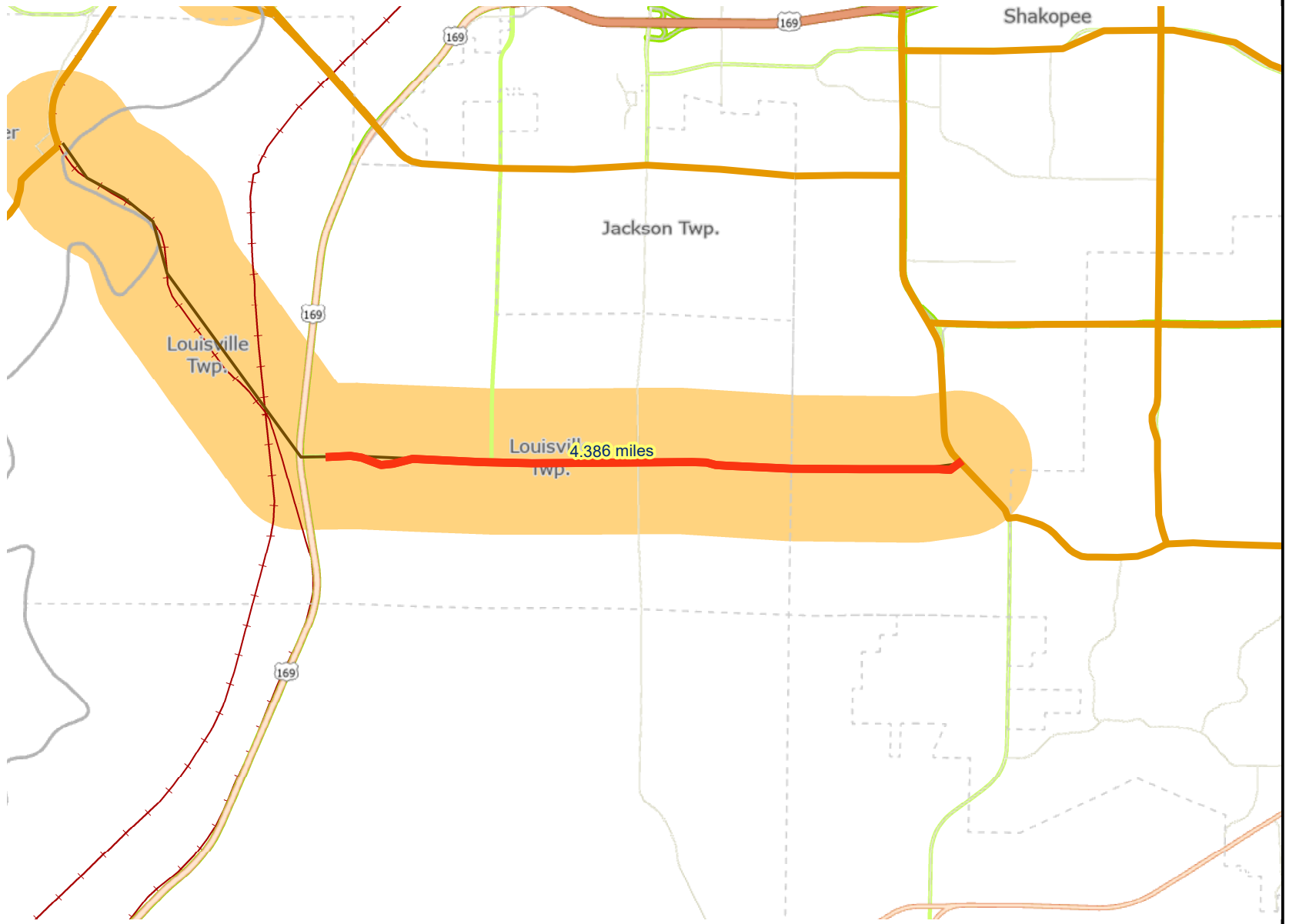
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
LMJRT 2040 Comprehensive Plan Map Regional Trail Map.pdf	LMJRT 2040 Comprehensive Plan Map Regional Trail Map	1.8 MB
LMJRT Existing Photos.pdf	LMJRT Existing Photos	296 KB
LMJRT Location Map.pdf	LMJRT Location Map	1.4 MB
LMJRT Maintenance Support Letter.pdf	LMJRT Maintenance Support Letter	167 KB
LMJRT One Pager.pdf	LMJRT One Pager	985 KB
LMJRT Regional Map.pdf	LMJRT Regional Map	1.2 MB
LMJRT Trail Layout.pdf	LMJRT Trail Layout	2.0 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Test | Map ID: 1700245651610



