



Application

04778 - 2016 Transit System Modernization

05399 - Apple Valley Red Line BRT 147th Station Skyway

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/15/2016 2:09 PM

Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: APPLE VALLEY, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

7100 147TH ST W

*

APPLE VALLEY

Minnesota

55124

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

952-953-2500

Ext.

Fax:

PeopleSoft Vendor Number

0000020921A2

Project Information

Project Name

Apple Valley Red Line BRT 147th Street Station Skyway

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

Metro Transit

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The Apple Valley Red Line 147th Street Station Skyway Project is a modernization project of existing transit facilities in Apple Valley at the 147th Street Station on Cedar Avenue. The 147th Street Station serves the METRO Red Line, and is near local bus routes and Minnesota Valley Transit Authority (MVTA) routes. The METRO Red Line is a Bus Rapid Transit (BRT) line which provides all day service along Cedar Avenue, from the Apple Valley Transit Center to the Mall of America, where it connects to the METRO Blue Line Light Rail Transit (LRT). The METRO Red Line opened in the summer of 2013 and has been a great connector for the people of Dakota County to the greater metropolitan transit system. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were designed so that a skyway could be installed, connecting the two stations, and providing transit riders and pedestrians a safe way to cross Cedar Avenue without interfering with traffic.

The shovel ready 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users. The skyway will provide a safe crossing for transit users and pedestrians across Cedar Avenue, a six-lane Principal Arterial that grows to nine lanes at the intersection of 147th Street. Because the 147th Street Stations are mid-block, crossing between the stations for return trips is seen as a barrier to the facility. Anecdotally, users of the METRO Red Line have indicated that they prefer to stay on the bus up to the Apple Valley Transit Station and then ride back to 147th Street Station so they do not have to cross Cedar Avenue.

Building the skyway improvements proposed by this project would increase the safety of transit

users, as well as enhance the experience for existing and new users of the METRO Red Line.

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

147th Street Station, Apple Valley, Construct Skyway and Upgrade Station

Project Length (Miles)

0.1

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$3,300,000.00

Match Amount

\$825,000.00

Minimum of 20% of project total

Project Total

\$4,125,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

City of Apple Valley

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

2018, 2019

Select all years that are feasible if funding in an earlier year becomes available.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00

Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

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

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$3,750,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$375,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$4,125,000.00

Transit Operating Costs

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

Totals

Total Cost	\$4,125,000.00
Construction Cost Total	\$4,125,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

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

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

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

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12

List the goals, objectives, strategies, and associated pages:

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)

Goal: Competitive Economy (pg. 64)
Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)
2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

-The Cedar Avenue Transitway Implementation Plan Update (2015) ? pg. ii-iv; 20-21; 52

-City of Apple Valley BRTOD Plan (2012) pg.
-City of Apple Valley 2030 Comprehensive Plan pg. 4.14-17; 6.7-10; 8.3; 8.8-12

List the applicable documents and pages:

-Dakota County 2030 Comprehensive Plan pg. 1.15-18

-Dakota County 2030 Transportation Plan pg. 1.5; 5.1-19

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

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

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Transit Expansion: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$300,000

Transit System Modernization: \$100,000 to \$7,000,000

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

8. The project must comply with the Americans with Disabilities Act.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

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

Transit Expansion and Transit System Modernization projects only:

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 33038

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 1551

Existing employment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Existing Post-Secondary Enrollment outside 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment" on the 'Other Attachments' Form.

Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload Map 1468600026375_11_Population Summary.pdf

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project 903-METRO Red Line

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP) American Boulevard Arterial BRT , Chicago Ave BRT, Emerson/Fremont Aves BRT

Upload Map 1468600089375_11_Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

440, 442, 475, 476, 477, 480, 903-METRO Red Line

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50).

Projects service directly connects to Area of Concentrated Poverty

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Projects service directly connects to a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly

The project's service directly connects to census tracts that are above the regional average for population in poverty or population or color. The 147th Street Station Skyway provides a benefit to key population groups and the construction of the facility will have no adverse impact on them as transit operations will maintain continuity. Transit routes serving 147th Street Station, and those routes nearby, make direct connections to resources that enable individuals to meet basic needs and participate in the regional economy, including major employment centers, schools, retail destinations, medical care, and social services. Transit service provides an important bi-directional link to core cities, as well as the University of Minnesota and MSP Airport, providing access to employment and services for low-income populations in the region.

