

Washington County - General

County Highway 18 (Bailey Rd) Reconstruction

Regional Solicitation - Roadways Including

Multimodal Elements

ID: R-2026-05176

Maddie Dahlheimer

Requested: \$10,000,000

Status

Initial Review

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What application category are you applying for.*

Congestion Management Strategies

General Information

Organization Name: Washington County - General

▼ Organization Information

Organization Name	Washington County - General
Legal Name	Washington County - General
Street Address	11660 Myeron RD
Street Address 2	
City	Stillwater
County	Washington
State	Minnesota
Country	United States of America
ZIP Code	55082

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Maddie Dahlheimer	madeline.dahlheimer@washingtoncountymn.gov	651-430-4338

Authorized User

Grant Administration

Developer 1

▼ Project Information

Project Name* County Highway 18 (Bailey Rd) Reconstruction

Select Primary county where project is located* Washington

Cities or Townships where the Project is located* Maplewood, Newport, Woodbury

Jurisdictional Agency (if different than applicant):

Brief project description*

County State Aid Highway (Cty Hwy) 18/Bailey Road is an east-west A-minor expander carrying between 12,000-17,500 AADT in Woodbury and Newport. Project limits extend 1.7 miles from 650-feet west of Sterling Ave to Woodlane Dr. This corridor connects many existing and developing neighborhoods, schools, and parks (including connections to the City of Woodbury's treasured La Lake and Carver Lake Beach Parks). Bailey Rd is identified as an Expansion Corridor in the County's 2040 Comprehensive Plan with anticipated growth pushing the existing two-lane undivided roadway over capacity, exacerbating safety and mobility concerns.

The anticipated growth in this area is approaching quickly with a 300-acre mixed-use development on the north side of Bailey Rd set to break ground in the summer of 2026. The development will include approximately 550 multifamily residential units, over 100,000 sq. feet of Commercial, over 950,000 sq. feet of Business Park, and a new athletic complex for the existing school. This development will construct two new intersecting roads along Bailey Rd. Additionally, a 75-home development is planned along the south side of the corridor. In response to this planned development, Washington County completed the Century Avenue Extension Study to better understand transportation impacts and to begin planning for improvements. The study emphasized the need to improve Bailey Rd as AADT is anticipated to increase to 23,000-29,000 with most development traffic anticipated to utilize Bailey Rd to access I-494 or destinations to the east.

The proposed project includes expansion of Bailey Road to a four-lane divided section for the majority of the project area with intersection improvements (including ADA, turn lane, and traffic control improvements), and trail reconstruction to ensure this corridor continues to safely and efficiently connect all modes of transportation to their destinations.

Transportation Improvement Program (TIP) Description*

CSAH 18 (BAILEY RD) FROM I-494 EB ON-RAMP/HASTINGS AVE TO WOODLANE DRIVE, 1.7 MILES, RECONSTRUCTION- EXPANSION-INTERSECTION IMPROVEMENTS-TRAIL RECONSTRUCTION

Provide the project length to the nearest one-tenth of a mile* 1.7

Lead Agency* Washington County

ZIP Code where majority of work is being performed* 55129

Functional Class of Road* Minor Expander

Road System* CSAH

Road/Route No. (i.e., 53 for CSAH 53)* 18

Name of Road (Example: 1st st., Main Ave)* Bailey Road

Approximate begin construction date (mo/yr)* 4/1/2031

Approximate end construction date (mo/yr)* 11/1/2031

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

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* CSAH 18/Bailey Rd

From Cross-Street* 650-feet west of Sterling Ave

To Cross-Street*	Woodlane Dr
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	2
Multituse 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)*	1.7
Miles of new RBTN facilities*	0
Miles of improved existing RBTN facilities*	1.7
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
Miles of Facility along Updated Regional Truck Corridors:	0
Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	0
Miles along Tier 3 facilities:	0
Number of improved ADA ramps*	36
Number of intersection improvements*	6
Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*	RECONSTRUCTION, BITUMINOUS PVMT, INTERSECTION IMPROVEMENTS, TURN LANES, PED RAMPS, TRAIL RECONSTRUCTION
Bridge/culvert projects (if applicable)	
Current Bridge/Culvert No.	
New Bridge/Culvert No.	
Structure is over/under (Bridge or Culvert Name):	