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



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LandscapeRSA6



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<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

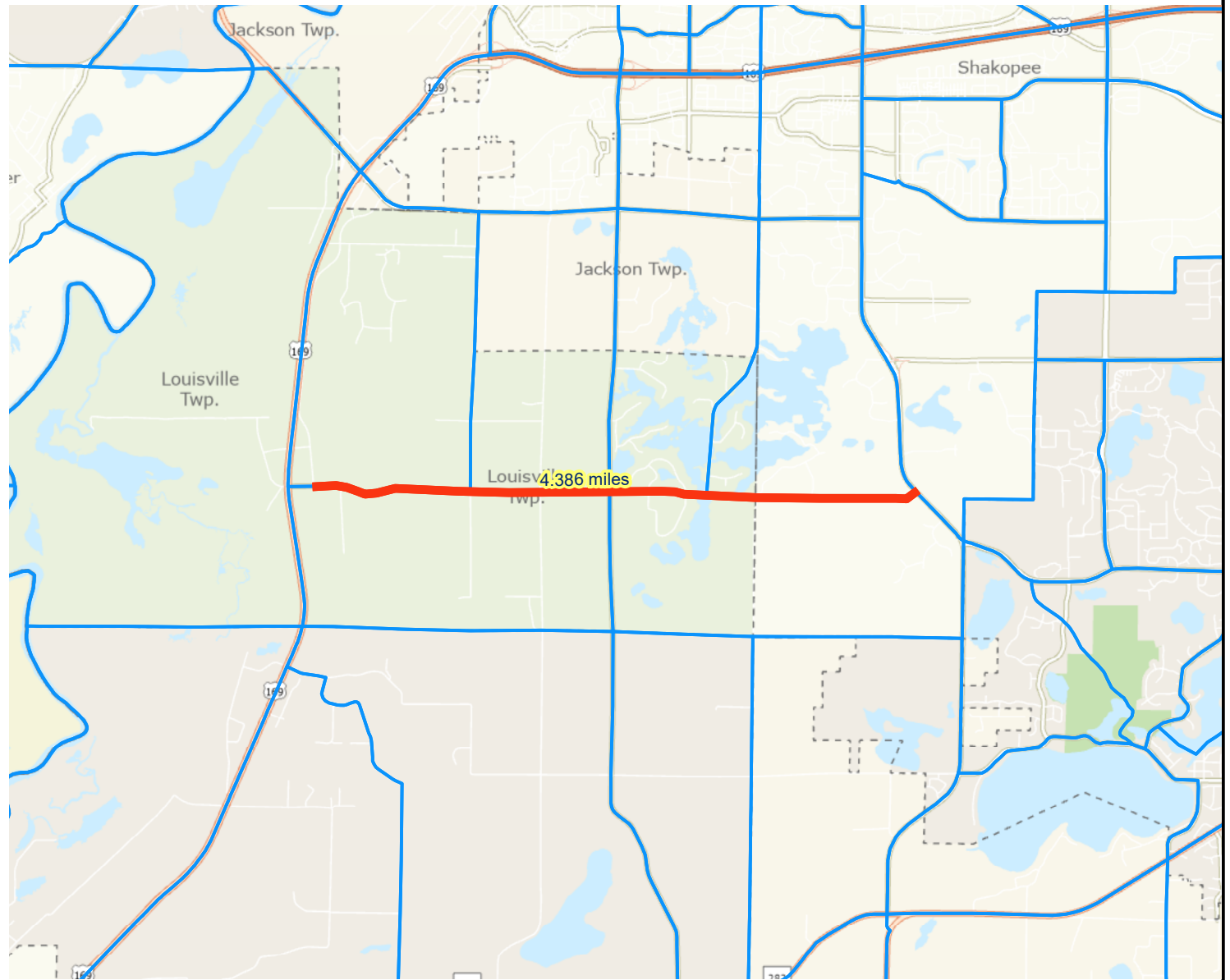


Population/Employment Summary

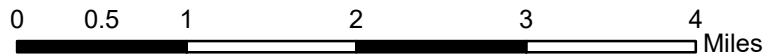
Multiuse Trails and Bicycle Facilities Project: Test | Map ID: 1700245651610

