

Centerville

City of Centerville 2027 Trails Project
Regional Solicitation - Bicycle and Pedestrian
Facilities

ID: R-2026-04975

Charles Lehn

Requested: \$603,927

Status

Initial Review

▼ Table of Contents

General Information
Project Information
Project Funding
Document Requirements
Documents
Qualifying Requirements
Prioritizing Criteria and Measures
Evaluative Criteria
Community Considerations
Funds & Payments - Internal
Grant Requirements - Internal
ArcGIS - Internal
Review & Feedback - Internal
Dates & Financials - Internal Only
Communications & Relationships - Internal
Notes & History - Internal

What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Centerville

▼ Organization Information

Organization Name	Centerville
Legal Name	Centerville
Street Address	1880 Main ST
Street Address 2	
City	Centerville
County	Anoka
State	Minnesota
Country	United States of America
ZIP Code	55038

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Charles Lehn	clehn@centervillemn.com	651-792-7943

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Developer 1	Charles Lehn	clehn@centervillemn.com	651-792-7943
Developer 2	Athanasia Lewis	alewis@centervillemn.com	651-792-7931

▼ Project Information

Project Name* City of Centerville 2027 Trails Project

Select Primary county where project is located* Anoka

Cities or Townships where the Project is located* Centerville

Jurisdictional Agency (if different than applicant):

Brief project description*

This project includes reconstruction and maintenance of trail segments throughout the City of Centerville including those segments that connect the city to the regional trail system with Anoka County but also segments that then communicate/distribute to neighboring cities such as Lino Lakes and Hugo. These segments range in age from over 30 years to less than ten years. The city is requesting the Active Transportation Bike Grant staff to consider assisting the city with a relatively comprehensive trail infrastructure rehabilitation project that improves current bike and pedestrian trail systems that lead to regional trail systems connecting the natural resources and greater County Parks that are within the community. This project currently has a Capital Improvement Project designation with the city for \$718,000 for fiscal year 2027 to support this project and give the grant staff the confirmation that the city is fully prepared to take on a sizeable project to improve this particular city infrastructure. These funds were approved at the City Council's May 14, 2026 meeting to assist specifically with a trail project. The city recently completed a thorough Pavement Condition Index Rating for the city's total trail asphalt system and determined that of the approximate 23,000 lineal feet of trail in our smaller community, that over half of the total lineal feet rates in either a "poor" or a "very poor" condition. The proposed project the city of Centerville is submitting for includes both crack-seal, and sealcoating, for a majority of the "satisfactory" and "good" conditioned trail, while a full reclaim process is being recommended for the above mentioned "poor" to "very poor" conditioned trail asphalt. This project will encompass a majority of the city's overall trail asphalt and will provide for the longevity of the trail system for twenty years or more. At the City Council's June 6, 2026 Strategic Planning session, city Infrastructure was made the number one goal for the city Council to address. This planning included rebuilding trails and in preparation for this grant process, the City Council, at their June 22, 2026 City Council meeting, also authorized the writing of the Active Transportation Bike Grant to request support to undertake this relatively larger trail project. The City of Centerville is fully focused on making this project a reality. The impetus for this project is that most of the proposed reconstructed trail is at its life expectancy's end. The remainder of the trails we are making improvements to the cracking and sealcoating to extend the remaining life and improving the surface for trail users and longevity. .

Provide the project length to the nearest one-tenth of a mile* 4.1

Lead Agency* City of Centerville

ZIP Code where majority of work is being performed* 55038

Approximate begin construction date (mo/yr)* 5/17/2027

Approximate end construction date (mo/yr)* 9/30/2027

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)
City of Centerville Local to Regional Trail System

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 corridor)

Roadway Name* Main Street County Road 14 on the North West side

From Cross-Street* Lamottte Drive

To Cross-Street* 21st Avenue

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)* 4.1

Multiuse trail* 4.1

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* 0

Number of improved ADA ramps* 8

Number of intersection improvements* 5

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.)*

AGG Base, Bit Base, Bit. Surf, Bike Path, Ped Ramps,

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. 0

New Bridge/Culvert No. 0

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\$* \$603,927.00

Project Total: \$* \$603,927.00

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*

It would be the City's Match if needed

Please check the years that are feasible for your program.* 2027 (Federal and Active Transportation Sales Tax 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 Yes and entered the required information.

▼ 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.)