Number of peak hours*	2
Intersection vehicles per hour (Intersection improvements only)*	2120
Peak hour delay per vehicle under No-Build conditions*	65
Peak hour delay per vehicle under Build conditions*	13
Average corridor speed under No-Build conditions*	45
Average corridor speed under Build conditions*	45

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

Grant Request Amount, US\$*	\$10,000,000.00
Project Total: \$*	\$34,113,000.00
<i>Match Amount: \$ (Minimum of 20% of the project total for federally funded projects)</i>	
Match Amount:	\$24,113,000.00

Match Percentage (Minimum of 20% for federally funded projects)
Match percentage: 71%

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* State Aid, TAA, County Transportation Sales Tax

Please check the years that are feasible for your program.* 2031 (Federal projects)

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.

Roadway Costs* \$31,294,900.00

Bicycle/Pedestrian Costs* \$2,818,100.00

Transit/TDM Capital Costs* \$0.00

Transit/TDM Operating Costs* \$0.00

One of the federal funding sources is **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)**. Please describe which specific elements of your project and associated costs out of the **Total TAB-Eligible Costs** are eligible to receive PROTECT funds.

The CSAH 18 (Bailey Rd) Reconstruction Project will incorporate elements that will increase the resiliency of the transportation system and stormwater management within the project area. Steep grades on the corridor will also be addressed to reduce unsafe grades at intersections in freezing conditions. Project element improvements that are eligible to receive PROTECT funds include the following: Storm sewer systems will be designed to current standards to include high intensity rainfall events and installed to remove rainwater from surface transportation facilities; Dedicated BMPs will be included to treat and store water for the additional impervious areas; Retaining walls to mitigate for steep slopes and reduce impacts; Riprap installation at storm sewer and culvert outlets for erosion protection; The number of drainage structures on the roadway surface will be increased to meet current standards; Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control. From the developed project cost estimate, these items account for \$5,220,000 in the provided estimate.

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 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.

Other

1. For Congestion Management Strategies and New Interchange projects only: The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information for both the no build and build scenarios. This report must be attached within the web-based application form. Upload additional attachments for multiple intersection reports.

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.)

Freeway Approval from IPRC

Transportation GHG Impact Assessment & Offset Plan

▼ 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) 
 A8_Hwy 18 Reconstruction_Existing Safety Planning Efforts.pdf 	Other Document Connection to Existing Safety Planning Efforts Added by Maddie Dahlheimer at 6:24 AM on June 24, 2026
 A7_Hwy 18 Reconstruction_Total-Project-Cost-Worksheet.xlsx 	Total Project Cost Worksheet Added by Maddie Dahlheimer at 6:24 AM on June 24, 2026
 A6_Hwy 18 Reconstruction_CMP Handbook Analysis.pdf 	CMP Handbook analysis Added by Maddie Dahlheimer at 6:23 AM on June 24, 2026
 A5_Hwy 18 Reconstruction_SynchroHwy Capacity Manual Emission Reduction Reports.pdf 	Synchro Report Added by Maddie Dahlheimer at 6:23 AM on June 24, 2026
 A4c_Hwy 18 Reconstruction_Maplewood LOS.pdf 	Other Document Letter of Support Added by Maddie Dahlheimer at 6:22 AM on June 24, 2026
1 - 5 of 10 Records	
1 2	

▼ 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 will follow all applicable federal and state design standards, including state statutes such as **State Aid Rule 8820** as required.

