Farmington - General

CSAH 31 Trail Gap Pilot Knob

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05054

Kari Kubicek

Requested: $3,500,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Farmington - General

▼ Organization Information

Organization Name	Farmington - General
Legal Name	Farmington - General
Street Address	430 3rd ST
Street Address 2	
City	Farmington
County	Dakota
State	Minnesota
Country	United States of America
ZIP Code	55024

▼ Contact Information

Contact	Full Name	Email	Phone
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Developer 1	Beth Richmond	beth@hkgi.com	612-252-7145
Developer 2	Carolyn Shumaker	carolyn@hkgi.com	715-770-9288

▼ Project Information

Project Name*	CSAH 31 Trail Gap Pilot Knob
Select Primary county where project is located*	Dakota
Cities or Townships where the Project is located*	Farmington
Jurisdictional Agency (if different than applicant):	

Brief project description*

The proposed project includes the construction off-street multi-use trail facilities along County State Aid Highway (CSAH) 31 (Pilot Knob Road), a minor arterial roadway. Multi-use trails will be constructed along both the west and east sides of CSAH 31 from CSAH 64 (195th Street West) to CSAH 50 (212th Street West). A grade-separated trail crossing in the form of an underpass will also be constructed as part of this project.

The multi-use trail facilities will address identified gaps in the bicycle and pedestrian transportation network. Most facilities will be constructed on the east side of CSAH 31, where there currently is no infrastructure for non-motorized transportation. Facilities to be constructed on the west side of CSAH 31 are targeted to address an approximately ¼ mile gap in trail facilities. The underpass will provide a safe and convenient crossing for trail users.

Together, the proposed facilities will connect to existing trail facilities and increase the overall connectivity of the local trail network. The facilities will link multiple key community destinations, including multiple public parks, a pharmacy, two elementary schools, a childcare center, and an orthodontist. The project will also provide connections to essential services such as the Farmington Police Department and Farmington Fire Station.

This project supports safe, non-motorized access for park users, residents, and students, advancing the City's goals of designing, constructing and maintaining a comfortable, safe, and connected bicycle and pedestrian network considerate of people of all ages and ability
levels.

Provide the project length to the nearest one-tenth of a mile*	2
Lead Agency*	City of Farmington
ZIP Code where majority of work is being performed*	55024
Approximate begin construction date (mo/yr)*	4/1/2028
Approximate end construction date (mo/yr)*	10/31/2028

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

CSAH 31 Pilot Knob Road Multi-Use Trail

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

Roadway Name*	CSAH 31 (Pilot Knob Road)
From Cross-Steet*	CSAH 64 (195th St W)
To Cross-Street*	CSAH 50 (Richard J. Ames Memorial Hwy)
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	2
Multiuse trail*	2
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0

Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Miles of new RBTN facilities:	0
Miles of improved existing RBTN facilities:	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	9040
Number of improved ADA ramps*	11
Number of intersection improvements*	0

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

Multi-use trail, grade, underpass

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

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

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

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

Project Funding

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

No

Grant Request Amount, US$*	$3,500,000.00
Project Total: $*	$3,500,000.00

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

Match Amount: $0.00

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

Match percentage: 0%

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

Source of Match Funds*	N/A
Please check the years that are feasible for your program.*	2028 (All projects), 2029 (All projects)

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

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

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

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

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

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.
The GIS link is not generated until a project name has been added to the question “Project Name” above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.
Please click the following link which opens in a new window: Draw Project Location

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

▼ Document Requirements

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

Summary

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

Maps

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

Coordination

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

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

▼ Documents

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

APPLICATION DOCUMENTS

Filter by Type: All document types (10)

City of Farmington LOS for Pilot Knob 062226.pdf

Added by Carolyn Shumaker at 11:06 AM on June 24, 2026

DakCo RS LOS for CSAH 31 Pilot Knob Farmington.pdf

Year-Round Maintenance Commitment
Added by Carolyn Shumaker at 8:08 AM on June 24, 2026