Resolution of Support

▼ 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 (12) 
 ADA Self Eval. City of Centerville.pdf 	Other Document ADA Self Evaluation, City of Centerville Added by Charles Lehn at 8:36 AM on June 25, 2026
 space_score (1) City of Centerville.csv 	SPACE Calculation Added by Charles Lehn at 11:45 AM on June 24, 2026
 Centerville Elementary School and Proposed Trails to be Reconstructed or Maintained.pdf 	Other Document Elementary School and Direct Trail Connections Added by Charles Lehn at 11:30 AM on June 24, 2026
 City Council Meeting Minutes 5.14.26 Approving the Active Trans. Grant Application for the City of Centerville.pdf 	Other Document City Council Minutes Reflecting Grant Support Added by Charles Lehn at 11:03 AM on June 24, 2026
 Transportation Goals and Policies for the City of Centerville.pdf 	Other Document Complete Streets Plan Alternate Added by Charles Lehn at 11:01 AM on June 24, 2026
1 - 5 of 12 Records	
1 2 3	
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*

1. Safety - This improvement plan addresses this first in improving trail surfacing for patrons and also addresses patron and ADA with adding ped ramps where applicable. The improved surfacing allows for increased travel safety for those both on bicycle and foot traffic.
2. Climate and Environment- This project includes over 4.1 miles of improved trail bituminous surfacing that encourages trail use and bicycle use because of the quality of bituminous. This project not only replaces, but maintains existing trails in the improvement process.
3. Equity and Accessibility- This project is improving infrastructure, some of what is over 30 years old and it is preventing gentrification in that these are not being abandoned in older neighborhoods but rather revitalized and renewed with the improvements being consistent throughout the community whether the pass through higher income or lower income portions of our community.
4. Dynamic and Resilient Systems- The crux of the improvement project is to improve and renew the trail construction and with that, these newer trails are built with updated types of Aggregate base and thicker asphalt that works well in communities such as Centerville in that this community has much clay which subjects the trails and bituminous to exaggerated freeze/thaw movements. The design calls for reclaiming and thus the reclaimed material is then put down for additional base material making the construction that much more solid.

For Actions and Policies the following is considered:

1. Multi-modal Prioritization- This project is meant to improve the conditions for both the comfort and convenience of both pedestrians, cyclists and other trail users including those walking their animals.
2. Shared Decision Making- while this project was presented as an infrastructure improvement project that benefits the entire community, the community is invested and vocal to the City Council and Parks and Rec. Committee in keeping the town in a highly maintained status.
3. Highway and Freight Optimization- While none of these particular trail segments connect directly to highway or corridor trail systems, these local segments do however connect to the Regional Trail System which eventually connect to state and federal trail systems in the greater community.

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

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*

Please see attached Maintenance Commitment and Capital Improvement Plan. These documents reference an overall trails project that will be accomplished in 2027, 2028, or 2029 pending the outcome of the grant process.

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

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

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

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

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

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

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

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

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

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

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 fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed* 6/24/2026

Link to plan* The ADA Self Eval is Uploaded

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

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

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.centervillemn.com/DocumentCenter/View/1108/Centerville_2040_Comprehensive_Plan_Adoption---Following-Met-Council-Approval-of-Central-Business-District-Density-Amendment---Web-Site-PDF

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.*

Our organization is investing over \$100K to complete the 2050 Comprehensive Plan for the City and Community. Within this study the planning, design, and construction of complete streets is addressed at length. The City of Centerville also works with Anoka County to plan and design reconstructions of streets within the city that are actually county streets that include re-alignments and broadened shoulders and other aspects to insure safety. The City of Centerville is investing in such projects such as mid-block crossings and pedestrian crossings that provide much planning and comprehensive thought into these projects for both the safety of pedestrians, but highly visible signed roadways for vehicle operations. Public Works crews readily maintain and improve streets with patching to keep them in usable and functional conditions. Planning for bike lanes and on-street biking is also coordinated with the County mainly for those streets. Our trails connect to the Park and Ride Lot on 21st Ave. North and therefore we understand the need for upkeep on those who use our trails to get to the park and ride in our city.

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.

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.