Results

Within ONE Mile of project:
Total Population: 4835
Total Employment: 4993



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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LandscapeRSA4



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



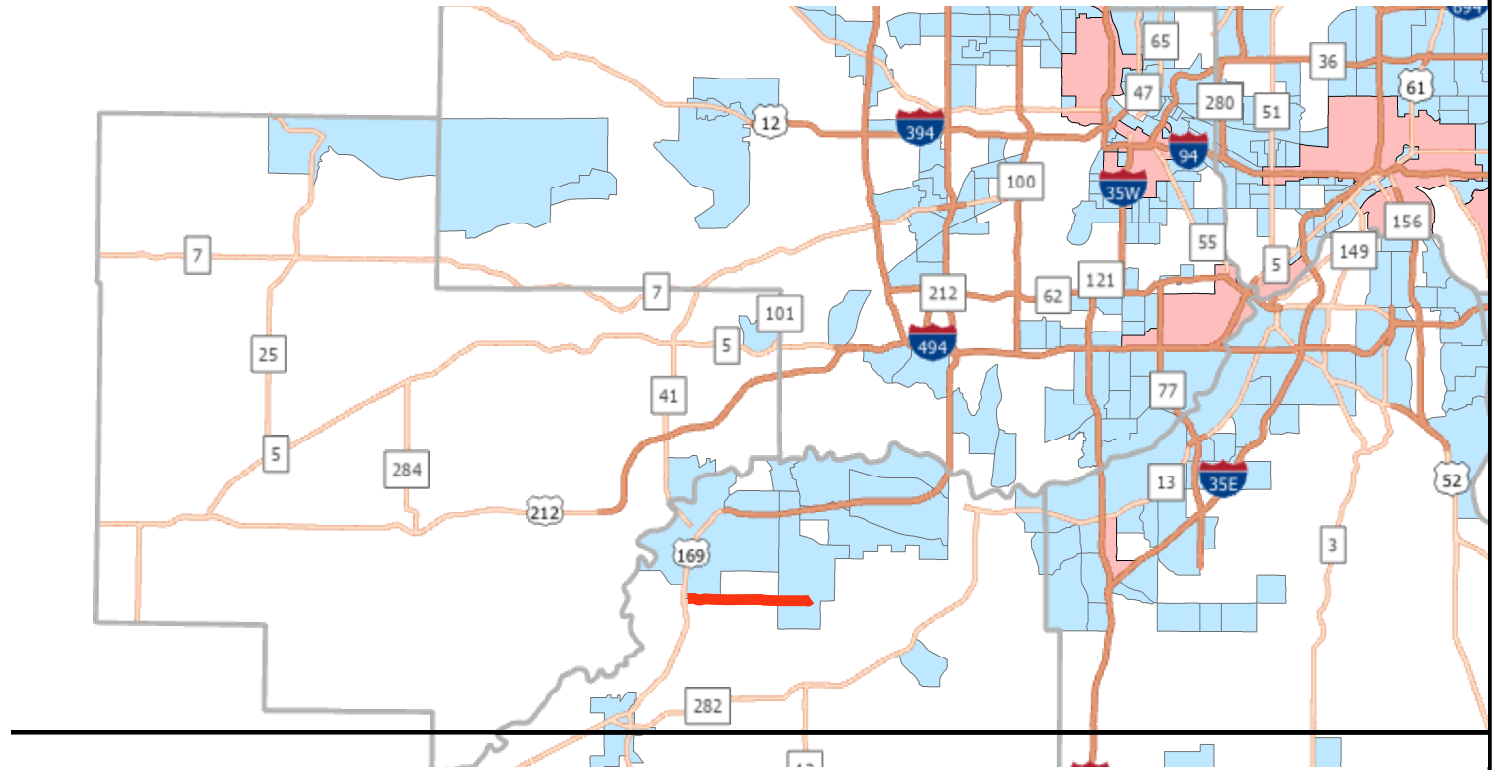
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Test | Map ID: 1700245651610