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

Resolution of Support
Added by Carolyn Shumaker at 8:08 AM on June 24, 2026

Total-Project-Cost-Worksheet_Pilot Knob.xlsx

Total Project Cost Worksheet
Added by Beth Richmond at 10:36 AM on June 23, 2026

Pilot Knob Road Trail Underpass Alternates.pdf

Map or Concept Drawing
Added by Carolyn Shumaker at 5:19 AM on June 23, 2026

1 - 5 of 10 Records

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Jump to Page

▼ Qualifying Requirements

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

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

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

Briefly list the applicable 2050 TPP objectives and policies*

The proposed project is consistent with the 2040 TPP objectives and policies; specifically, the proposed project aligns with the following TPP objectives and policies:
• Objective: Healthy and Safe Communities
• Objective: A Dynamic and Resilient Region
• Policy 9: Quality Transportation Facilities
• Policy 11: Bicycle and Pedestrian Safety
• Policy 16: Eliminate bicycle/pedestrian gaps and barriers
• Policy 17: Pedestrian Network
• Policy 22: Multimodal Connections
• Policy 10: Eliminate traffic deaths and serious injuries

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

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

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

List the applicable document(s) and pages*

Farmington 2040 Comprehensive Plan page 156, Figure 7.1 Existing and Proposed Park, Trail and Open Space Plan
Farmington Bike and Pedestrian Plan page 45, Figure 3.1 Draft Network Plan
Dakota County Pedestrian and Bicycle Study page 8 Figure E-1: Bicycle Gaps on County Highways
Dakota County 2026-2030 Capital Improvement Program

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

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

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

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

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

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

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

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

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

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

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

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state

requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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

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

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

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

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

Choose one* The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed by governing body* 5/20/2019

Link to plan* https://www.farmingtonmn.gov/DocumentCenter/View/129/City-of-Farmington-ADA-Transition-Plan-PDF

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

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

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

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

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

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

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

This application contributes to these 2050 TPP Objectives or Policies:
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

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

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

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

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

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

▼ Evaluative Criteria

1. Complete Streets

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

Measure A Complete Streets Planning, Design, and Construction

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

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

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

https://www.co.dakota.mn.us/Transportation/PlanningPrograms/Documents/2040TransportationPla

https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/PedestrianBic

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

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

Farmington's Comprehensive Plan establishes transportation goals that support a balanced, multimodal transportation network. The City promotes transportation alternatives by ensuring that non-motorized, transit, and motorized travel needs are met in a balanced manner consistent with community values and preferences.

The Plan also emphasizes safe and efficient mobility, regional connectivity, integration of transportation and land use planning, environmental stewardship, and the use of applicable professional and engineering standards in project design.

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

The proposed trail improvement project directly advances these objectives by enhancing safe, accessible, and convenient opportunities for walking, bicycling, and other forms of active transportation. The project will improve connectivity between neighborhoods, parks, schools, and community destinations while strengthening connections to the regional trail network. The proposed grade-separated crossing of CSAH 31 is a particularly strong example of Complete Streets implementation, providing a safe and accessible crossing of a high-volume roadway while reducing conflicts between motorists, pedestrians, and bicyclists.

By improving multimodal access, safety, connectivity, and accessibility for users of all ages and abilities, the project reflects the Complete Streets principles embedded within Farmington's adopted transportation policies and planning practices.

Measure A Scoring Guidance

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

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

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2. Connection to Key Destinations

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

Measure A - Connection to key destinations

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

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

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

The proposed multi-use trail facilities will improve access to destinations that support the daily needs of Farmington residents, including schools, parks, childcare centers, healthcare providers, places of worship, public safety facilities, businesses, and employment centers. The project will connect to existing multi-use trails on the north side of CSAH 50, both sides of CSAH 64, both sides of CSAH 31 north of the project corridor, and trail facilities through Meadowview Park and Vermillion Grove Park, extending access to destinations beyond the immediate project area.

Key destinations served by the project include Akin Road Elementary School, CVS Pharmacy, Meadowview

Orthodontics, Meadowview Park, Mis Tortugitas Spanish Immersion Daycare, Bible Baptist Church, Vermillion Grove Park, Pine Knoll Park, the Farmington Police and Fire Departments, Crystal's Cuddlebugs Childcare Center, and the Farmington Industrial Park. Although Meadowview Elementary School is located outside the immediate project area, the proposed trails will connect to existing facilities and provide continuous bicycle access. These destinations generate frequent daily trips by students, families, employees, customers, and visitors and support educational, recreational, healthcare, employment, and public service needs.