As shown in the attached map for key recreational destinations, these local trail projects all interconnect to Anoka County's regional trail system which itself connects to more specific destination areas. There is Wargo Nature Center and Anoka County Regional Park on Centerville Lake that are most popular destination areas within the community. These trails connect to Ramsey County to the East. The City of Centerville has a known water ski show in the summer that attracts patrons from all over and especially by bike. These are the main key destinations for this community however. As far as the other key destinations, please see overall area map that demonstrates these local trail segments connect to a bank, childcare center, office parks places of worship, public parks for sure, and the local elementary. These trails most certainly carry their fair share of patrons to these other areas of destination.

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 a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property.

Direct Connection - List the school(s):

The City of Centerville's proposed 2027 trails project has local trail segment improvements that directly link to Centerville Elementary School, but also city trails that are on school grounds that feed the elementary from all four directions. These trail improvements will involve both reconstructed trail improvements and the sealcoating and crack sealing improvements to various trails. Please see attached map for reference.

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 $(50/75) \times 5$ points, or 3.33 points.

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 addresses a deficiency by improving the facility condition, but no additional improvements are anticipated.

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.*

The proposed 2027 trail project in Centerville addresses some minor barriers by adding ped ramps to areas in the system too old to have originally been required to have ped ramps. These will be added per ADA requirements and as such improve the system in these areas. The deficiencies being addressed include trail bituminous surfaces that are so cracked and wide open that bike tires, stroller tires, scooter tires, and wheelchair or skates and the like are overly hindered without a suitable surface to glide and roll as designed. These trail segments are past their useful life and thus new asphalt will remedy these issues. The city is also cognizant of keeping trails that are connecting to the City's Park and Ride on 21st Avenue North in good maintenance. We understand that by not doing so that this could be determined a barrier or a deficiency for those patrons wanting to connect to the park and ride. Fortunately, the proposed project includes these trail segments and will receive either reconstruction and/or surface repairs and maintenance.

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.

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)*

Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.

Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).*

By the year 2030, Anoka County has indicated to the City of Centerville that there will be a road construction project on County Road 54 in Centerville. This particular road also has city trail that parallels the road and will be inaccessible for pedestrians and may be closed during the construction or may also need to be reconstructed due to many infrastructure crossings points along the current local trail segments. By the City of Centerville reconstructing and maintaining other trails within and close to these above-described incapacitated trail segments in 2027, the proposed rehabilitation will have occurred a few years earlier and thus provide an updated and well-maintained improved solution to the currently highly used set of trail segments that will be out of service during the duration of this one-two year project. It should be noted that these segments connect to our Main Street and thus many patrons use these trails daily. If the county also decides to maintain their trail system that is independent of the city's and traverses through Centerville on Main Street, this proposed 2027 project will also have then been completed and a solid alternative route through the city can be sought and provided via the local trail segments that were reconstructed and resurfaced. While it cannot be included in this project, the City is partnering with Anoka County to reconstruct a Mid-Block Crossing on Centerville Road (aka. County Road 21) in order to make safe a trail crossing from local trail segments across a county road and back to local trail segments that then connect to the regional trail system. While the project is roughly \$140,000, the City of Centerville is contributing \$50,000 or more to this endeavor to make more safe the city trail system and a crossing on a County Roadway.

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 City of Centerville's 2027 proposed trail project will add to it eight identified pedestrian ramps to areas that ramps are currently non-existent. There may be 5- 10 others that may need to be brought up to standards and therefore constructed into the project. The addition of said ramps will certainly decrease the amount of time that pedestrians in wheelchairs or bicycles adjust from surface to surface based on grade changes. The proposed ramps will be ADA compliant and thus transition the walker, runner, biker, and chair pedestrian seamlessly. Please note that currently box curbing exists in some of these instances and the impediment to grade will be reduced and removed thus making decreased times for people outside of vehicles.

The travel experience on current trail system is less than safe and less than fully functional and enjoyable. The current surfaces are past their current useful longevity and thus the cracks, potholes, and eroded surfaces make the ride for any wheeled mechanism or the surface for walking and running pedestrians are less than a secure and convenient experience. The proposed trail project addresses these issues where tree roots have upheaved the trail, where freeze and thaw from seasonal temperature variation has caused large-gapped separations, and where alligator cracking has thus yielded many potholes along a trail system designed for smoother travel. This project without question amplifies the trail use experience both for grade transitioning, and lessening of discomfort in riding on these and walking on the current bituminous surfaces. Some of these segments are being widened where applicable and thus this experience is also improving because of the current narrowness of various areas where trails intersect or "Y" in different directions. The widening also increases a higher level of improvement and experience where close interaction with other out of vehicle patrons currently initiates the user to be overly cautious when passing or approaching another patron going the opposite direction. These areas will lessen the chances of inadvertent contact or crashes amongst the passing patrons. The City currently maintains the edges and overheads of these trail segments to insure the riding, walking and running experiences for the patrons, and by allowing various areas to be widened also increases visibility for oncoming trail users passing in the opposite direction.