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

The Glazier Family Townhome neighborhood is a 15-unit family townhome development operated by the Dakota County Community Development Authority. It immediately abuts the northbound 147th Street Station. Similarly, the 48-unit Apple Villa Senior Apartments and Augustana Health Care Center are located just over ¼ mile from the northbound 147th Street Station. By providing residents of these areas direct access across Cedar Avenue, the proposed skyway will decrease their travel times as well as enhance their safety.

The proposed skyway at the 147th Street Station will provide a safe crossing across Cedar Avenue, a nine-lane Principal Arterial. Vulnerable populations such as children, the elderly, and the disabled, will have greater access to both northbound and southbound stations, with the ability to travel to local destinations on either side of Cedar Avenue without having to go to the dangerous street crossing at 147th Street. The

expanded facilities will also provide larger indoor waiting areas with ambient lighting, which will enhance the experience for these users and encourage new users.

[Upload Map](#)

1468600245765_11_Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Apple Valley	3.0
	3

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	3.0
Total Housing Score	0

Measure A: Project Elements that Reduce VMT/SOV Trips and Improve Energy Efficiency

Demand at the 147th Street Station is expected to increase by approximately 165 daily users by 2040, based on existing land uses, according to the Cedar Avenue Transitway Implementation Plan Update (2015). The connection of the stations via a skyway eliminates potential SOV trips and associated vehicle miles travelled (VMT) on congested corridors, including the crossing of the Minnesota River. METRO Red Line users also rely on the BRT service to access employment, shopping, community services, and points on the regional transitway network on the TH 77 corridor without the use of an automobile.

The 165 new daily transit riders multiplied by 9.1 miles to the Mall of America Terminal would result in a reduction of approximately 1,500 Daily VMT. This would result in CO reduction of 3,585 units per day, NOx reduction of 240 units per day, CO₂e reduction of 549,900 units per day, PM_{2.5} reduction of 7.5 units per day, and VOCs reduction of 45 units per day.

Response (Limit 2,100 characters; approximately 300 words)

These advantages, along with improvements like real-time signage, high frequency service, availability of local connections, and ensuring adequate facilities make transit more attractive to users and a more likely choice, further reducing emissions. The 147th Street Station has connections to multi-use trail facilities along TH 77 and the sidewalk network, meaning that transit users can begin and end their trips using non-motorized transportation.

Improved user experience through the modernization of the 147th Street Station has the potential to support intensification of the surrounding area through redevelopment. A project currently underway, for example, will add 260 apartments and 41,000 square feet of retail in

about one-third of a mile from the station. This intensification exceeds the land use densities used in the Cedar Avenue Transitway Implementation Plan Update (2015), which will support additional transit use and a corresponding reduction in emissions.

Measure A: Travel Time

Current Passenger Travel Time (Minutes)	23.0
Proposed Passenger Travel Time (Minutes)	19.0
Reduction in Travel Time	17.0%

Measure B: Operating Costs

Current Annual Transit Operating Costs	37258.0
Proposed Annual Transit Operating Costs	38000.0
Reduction in Operating Cost	-2%

Description of how the proposed cost change was determined
(Limit 2,800 characters: approximately 400 words).

Assumed approximately a 2% increase to account for slight increases in maintenance for elevator, cleaning of skyway, and lighting.

Measure C: Improvements and Amenities

The Red Line 147th Street Station Skyway Project will expand the existing facilities at the 147th Street Station of the METRO Red Line in Apple Valley. The existing stations were built as a Phase 1 in 2013 to accommodate northbound and southbound BRT passengers on Cedar Avenue. The facilities were designed to be able to expand to Phase 2, which includes expansion of the interior waiting area, a skyway connection between the northbound and southbound stations, and elevators and stairs to access the skyway. The skyway will be a significant improvement for transit users as currently they must walk an extra 600 feet and cross Cedar Avenue, a principal arterial, to reach the station farthest from their destination.

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

The facility already includes real-time signage, heated facilities, and weather protection. These features will be expanded, and the users? experienced enhanced by having larger indoor waiting areas and ambient lighting, and a safe and secure way to cross Cedar Avenue between stations. The skyway and expansion of the facilities will improve customer experience by providing more comfortable waiting areas, safe access across Cedar Avenue, as well as a more secure facility. Because the skyway connection will allow facility staff and security to access both stations at once, security, upkeep, and increased usership will enhance the experience for transit riders and employees alike.