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

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*

[Objectives]

- An Equitable and Inclusive Region: Historically disadvantaged communities are better connected to jobs, education, and other opportunities; We better meet the transportation needs of people who have disabilities or limited mobility.
- Healthy and Safe Communities: People do not die or face life-changing injuries when using any form of transportation; People feel safer, more comfortable, and more welcome when using any form of transportation; We mitigate and avoid harm to people caused by nearby transportation infrastructure and use; People are better connected to community and cultural resources that support their physical, emotional, and mental well-being; People can increase physical activity with more opportunities to walk, roll, or bike.
- A Dynamic and Resilient Region: People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions; 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 have more predictable travel times when traveling on highways, with a focus on reducing excessive delays; People and businesses can rely on predictable and cost-effective movement of freight and goods
- Leading on Climate: The region's transportation system minimizes its greenhouse gas emissions; People have more reliable access to zero emissions vehicle infrastructure; By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.
- Natural Systems: The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

This project will support many of the TPP policies, those most directly related include: planning support; funding; asset management; shared decision-making; needs of people with disabilities; equitable benefits and burdens; quality transportation facilities; eliminate traffic deaths and serious injuries; bicycle and pedestrian safety; reduce negative health impacts; placemaking and placekeeping; bicycle network; eliminate bicycle/pedestrian gaps and barriers; pedestrian network; travel demand management; multimodal connections; complete streets approach; freight connections; highway mobility investment focus; mitigate climate impacts; minimize disruptions; reduce greenhouse gases; reduce vehicle miles traveled; protect natural systems.

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*

Washington County 2040 Comprehensive Plan: Pages 5-43, 5-53, 5-55, 5-59

Washington County Long Range Transportation Plan (2026): Pages 37, 38

Washington County 2023 County Roadway Safety Plan: Pages 265, 466, 474, 475

Washington County 2026-2030 Capital Improvement Plan (CIP): Page 102

Washington County Century Avenue Extension Study (2024): Entire Document

Washington County MOVE Bicycle and Pedestrian Plan (2021): Page 3-2

Woodbury Safe Streets for All Plan (2025): Pages 17, 20, 44

Woodbury Bailey Development Environmental Assessment Worksheet (EAW): Pages 27-28 and Appendix F (Traffic Study)

Newport Bailey Farm Business Park Environmental Assessment Worksheet (EAW): Pages 37-38 and Appendix G (Traffic Impact Study)

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 FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project 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 infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets 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

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

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 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*

9/30/2015

Link to plan*

<https://www.washingtoncountymn.gov/documentcenter/view/8045>

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

The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest functional classification map. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

Yes

The project must be designed to meet 10-ton load limit standards.

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

Yes

This project involves the construction of a new/expanded interchange or new interchange ramps.*

No

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Congestion Management Strategies application category is intended to fund projects that increase reliability and minimize excessive delay for people and freight and provide transportation options on roadway corridors with delay and travel time reliability issues.

This application contributes to these 2050 TPP Objectives or Policies:

- People do not die or face life-changing injuries when using any form of transportation.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

New State Law: Projects located on the Minnesota trunk highway system that have a total cost (including design and engineering and right-of-way costs) greater than \$15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.178 . This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.

Prior to Regional Solicitation application submittal, project proposers will need to determine project emissions impacts and identify vehicle miles traveled (VMT) and emissions offsets. Then, the TAB will add in offsets generated from other selected Regional Solicitation and Active Transportation projects. The combined local and regional offsets will form the basis of the total offset plan to be reviewed by the Metropolitan Council and

certified by MnDOT and its Technical Advisory Committee at least 90 days prior to the project entering the draft TIP. Project sponsors are encouraged to contact Met Council and MnDOT staff several months before the Regional Solicitation application deadline.

Congestion Management Process (CMP): Roadway lane expansion projects of greater than one mile are required to follow the **CMP Handbook process** for identifying potential congestion solutions and submit materials to Metropolitan Council staff prior to the application deadline. For the 2026 Regional Solicitation, the Metropolitan Council has an on-call consultant who can assist applicants with going through the CMP Handbook.

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.

- Travel Demand Management (TDM)
- Traffic operations improvements/Intelligent Transportation Systems (ITS)
- At-grade intersection improvements focused on improving reliability and minimizing excessive vehicle delay
- Expansion of existing interchanges with an increased number of through lanes
- New interchange or new interchange ramp movements on an existing system
- New roadways
- New through lanes
- New roadway bridges, overpasses, and underpasses

▼ Evaluative Criteria

1. Anticipated Delay Reduction

Anticipated Delay Reduction: This criterion measures how the project reduces delay and prioritizes low-cost solutions by measuring the cost effectiveness of the delay reduced. It also aligns with the federally required Congestion Management Process, which considers low cost and low impact solutions before more costly and impactful solutions to improve congestion.