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.

The City of Centerville is the home for one of the state's largest package delivery companies in that Amazon's business resides within city limits. Amazon is a larger employer employing hundreds of workers (300-500 depending upon the season), many of which are of diverse minority ethnicity. Many of these workers walk or bicycle to distribution center and use the city of Centerville's trail system to do so. The City of Centerville's 2027 Trails Project is an example of how these proposed improvements will assist in making commutes for these such individuals an easier and enhanced process with highly integral trail infrastructure. Main Street in Centerville sees roughly 17,000 cars on the east end per day and 13,000 cars on the west end. To have trails that connect to all parts of the city that are in good to excellent condition will in turn provide an incentive to ride bicycles and walk to their destinations and thus reduce vehicle greenhouse gas production in the community. The parks in Centerville are frequented by the youth and are all connected by trail or street. Having high-quality bituminous surfaces, makes for a higher travel experience to these social destinations. It was discussed above, however, the school system is connected to most city trail segments. Thus, school age elementary aged citizens and their chaperones are accessing the trails to make it to and from school each day as the demographics for the school indicate approximately 572 students on average from kindergarten to fifth grade are educated here. The poverty rate in Centerville is approximately 2.26% or 89 of its 3,900 residents. Therefore, having a well maintained and improved trail system for these in our community is important as this provides paved trail access city residents that may not have access to vehicle transportation. This is significant in both summer and winter months for these individuals. This concept bodes true too for residents wanting to access the trails to St. Geneveive in Centerville their place of worship and, Chauncy-Barrett residents a (senior affordable housing unit location for those 55+) whose seniors use the trails to get to the greater Anoka County Regional Trails that are adjacent to their housing's location.

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 City of Centerville is a smaller in relative size than many Twin City suburban and urban cities, but falls within the shadow of the greater metropolitan community. At almost 4,000 residents, Centerville is growing slightly each year, but is about 90-95% built out. The City Council at their June 6th, 2026 Strategic Initiatives Meeting, identified city infrastructure as a main concern because much of the city's infrastructure is advanced in years and much of it is in need of replacement due to portions being past their useful lifespans. The positive news is that the Council and its residents highly value their trail system as it encompasses and traverses the lakes in the area. This is a high-level piece of infrastructure due to its recreational value and the overall connectivity in the community both in city and to Hugo and Lino Lakes our adjacent cities. Recently the city was involved with the "Empowering Small Communities" Program with the University of Minnesota in which Centerville, for the last year and a half, has invested monies to have this group evaluate current city needs for improvement, current sustainability measures, and evaluate its resources and potential to develop. Within the surveying of the citizenry, one of the common themes was the emphasis placed on current trail systems and how this was integral to the community. The issue was that the trail system is "satisfactory and good" for half of the city and the other half is "poor to very poor" in conditions. The City Council recognized this observation and therefore elected to have \$718,000 earmarked in 2026 for 2027 to support a larger trail project with the intent to attempt to obtain grand funding to support and offset these dollars to help make a more extensive project. This was confirmed and ratified on May 14, 2026 when the City Council approved the Capital Improvement Plan for this dollar figure. With this in mind, and with authentic budgeting measures, the City of Centerville is hopeful that grant staff will acknowledge the efforts of a smaller resourced city to improve and sustain its trail infrastructure and invest in this highly used piece of infrastructure both from a recreational side but also a practical aspect of day to day living for its residents. While the city is limited in its resources, it does recognize the need to maintain what it has, and if there are support dollars that keep these trails alive and improved for the next 20-25 years, the Council is very supportive to this cause. Not only is the City Council in favor and has set these infrastructure goals, the Parks and Recreation Committee is in favor of this initiative as well as groups such as our Lions Club. As mentioned, some of the project was identified through planning and information gathering in the community and revitalization studies. However, staff have recently turned over, and with a new assessment on existing infrastructure from a new Public Works Director's vision and observations of the entire trail system, with the help of the City Engineer, the issue became more pronounced and focused upon. The City Council at its June 22nd, 2026, meeting hired Bolton and Menk to undertake its 2050 Comprehensive Study. The preliminary research and review of the 2040 Comp. Plan also identified Trail Infrastructure to be a priority for the community to keep in good condition and thus will most likely transfer that goal to the 2050 research. The following is a quote from page 26, and 27 from the City of Centerville's 2040 Comprehensive Plan. "Develop a trail access plan which provides interconnection of major parks, recreation areas, schools, commercial nodes, the Central Business District as well as existing and future community neighborhoods and implement the plan as funding opportunities allow". This plan was implemented over the last ten years and while there are aspects that are ongoing and will come to fruition with other development, a majority of this statement was fulfilled and now need to maintain the vision that now is reality. The plan speaks of implementation as funding opportunities allow, and this grant process is certainly one of those opportunities to capitalize upon and continue to fulfill this plan. City staff is in continual contact with the Anoka County Engineering and Parks staff to further develop and maintain current trails. While Anoka County is currently in the midst of undertaking a trail project in the regional trail system in southwestern Centerville, city staff is also planning a mid-block trail crossing project (not part of this formal solicitation however) that identifies a need in our trail system for a safer pedestrian crossing. The city and county are in the middle of planning the design for this, and unfortunately its planning is not yet advanced in full in order to add to this grant request. This project would be a shared city/county project on County Road 21 on Centerville Road. This project is a partnership endeavor that will make more safe our community and crossings that connect to the regional trail system. Hopefully this partnership engagement will be acknowledged by grant staff even though not part of the current funding request. It is significant that grant scoring staff understand that the City of Centerville is very proactive in trying to plan for the future, and is sometimes at the mercy of larger county projects that while these are on the proverbial "radar" are still somewhat elusive as to a locked down time frame for completion. This is the variability that each planning cycle can bring, but staff is still optimistic and communicates very regularly with County staff to couple with or at least be involved with transportation changes within the city limits.