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development. Cedar Avenue (TH 77) has a trail system that connects directly to the 147th Street Station on both sides. All METRO Red Line BRT Buses are equipped with bicycle racks for users who utilize their bicycles for "last mile" connections throughout the transit system. Having access to elevators and the skyway connection for bicyclists ensure that these users will be able to safely and conveniently cross Cedar Avenue, which is a major barrier.

Similarly, transit users who are also pedestrians at the beginning and end of their trips will have an enhanced experience with the 147th Street Station Skyway. The Skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.

The proposed skyway will allow for the facilities at the 147th Street Station to grow, allowing for the expansion of services, possibly adding more local bus routes or express routes through the station as well as the METRO Red Line BRT expansion in the corridor. The skyway will also enhance the experience for vehicles along the corridor, creating less conflict points between vehicles and pedestrians trying to cross Cedar Avenue.

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

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form.

These projects will receive full points for the Risk Assessment.

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

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

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 01/31/2017

4) Review of Section 106 Historic Resources (10 Percent of Points)

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

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unsure if there are any historic/archeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

No Section 4f/6f resources located in the project area

Yes

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way, permanent or temporary easements not required

Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet) Yes

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

0%

Anticipated date or date of completion

10)Letting

Anticipated Letting Date 05/01/2020

Measure: Cost Effectiveness of Emissions Reduction

Total Annual Operating Cost: \$38,000.00

Total Annual Capital Cost of Project \$58,930.00

Total Annual Project Cost \$96,930.00

Assumption Used (Limit 1400 Characters; approximately 200 words):

Annual capital operating cost is calculated by taking the \$4.125 million cost of the project and dividing it by 70 years of useful life.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Attachment 1_Project Map_AP 147th St Skyway.pdf	Project Map showing the proposed improvements for the Apple Valley Red Line BRT 147th Street Station Skyway Project	3.1 MB
Attachment 2_Streetview_AP 147th St Skyway_Cedar Ave Facing North at 147th St Station.pdf	Google Streetview of existing conditions of project location at 147th Street Station on Cedar Avenue	1.5 MB
Attachment 3_Letter of Support_Dakota Co DOT_AP 147th St Skyway.pdf	Letter of Support from Dakota County Department of Transportation supporting the Apple Valley Red Line BRT 147th Street Station Skyway.	33 KB
Attachment 4_Resolution of Support_Dakota Co_AP 147th St Skyway.pdf	Resolution of Support from the Dakota County Board supporting Apple Valley's pursuit of funding for the Red Line BRT 147th Street Station Skyway	497 KB
Attachment 5_Letter of Support_MVTA_AP 147th St Skyway.pdf	Letter of Support from the Minnesota Valley Transit Authority (MVTA) in support of the Apple Valley Red Line BRT 147th Street Station Skyway Project	478 KB
Attachment 6_Regional Economy Map_AP 147th St Skyway.pdf	Web-generated map from the Met Council website regarding Regional Economy for the project	343 KB
Attachment 7_Web Maps Zoomed to Site_AP 147th St Skyway.pdf	Set of web-generated maps made through the Met Council's website with just the project site shown.	276 KB
Attachment 8_Concept Plans_AP 147th St Skyway.pdf	Concept plans of proposed Apple Valley Red Line BRT 147th Street Station Skyway	1.0 MB
Attachment 9_Letter of Support_City of Apple Valley_AP 147th St Skyway.pdf	Letter of Support from the City of Apple Valley regarding the Apple Valley Red Line BRT 147th Street Station Skyway Project	338 KB