Measure A – Cost effectiveness of delay reduced

Consistent with the 2050 TPP measure of excessive delay, use a Synchro analysis to document the two hours with the highest anticipated delay reduction (shown with Synchro analysis in seconds). The two hours do not have to be consecutive. Use the total delay reduction (in seconds) of those two hours and divide by the total project cost. (100 words or less and provide Synchro analysis documentation)*

The Synchro analysis calculated for the Project includes no-build and build vehicles per hour and delay for the Lydia Lane, Century Avenue, Bailey Court, Military Road, and Sterling Street intersections for AM and PM peak hours. The total delay was calculated by multiplying the number of vehicles by the average delay at each intersection. The total no build delay was 612,243 seconds and the build delay was 150,827 seconds, resulting in a reduction of 461,416 seconds. Dividing by the total cost of \$34,113,000 gives a cost effectiveness ratio of 0.013526 seconds per dollar.

Measure A Scoring Guidance

The project with a Synchro analysis that reduces the most delay for the two highest hours per dollar requested will receive the most points, with the remaining projects receiving a proportionate share of the points (25 points).

Projects that do not reduce delay or increase delay and/or do not include supporting a Synchro analysis should receive zero points in this measure.

2. Regional Priorities for Reliability & Excessive Delay

This criterion assesses the excessive delay (as defined in the region's CMP) and reliability of potential projects based on the 2050 TPP maps for Reliability or Excessive Delay (with updated data) and incentivizes project locations included in the Intersection Mobility and Safety Study Priority Tiers.

Measure A - 2050 TPP Map for Excessive Delay

Excessive Highway Delay map (if more than one applies in the project area, select the highest delay)*
Less than 2 hours

Measure A Scoring Guidance

- Less than 2 hours: 0 points
- 2-3 hours: 4 points
- 4-6 hours: 7 points

Measure B - 2050 TPP Map for Reliability

Highway Reliability map (if more than one applies in the project area, select the highest buffer index)*

Measure B Scoring Guidance

Less than 0.5: 0 points
 Between 0.5 and 0.75: 4 points
 Between 0.75 and 1.00: 7 points
 Greater than 1.00: 10 points

Measure C - Intersection Mobility and Safety Study Priorities

Intersection Mobility and Safety Study (IMSS) Tiers (if more than one applies in the project area, select the highest tier or contact Met Council staff for guidance on adding multiple intersections)*

No tier

Measure C Scoring Guidance

- No Tier: 0 points
- Low: 1 point
- Medium: 3 points
- High: 5 points

3. 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

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.* No

Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes. Yes

Please describe and provide reference or link to the plan*

2023 County Roadway Safety Plan: Pages 265, 466 – Intersections at eastern project termini called out as Urban Intersection Project, both as vehicle and pedestrian/bike related projects.

<https://www.washingtoncountymn.gov/DocumentCenter/View/50913/County-Highway-Safety-Plan>

Woodbury Safe Streets for All Plan (2025): Pages 17, 20, 44 – Eastern segment of proposed project identified as segment project. <https://www.woodburymn.gov/1236/Safe-Streets-for-All#docaccess-74f9e44933885d84050235b8fbc7d5f3584d0399a1f123b1dfe6c3f7e84b81cd>

Washington County Century Avenue Extension Study (2024): Study evaluated transportation network needs in response to planned 300-acre mixed-use development. Primary objective of study was to ensure safe and reliable travel with continued growth in area. Study outcomes identified exacerbated safety concerns at intersections along CSAH 18/Bailey Rd without intervention. Development will begin construction in 2026. <https://www.washingtoncountymn.gov/DocumentCenter/View/78906/Century-Avenue-Extension-Study-Final-Report>