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 183

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

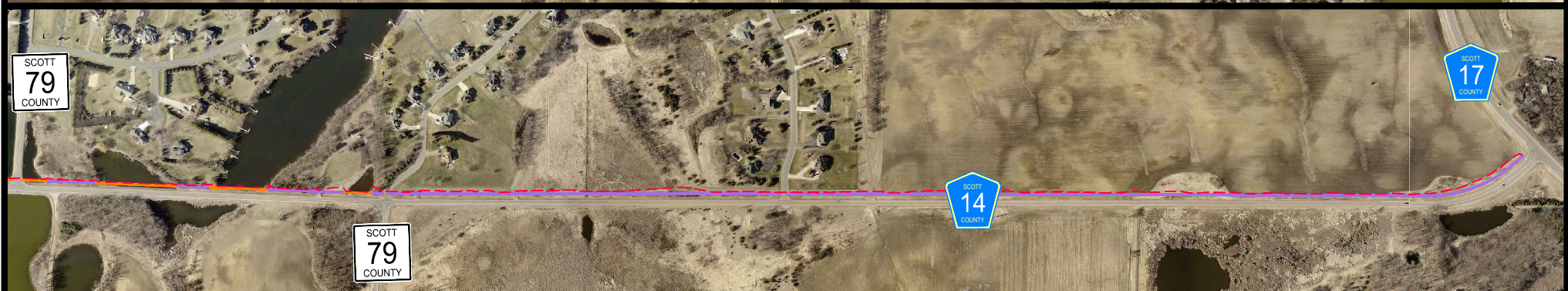
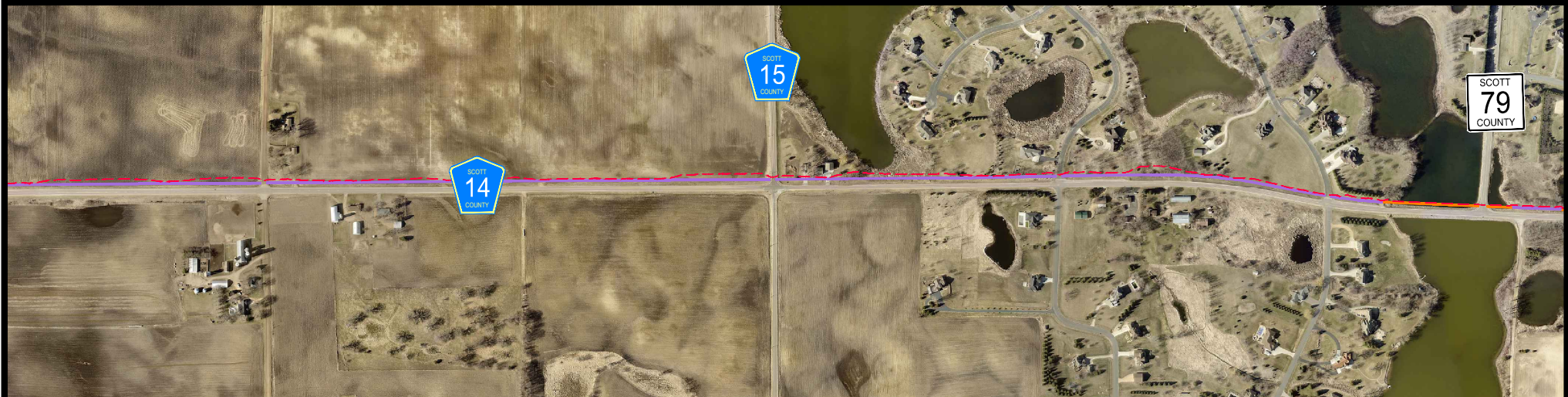


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LandscapeRSA2




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CH 14 TRAIL LAYOUT

0 375 750

 BITUMINOUS TRAIL

 BOARDWALK