Population Summary

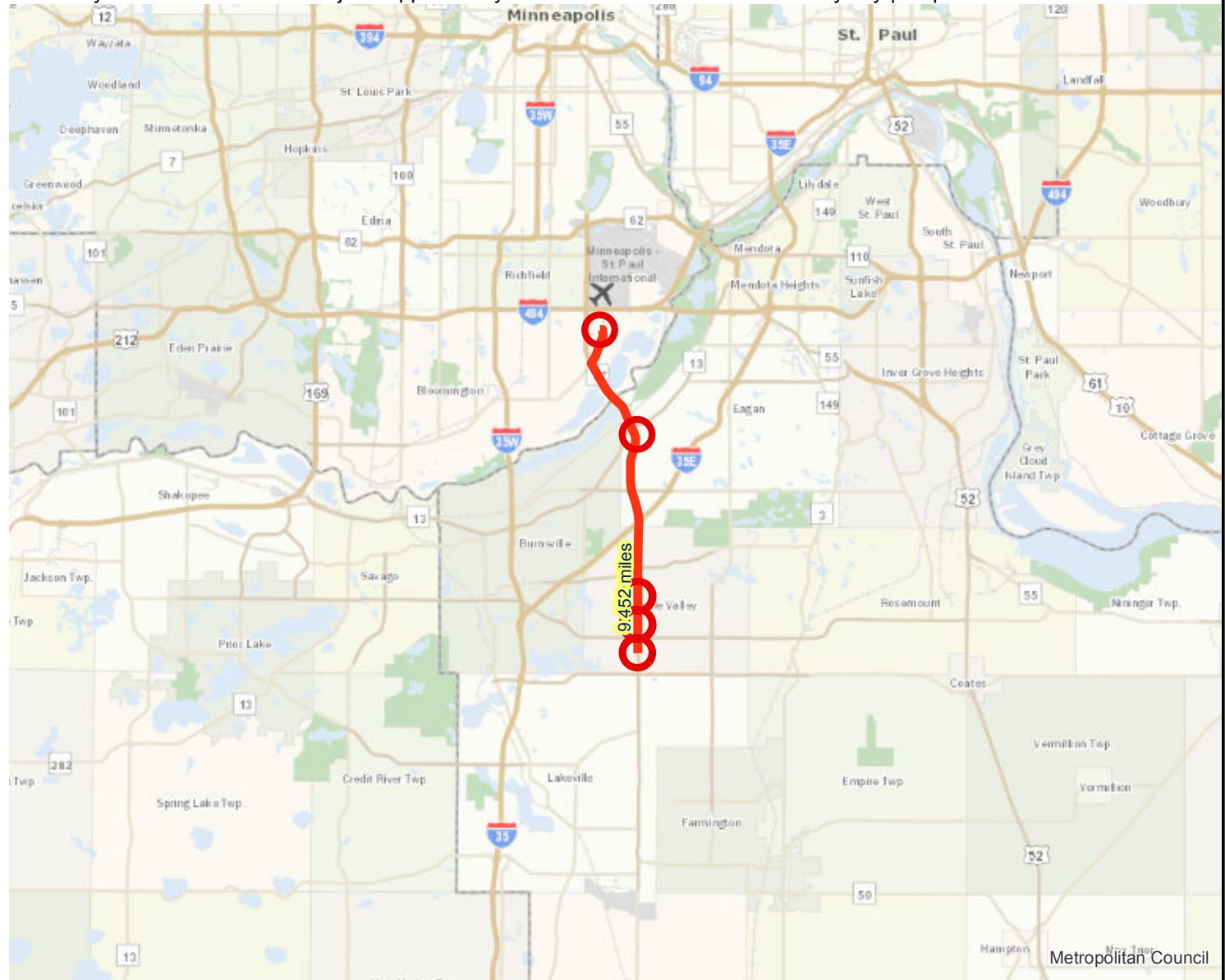
Transit System Modernization Project: Apple Valley Red Line 147th Street Skyway | Map ID: 1468420806012

Results

Within QTR Mile of project:
Total Population: 19768
Total Employment: 26618

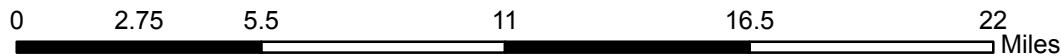
Within HALF Mile of project:
Total Population: 33244
Total Employment: 33038