Washington County MOVE Bicycle and Pedestrian Plan (2022): Pages 2-15 – County Highway 18 highlighted in Countywide Safety Analysis for crashes involving Bicyclists and Pedestrians (2013-2018)

City of Woodbury Bailey Development EAW (2022/2026) – Completed Traffic Impact Study as part of EAW which emphasized need for intersection improvements with anticipated development trip generation. <https://www.woodburymn.gov/234/Environmental-Assessment-Worksheets>

City of Newport Bailey Farm Business Park EAW (2026) – Completed Traffic Impact Study as part of EAW which emphasized need for intersection improvements with anticipated development trip generation. https://cms5.revize.com/revize/newportmn/Planning_Commission/Planning%20Requests/Bailey%20Farms%20Business%20Park%20EAW%20t=202510221656490&t=202510221656490

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

Highway 18/Bailey Rd is an east-west RBTN Tier 2 Alignment with an existing trail. The current two-lane roadway is a mix between rural (no curb) and urban (curb and gutter) and includes an 8-foot multi-use trail with grass boulevard along one side of the roadway through the 1.7-mile project area. The trail crosses from the south side to the north side of the road at CSAH 20/Military Rd which is currently signal controlled; the signal at that location was installed as a temporary improvement until such a time that broader corridor improvements could be made as proposed with this project. Additionally, there is an intersecting north-south RBTN Tier 1 corridor within the project area which is planned to be constructed, in part, with a 300-acre development on the north side of the highway (beginning in 2026). The Regional Solicitation Data Atlas identifies the proposed project area as being within a higher crash risk zone for both Bicycle Crashes and Motor vehicle crashes with indices as high as 25.0 and 37.8 respectively.

The proposed project will reconstruct the existing multi-use trail (which has a PCI of 32/100) and maintain a boulevard to separate it from traffic to reduce exposure of walker, bikers, and rollers to the high-speed, high volume roadway, and to increase the safety and comfort for users of all ages and abilities. While the expansion of Bailey Road is anticipated to increase north-south crossing distance, planned intersection improvements will provide additional controlled crossing locations for bicycles and pedestrians. Providing controlled crossing locations will increase visibility and expectation for bicycle and pedestrian crossings, increase driver compliance, and provide an overall improvement to safety for all users. The project does not anticipate to change the distance between crossing locations. Bailey Rd will be expanded to include a center raised median and likely curb and gutter; these two elements, in addition to the proposed intersection improvements, will encourage slower vehicular traffic. The proposed roundabout at the intersection with CSAH 20/Military Rd will also support slower traffic speeds in this area and introduce two-stage crossing opportunities at slower speeds. The expansion of the roadway to a four-lane divided section and the addition of a roundabout at Military road are both highly rated crash modification factors with factors of .37 and .65 respectively.

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.

Measure C - Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).*

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

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations or MnDOT's Traffic Engineering Countermeasures

Coordination on CSAH 18/Bailey Rd has been ongoing for several years. Access management has been a topic as a primary tool to balance safety and mobility for all users. Through the development of an MOU with the City of Woodbury (2009) and reinforced through the Century Avenue Extension Study (2023), the location for new access points, to support the 300-acre mixed-use development on the north side of the project area while supporting corridor safety, have been agreed upon between the County and Cities. This site will begin development in 2026.

The proposed project will build on that planning foundation with improvements aligned with the Safe System Approach to address the highest risk and often most severe safety concerns. Expanding the County Highway to a four-lane divided section east of Sterling Ave will eliminate the risk of lane departure (a contributing factor in a fatal crash in 2022), head on crashes on this high-speed (40-55 mph) roadway. The added median and curb/gutter (CMF of .37) through some or all of the project area is also anticipated to reduce speeds. Additionally, construction of a roundabout at the skewed intersection with CSAH 20/Military Rd will slow speeds at the intersection and reduce crash severity risk in this location (CMF of .65). Dedicated turn lanes will be added at intersections to reduce rear-end type crashes and drivers illegally passing on the shoulder. Intersection visibility will be enhanced through high-visibility crosswalk striping, updated signage, and new signal backplates with retroreflective borders, putting into action several FHWA Proven Safety Countermeasures. In addition to intersection improvements providing marked and controlled crossing locations, safety for people outside of vehicles will be supported with through the reconstructed trail with boulevard which provides further separation from high-volume traffic, increasing comfort and reducing risk consistent with Safe System principles and FHWA recommendations.