The project will strengthen connections between neighborhoods on both sides of CSAH 31. While an existing trail serves neighborhoods on the west side of the corridor, there is currently no trail facility on the east side. The proposed trails and underpass crossing will create a safe, continuous connection between both sides of CSAH 31, allowing residents to travel between neighborhoods, parks, schools, and businesses without crossing a high-volume roadway at grade.

The project will also support access to residential developments near the CSAH 31 and CSAH 50 intersection, connecting future residents to Farmington's growing trail network. By linking neighborhoods with essential services, recreation opportunities, and employment centers, the project will strengthen local connectivity and expand transportation options for all users.

Measure A Scoring Guidance

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

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

Measure B - Connection to K-12 schools

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

Select all that apply*

This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school.

Indirect Connection - List the school(s):

Akin Road Elementary School

Measure B Scoring Guidance

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

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

Measure C - Active Transportation Demand

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

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

Measure C Scoring Guidance

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

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3. Identified Gaps, Barriers, or Deficiencies

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

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities., This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the active transportation system.

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

This project addresses critical gaps and barriers in the bicycle and pedestrian network along CSAH 31 by constructing off-street trail facilities on both sides of the roadway and a grade-separated underpass crossing. These trail gaps are identified as high priorities in the Dakota County Pedestrian and Bicycle Study. Upon completion, the project will connect to existing multi-use trails on the north side of CSAH 50, both sides of CSAH 64, both sides of CSAH 31 north of the project corridor, and trail facilities through Meadowview Park and Vermillion Grove Park.

On the east side of the corridor, no off-street trail facilities currently exist between CSAH 50 and CSAH 64. The proposed trail will close this gap entirely, eliminating the need for bicyclists and pedestrians to travel on the roadway. On the west side, existing trail facilities are fragmented. A trail connection extends north from CSAH 50 through nearby residential neighborhoods but ends at Escalade Way, forcing users to either travel on the roadway for approximately one-quarter mile or navigate a less direct neighborhood route to reconnect with the trail north of 197th Street West. The proposed trail will close this gap and provide a continuous, direct, and comfortable off-street connection.

The project also addresses a major safety deficiency by providing a grade-separated crossing of CSAH 31 between 200th Street West and Escalade Way. Currently, limited crossing opportunities require pedestrians and bicyclists to interact directly with vehicle traffic on a high-volume corridor with a 55-mph speed limit. The proposed underpass will create a safe, convenient, and accessible connection between destinations on both sides of CSAH 31 while reducing conflicts between motorists and nonmotorized users.

Measure A Scoring Guidance

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

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

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4. Safety

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

Measure A – Connection to existing safety planning efforts

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

Crash Risk Index >15

Measure A Scoring Guidance

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

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

Measure B – Safety improvements for people outside of vehicles

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

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

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

The CSAH 31 (Pilot Knob Road) Trail and Underpass Project will significantly improve safety for people walking, biking, and rolling by removing users from a high-speed roadway environment and providing a continuous, separated trail network along a corridor with documented bicycle safety concerns. The northern portion of the project corridor, particularly on the west side of CSAH 31, is identified as having a Bicycle Crash Risk Index greater than 15, indicating elevated potential risk for bicyclists. The project directly addresses this risk through the construction of dedicated off-road facilities and a grade-separated crossing.

A primary safety benefit is the addition of a 10-foot-wide paved trail separated from vehicle traffic along portions of the corridor where no pedestrian or bicycle facilities currently exist. By providing dedicated space for non-motorized users, the project reduces exposure to traffic, minimizes conflicts with vehicles, and creates a safer and more comfortable travel environment for people of all ages and abilities. The project moves pedestrians and bicyclists out of the roadway and away from vehicle travel lanes, consistent with Safe System principles and FHWA's Safe System Roadway Design Hierarchy, which prioritizes reducing conflict points and separating users where vehicle speeds and traffic volumes create elevated risk.