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 community benefits considered for the City of Centerville are fairly straightforward. There are very few people who would complain about using a new bituminous surface, but many complaints and safety concerns are identified from residents when the bituminous surfaces are in poor conditions. With that concept in mind, the benefits speak for themselves in an improvement project where residents become excited and enthusiastic about recreational options and utilizing these trails again after sometime where they may have become less desirable due to quality conditions. One benefit is that it is gauged that more residents will use the trails outright. Another benefit is that the improvements allow for maintenance optimization in that the surfaces are more apt to come clean with normal winter operations vs. ice collection and snow compacting on trails whose integrity has failed. A third benefit are the aesthetics and trail quality aspects that demonstrate an intact asset for the city and thus a frame of mind for residents that the city is maintaining these and therefore assisting in property value estimations. A fourth benefit comes from the overall experience of connectivity for those visitors that frequent Centerville's trail system from outside the city and one in which these visitors pass through for work commutes and/or recreational opportunities. This project mitigates poor trail conditions and trail connections in which there was or could be a burden in entering and exiting a trail segment. New burdens will be the upkeep of these trails and the funding necessary to do this on a regular basis. The trail maintenance plan is to crackseal and sealcoat a trail segment every four to five years in that this enables the true longevity of trail base and surfacing to be realized. It should be mentioned that new surfacing also enhances the context of maintenance and aesthetics in places of destinations such as parks and in front of places of business and worship where the trails that are improved do not produce places where weeds and volunteer trees grow out of the cracks. This may be both a tangible and intangible positive in that staff no longer needs to contend with weeds in a trail surface that is supposed to support ease of use, and also that negative connotation of the blight that is recognized in old and vulnerable trail bituminous where weeds can take over. Along these same lines, with regular upkeep and maintenance with these improvements, the town continues its reputation as a city that values its well kept infrastructure and therefore is considered a good or great city to live and participate within. One final acknowledgement is to understand that safety is increased with the trail improvements and therefore may prevent accidents, trips to the hospital or emergency room, and provides for overall better control of the apparatus and or walking conditions because the bituminous is now whole.

Thank you for considering The City of Centerville's 2027 Trails Project with this grant funding cycle. Thank you to grant staff for their time and generosity in helping answering the questions posed with writing this grant.

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: \$603,927.00

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

NOTES

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HISTORY

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