Measure C Scoring Guidance

The project will be scored based on the scorer's discretion, using the following 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. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- High: The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- Medium-High
- Medium: Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

4. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 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.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress analysis procedure or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Highway 18/Bailey Rd is an east-west RBTN Tier 2 Alignment with an 8-foot multi-use trail and grass boulevard along one side of the road through the 1.7-mile project area. There is an intersecting north-south RBTN Tier 1 corridor within the project area which is planned to be constructed with a 300-acre mixed-use development on the north side of the highway (beginning in 2026). This project will reconstruct the existing multi-use trail along Bailey Rd (which has a PCI of 32/100) and maintain a boulevard to separate it from traffic to reduce exposure of walker, bikers, and rollers to vehicular traffic. The improved pavement, ADA improvements at intersections, additional controlled crossing locations, and separation from the highway will increase safety and comfort, and improve user experience for all ages and abilities.

Improvements to the roadway are anticipated to support safe and comfortable travel for all users. Bailey Rd will include a center raised median and likely curb and gutter; which in combination with the proposed intersection improvements, will encourage slower vehicular traffic. The proposed roundabout at the intersection with CSAH 20/Military Rd will also support slower traffic speeds and provide two-stage crossing opportunities at slower speeds. Lastly, the addition of controlled crossing locations will increase safety and reduce delay for multimodal users.

There are no current fixed-route transit services within the project area, however route 345 is less than 800-feet from the western project limits and the boundary of the Woodbury Metro Micro Zone abuts the eastern project limits at Woodlane Dr. The planned trail improvements will provide access to these transit options. The added thru lanes, turn lanes, improved traffic control, and the trail along the highway and connecting into the planned development on Bailey Rd will support a high-quality transit experience should transit services be expanded to this area to support development.

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. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

5. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

Measure A – Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: 2021 Updated Regional Truck Corridors.

Select one for your project, based on the 2021 updated Regional Truck Corridors*

The project provides a direct and immediate connection (i.e., intersects) with a Tier 1, Tier 2 or Tier 3 corridor

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 5 points: Projects along Tier 1
- 4 points: Projects along Tier 2
- 3 points: Projects along Tier 3
- 2 points: Projects that provide a direct and immediate connection to a corridor
- 0 points: None of the tiers

6. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

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

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

While the expansion of CSAH 18/Bailey Rd will add additional impervious surface, Washington County has a track record of meeting and exceeding environmental standards for infrastructure projects in design, construction, and maintenance practices. Our practice includes close coordination with the cities (Newport, Woodbury, Maplewood) and the Watershed Districts (Ramsey-Washington, South-Washington) within our project areas to identify needs and solutions specific to the site.

Coordination regarding stormwater treatment for this project has already occurred through the planning phases. Improvements to Bailey Rd anticipate implementing curb and gutter through all or portions of the project area which will require stormwater treatment areas. Throughout the development process of the 300-acre site on the north side of Bailey Rd, the Cities and County have advocated for a "Regional Stormwater Approach," taking into account the planned addition of impervious from the future Bailey Rd improvements in the stormwater ponding capacity of the development. Site grading for these pond will begin as early as summer 2026 and will support responsible stormwater management.

La Lake and Ria Lake, located on the south side of Bailey Rd, are treasured natural resources in the Cities of Woodbury and Newport. Stormwater runoff and treatment plans will be especially considerate of these two important resources exploring ways to protect water quality. Additionally, the City of Woodbury has seen a history of flooding within the Newport/East Mississippi sub-watershed during large rainfall and snowfall events, particularly in landlocked basins; including steadily increasing water levels in La Lake and Ria Lake. The implications have included La Lake encroaching on surrounding specimen oaks, Ria Lake encroaching on adjacent septic systems and properties, high water levels in downstream systems impacting outbuilding and properties, and flood waters impacting roadways and access. The proposed "Regional Stormwater Approach" is necessary for this corridor to mitigate additional stressors to this natural system.