The project's grade-separated underpass provides the most significant safety improvement. Today, the only dedicated crossings for pedestrians or bicyclists within the project corridor occur at CSAH 50 and CSAH 64. Crossing CSAH 31 anywhere within the 1.7-mile project corridor requires pedestrians and bicyclists to interact directly with vehicle traffic on a minor arterial roadway with a 55mph speed limit. The underpass eliminates this conflict entirely by allowing users to cross beneath the roadway without entering traffic. Because the underpass is located directly along the desired travel route between neighborhoods, parks, a school, a childcare center, a pharmacy, and other community destinations, it minimizes detour and delay while creating a safe and convenient crossing experience. The project therefore improves safety without requiring users to choose between convenience and protection.

Overall, the project replaces gaps in the existing network with dedicated, separated facilities and removes a major roadway crossing conflict. By reducing exposure to traffic, eliminating vehicle-pedestrian conflict points, and providing a direct and accessible route, the project delivers a substantial safety improvement for people outside of vehicles while advancing regional safety objectives.

Measure B Scoring Guidance

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

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

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

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

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

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

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

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

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

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

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

Other Key Concepts

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

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

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

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

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

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

A. Community Data and Context

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

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

Using the Metropolitan Council's Data Atlas, the project area's community includes a population of 4,339 residents living in 1,732 households. Older adults represent a significant portion of the community, with 759 residents age 65 and older (17.5% of the population), while households with children account for more than 500 households, including 460 married-couple households and 59 single-parent households with children. The community includes 205 Hispanic residents (4.7%), 131 Asian residents (3.0%), 72 Black residents (1.7%), and 159 residents identifying as multiracial (3.7%). Approximately 460 residents (10.7%) report a disability, including 28.6% of residents age 65 and older. While the overall poverty rate is relatively low, 6.7% of residents live below 185% of the federal poverty level. Additionally, 551 households (31.9%) have one or no vehicles available, indicating that a substantial number of residents may rely on walking, bicycling, or shared transportation for some daily trips.

The project corridor is characterized by a mix of land uses: primarily residential with significant parks and open space, industrial, and institutional land uses. The north end of the corridor contains a small commercial development. The neighborhoods lining the project corridor are composed of detached and attached single-unit dwellings and three- to four-unit dwellings. Community destinations and services in the area include Akin Road Elementary School, CVS Pharmacy, Meadowview Orthodontics, Farmington Police Department, Farmington Fire Station, Meadow View Park, Vermillion Grove Park, Mis Tortugitas Spanish Immersion Daycare, and Crystal's Cuddle Bugs Childcare Center. To the south of the corridor is Farmington Industrial Park which is approximately 100 acres in size. According to 2019-2023 ACS estimates, this industrial park employs 855 people.

The demographic characteristics of the project area demonstrate a clear need for improved multimodal transportation facilities and safer pedestrian and bicycle crossings. Older adults, people with disabilities, youth, and households with limited vehicle access are more likely to rely on walking, bicycling, and other non-motorized transportation options for recreation and daily trips. At the same time, the corridor provides access to schools, parks, employment centers, childcare facilities, public services, and other community destinations. Existing gaps in the trail network and barriers to crossing roadways limit safe and convenient access to these destinations for many users. By closing trail gaps and improving crossing safety, the project will expand transportation choices, improve connectivity, and provide safer access for residents, workers, students, and visitors. The project will particularly benefit populations prioritized for grant consideration by reducing transportation barriers and enhancing mobility, safety, and access to community resources for people of all ages and abilities.

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

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

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

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

B. Community Needs and Future Engagement

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

The CSAH 31 (Pilot Knob Road) Trail and Underpass Project addresses a well-documented need for safer and more accessible infrastructure for people walking, biking, and rolling along the corridor. This need has been consistently identified through multiple planning efforts and public engagement processes, including the Dakota County Pedestrian and Bicycle Study, the Farmington 2040 Comprehensive Plan, and the Farmington Bike and Pedestrian Plan.