Environmental benefits do not stop at construction. Washington County maintenance practices support environmental stewardship in the following ways. Washington County participates in Minnesota's statewide Smart Salting program, which promotes certified best practices to reduce chloride use while maintaining road and public safety. Washington County's Roadside Mowing Policy sets out how the county manages roadside vegetation for erosion control, aesthetics, wildlife protection and safety, including strategic timing of mowing.

The improvements to non-motorized infrastructure will provide sustainability benefits by reducing vehicle trips.

Lastly, in the case of full reconstruction (pending geotechnical evaluation), Washington County design standards include a deeper sand base to reduce heaving from freeze/thaw cycles and increase infrastructure resilience.

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:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**
- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information 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 CSAH 18/Bailey Road improvement project spans three cities (Maplewood, Newport, and Woodbury), two watershed districts (Ramsey-Washington and South Washington), at the boundary between Ramsey and Washington Counties. The current land use and context is primarily single-family homes and rural/agricultural land with a 300-acre Bailey Nursery site located on the north side of Bailey Rd. The Newlife Church and Academy (K-12 School) and Gordon Bailey Elementary School are adjacent to the proposed project with another elementary school and Eastridge High School approximately 2-miles to the east of project limits.

Half of the project area is identified as an area of Environmental Justice (High concentrations of people of color, poverty, limited English proficiency, or Indian Country. Source: MPCA). MnCompass identifies 6,250 people living within a 1-mile radius of the project area in 2,550 households (22% renters). 29.3% of that population are people of color, 10.4% are foreign-born residents, and 85% speak English only with 5.7% who speak English less than "very well," 24.3% are cost-burdened households, and 9.4% identify as having a disability. 21.8% of the population are under the age of 18 and 15.9% are ages 65 and older. While less than 4% of households have no vehicle, 30.4% of households only one vehicle available.

Future residents, employers/workers, and visitors to destinations are also important community types to consider with this project. The 300-acre mixed use development (construction start summer 2026) is planned to include approximately 550 multifamily residential units (including an affordable housing project in the City of Newport), over 100,000 sq. feet of Commercial, over 950,000 sq. feet of Business Park, and a new expansive athletic complex for the existing school. Additionally, the City of Newport has a 75-home residential development on the south side of Bailey Rd. The two developments will bring many more residents, workplaces, and destinations to the area.

Engagement and research completed in the study phases of this project have helped to inform project improvements and will also help to inform engagement activities moving forward. Current residents are who the project team heard the most from in planning phases with specific concerns about bicycle and pedestrian safety as this area continues to develop. The proposed project will support the existing and near-future communities by providing separated trails for those who rely on (or chose to) walk, bike, or roll, improved crossing locations, and multimodal connections to the transit routes at either end of the project limits. Additionally concerns about congestion from residents and from area developers were shared with the project team with common comments including, "expansion of Bailey and intersection improvements cannot come soon enough." Roadway improvements will support safe and efficient travel for the traveling public, businesses, and freight distributors.

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).*

CSAH 18/Bailey Rd was identified as an expansion corridor in Washington County's 2040 Comprehensive Plan. This was identified through technical analysis and public engagement. A three-phase engagement strategy was used to incorporate the public's input, including “Discovery,” “Element Review,” and “Plan Review.” Engagement activities included a county-wide survey, 10 pop-ups, 3 open houses, and a Local Government forum with representatives from the 33 cities/townships in the County. Activities ranged between inform, consult, and involve on the engagement spectrum.

The County's Long Range Transportation Plan (LRTP) was accepted in March 2026. Engagement for the LRTP encompassed elements from the Collaborate, Involve, and Consult levels of the engagement spectrum and included elected official roundtables, community pop-ups, and online public engagement (information, county-wide survey, and comment map). Improving safety across all modes was a top priority throughout engagement, with a strong emphasis on travel time reliability and supporting economic development as secondary priorities. This project supports each of those priorities by proactively planning for improvements along the rapidly developing Bailey Rd corridor to ensure safe and efficient travel for all modes in the current context and as development continues to occur.

Washington County completed the Century Avenue Extension Study (2024) to better understand transportation impacts in this area and to begin planning for improvements. The formal engagement plan for the study included staff involvement from the two counties and three Cities representing their community's priorities. In parallel with this study, public engagement was conducted through the Cities' development processes with open houses in Newport and Woodbury. The study emphasized the need to improve Bailey Rd as AADT is anticipated to increase to 29,000 with most traffic anticipated to utilize Bailey Rd to access I-494 or destinations to the east of the planned development. Public feedback on Bailey Road reinforced the need for improvements with requests to speed up the timeline (the project year has been moved up as a result of this input).

Future engagement for the Bailey Rd corridor will occur through a study programmed in the County's Capital Improvement Plan for 2027 (RB-2833) and the design phase for improvements proposed as part of this project (RB-2658). As is standard with Washington County projects, this project has had at least one dedicated engagement staff person involved throughout the process and will continue to have a dedicated role for engagement moving forward. Engagement activities for future phases will include 3-5 open house events, online engagement opportunities, pop-up events, surveys, and additional staff and elected official engagement. Community context is considered on all projects to inform meeting formats, language of materials, and special accommodations or approaches to reach a broad audience.

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).*

Roadway volumes, congestion, and limited controlled crossing locations serve as barriers on CSAH 18/Bailey Rd today. These barriers will be removed or mitigated through the proposed improvements. The addition of thru-lanes will provide more gaps in traffic for those driving and waiting to turn onto the County Highway and for walkers and bikers looking for opportunities to cross or turn. The addition of turn lanes at intersection will increase safety for drivers and reduce the risk of drivers illegally passing on the shoulder for on-road bikers. The improvements and addition of controlled crossing locations at CSAH 20/Military Rd and the "new Century Avenue" intersections will reduce delay and increase comfort for walkers, bikers, and roller, of all ages and abilities. Comfort is a major barrier along many County Highway corridors. Improvements will provide adequate space for all modes making the entire corridor more comfortable to travel along or across.

This project will improve safe access to priority destinations including La Lake Park, Carver Lake Beach Park, and the many destinations that will be built starting summer 2026 in the 300-acre Bailey mixed-use development on the north side of the project area. The two parks, specifically, have been brought up numerous times in engagement activities as key local destinations and improved connections to these two treasured resources are a context-sensitive feature of project improvements. Access will be improved for walkers and bikers with new trail infrastructure and controlled crossing locations. Access will be improved for drivers with reduced congestion and improved safety with the addition of thru lanes and turn lanes. Further afield, access to the many destinations in downtown Newport and along the I-494 corridor, and the multiple schools and athletic complex two miles to the east of project limits will be improved without this segment of CSAH 18/Bailey Rd as a bottleneck.

Defining these benefits were identified through engagement activities as part of the Comprehensive Plan, Long Range Transportation Plan, Century Avenue Extension Study and City Development Processes as outlined in the previous question.

Overall, improvements will be further refined during the upcoming study and design phases of this project through additional community engagement activities to align improvements and benefits with the local community needs and in balance with regional transportation needs.

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_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Roadways Including Multimodal Elements

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

Measure A – Multimodal/Complete
Streets Connections:

Measure A – Connection to existing
safety planning efforts:

Measure B – Safety improvements for
people outside of vehicles:

Measure C – Safe system approach:

Measure A – Cost effectiveness of
delay reduced:

Measure A – 2050 TPP map for
Excessive Delay:

Measure B – 2050 TPP Map for
Reliability:

Measure C – Intersection Mobility and
Safety Study priorities:

Measure A – Regional Truck Corridor
Study Tiers:

Measure A – Flood mitigation,
stormwater treatment, other
environmental benefits:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: \$10,000,000.00

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

NOTES

Draft → Initial Review

Created by Maddie Dahlheimer at 7:36 AM on June 24, 2026

HISTORY

Show History

Updated By: Maddie Dahlheimer

Created By: Maddie Dahlheimer

Updated At: 6/24/2026

Created At: 6/5/2026