These planning efforts were informed by extensive community engagement. The Dakota County Pedestrian and Bicycle Study included one of the county's most inclusive outreach efforts to date, engaging older adults, youth, lower-income residents, and communities of color through community events, visiting places of worship, and meetings with diverse social groups. Similarly, the City of Farmington's 2040 Comprehensive Plan relied on broad public participation through task forces, committees, public open houses, online surveys, pop-up engagement events, and interactive mapping exercises. Across these efforts, community members identified transportation barriers, facility gaps, desired destinations, and safety concerns, highlighting the need for improved trail connectivity and safer pedestrian and bicycle accommodations along the CSAH 31 corridor.

The need for a safe crossing of CSAH 31 has also been identified by the City's Parks and Recreation Commission. During multiple public meetings, commission members reported observing adults and children crossing CSAH 31 to access the existing trail system on the west side of the corridor. These crossings most frequently occur near the intersections of CSAH 31 and 203rd Street West and CSAH 31 and 206th Street West, where neighborhoods east of CSAH 31 lack a safe connection to off-street trail facilities. Given the corridor's 55 mph speed limit, these informal crossings present a significant safety concern and demonstrate the need for dedicated crossing infrastructure.

City staff have also conducted project-specific engagement with residents living along the corridor through neighborhood meetings to discuss the project, answer questions, and gather feedback through an open house. While support for the project has been generally positive, residents have provided input regarding trail locations adjacent to private properties. Future engagement will include another open house, pre-construction meetings, and ongoing updates to adjacent property owners. Consistent with the Imagine 2050 Engagement Spectrum, engagement for this project has primarily occurred at the Consult and Involve levels, with community feedback helping shape project development and informing design features such as screening. Additionally, Dakota County is willing to commit to a post-construction community feedback session to ensure engagement throughout the entirety of the project.

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

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

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

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

C. Community Benefits

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

The CSAH 31 (Pilot Knob Road) Trail and Underpass Project will provide safe, continuous, and accessible connections for people walking, biking, and rolling along a corridor that currently contains barriers between neighborhoods, parks, schools, services, and employment areas. The project responds to needs identified through local planning efforts, public engagement, and observations from community leaders by closing critical trail gaps and improving crossing safety along a high-speed arterial roadway.

A primary benefit of the project is improved safety for all users. Today, residents seeking to access the existing trail system west of CSAH 31 often lack a safe crossing opportunity and may cross the roadway at informal locations or travel along roadway shoulders. Community members and the Parks and Recreation Commission have identified these conditions as significant safety concerns, particularly given the corridor's 55 mph speed limit. The project addresses these issues by providing dedicated off-street trail facilities and a safe crossing of CSAH 31, reducing conflicts between vehicles and non-motorized users.

The project will provide students with a safer route to Akin Road Elementary School while expanding opportunities to walk, bike, and access nearby parks and recreational amenities. By improving connectivity between neighborhoods and community destinations, the project supports healthier transportation options for children and families.

The project will particularly benefit populations that may rely more heavily on non-motorized transportation. Within the project area, 17.5% of residents are age 65 or older, 10.7% report a disability, and nearly one-third of households have one or no vehicles available. Existing trail gaps and barriers to crossing CSAH 31 disproportionately affect these residents by limiting safe access to services, recreation, employment, and community resources. The project removes these barriers and expands transportation choices for people of all ages and abilities.

The proposed facilities will also close a key gap in the local trail network, creating a more connected system linking neighborhoods to parks, schools, public services, and jobs. By improving safety, connectivity, and access, the project addresses long-standing transportation barriers and enhances quality of life for residents throughout the corridor.

Potential construction impacts may include temporary noise, dust, and short-term disruptions to traffic, pedestrian, and bicycle access. During construction, construction administration will be on site approximately 20 hours per week and will provide public communication about the project. Further impacts and mitigation measures will be identified during final design. The project team will coordinate with residents, businesses, schools, and community partners to communicate construction activities and maintain access where possible.

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

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

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

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

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ **Internal Reviewers**

Comments Returned to Applicant:

Program Feedback:

▼ **Evaluative Criteria**

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety plannign efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $3,500,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Kari Kubicek at 5:50 AM on June 25, 2026

HISTORY

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