Within ONE Mile of project:
Total Population: 69532
Total Employment: 44897



 Project Points

 Project



Created: 7/13/2016
LandscapeRSA4

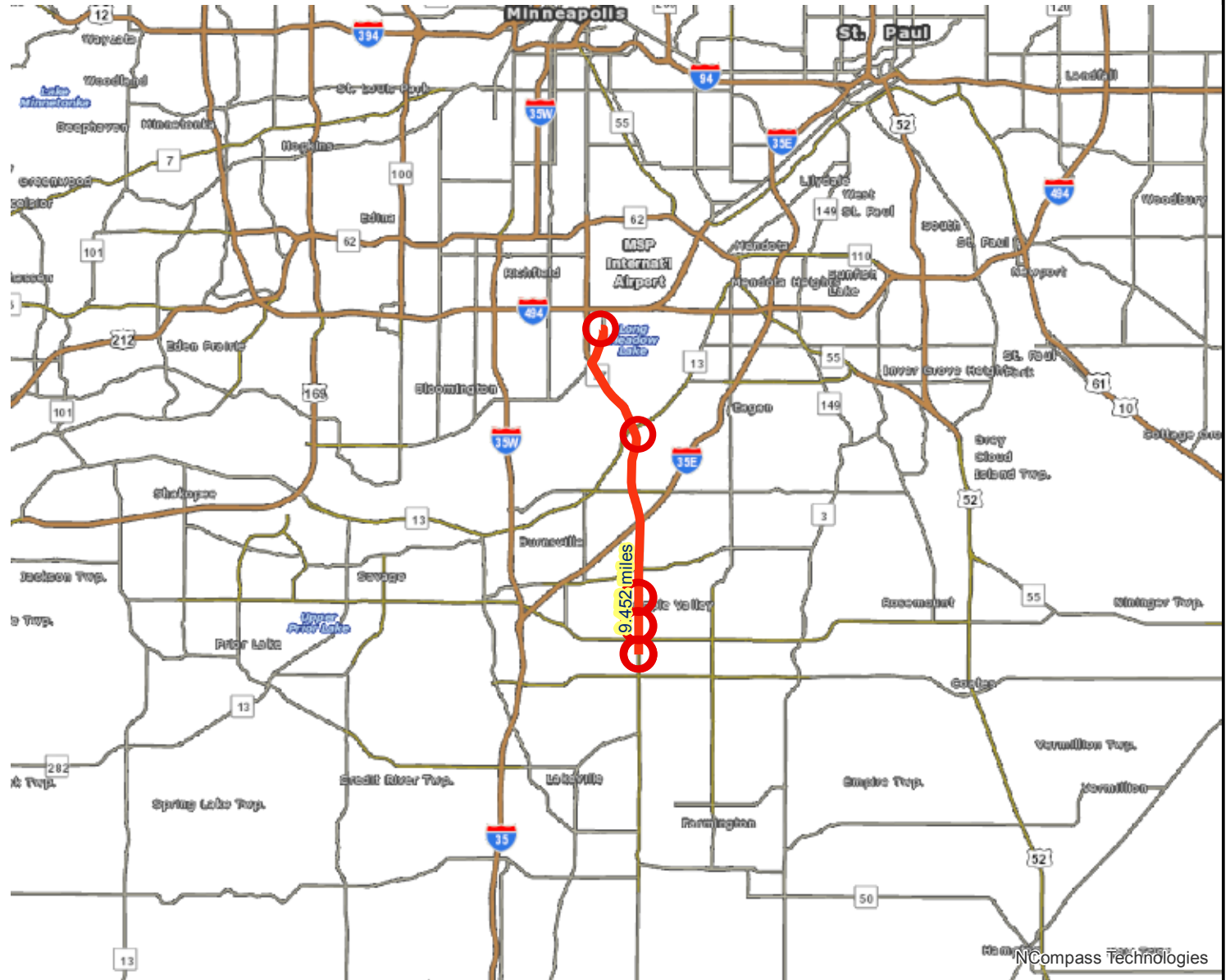


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Transit System Modernization Project: Apple Valley Red Line 147th Street Station Skyway | Map ID: 1468420806012



Results

Transit within QTR mile of project:

- *Red Line - Phase 2
- *American
- *Chicago-Fremont

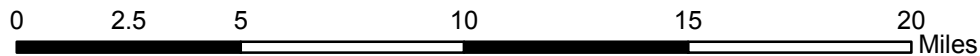
Transit within HALF mile of project:

- *Red Line - Phase 2
- *American
- *Chicago-Fremont

**indicates Planned Alignments*

 Project Points

 Project



Created: 7/13/2016
LandscapeRSA3



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



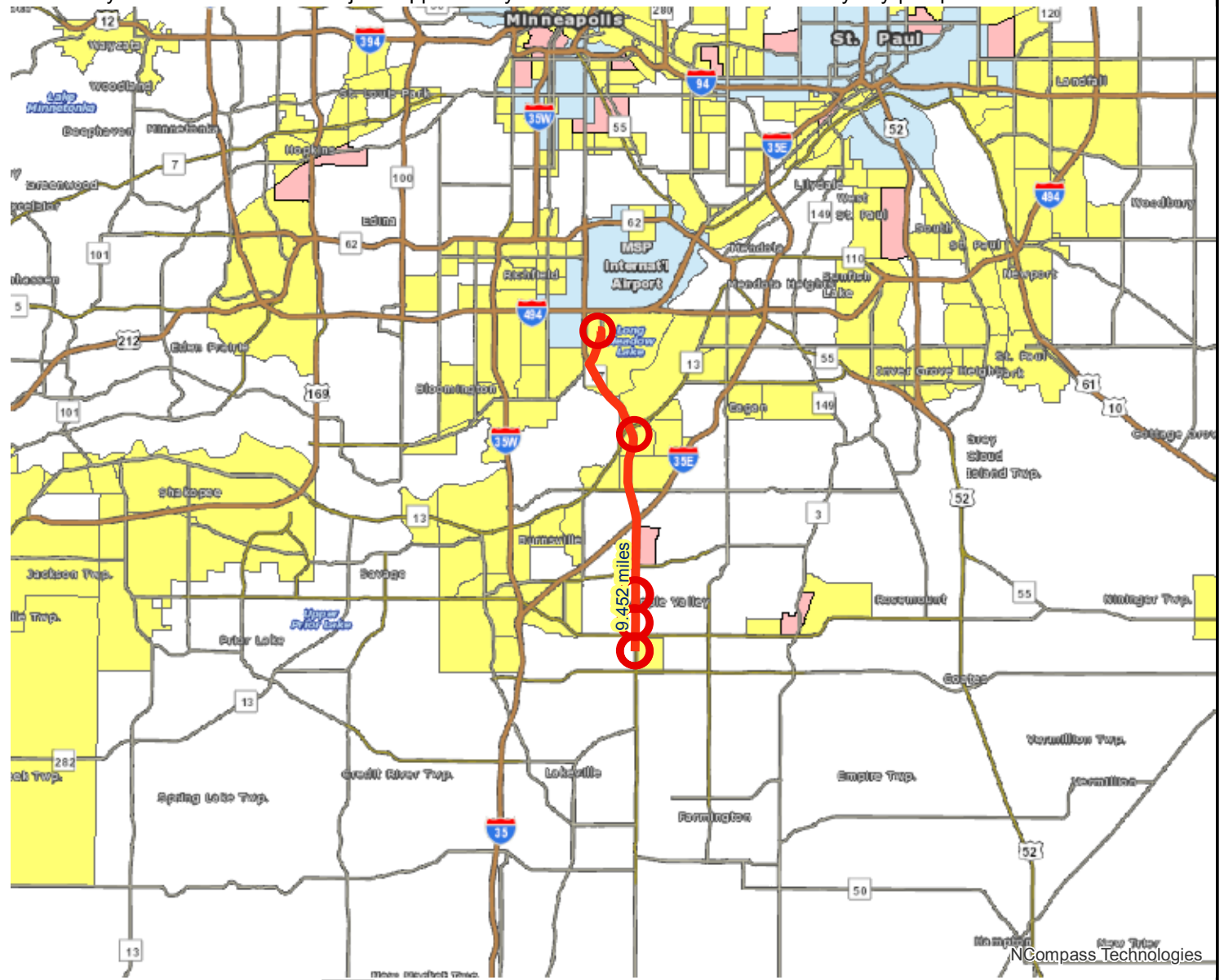
NCompass Technologies

Socio-Economic Conditions

Transit System Modernization Project: Apple Valley Red Line 147th Street Station Skyway | Map ID: 1468420806012

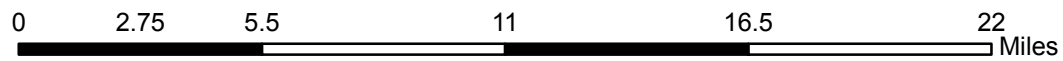
Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



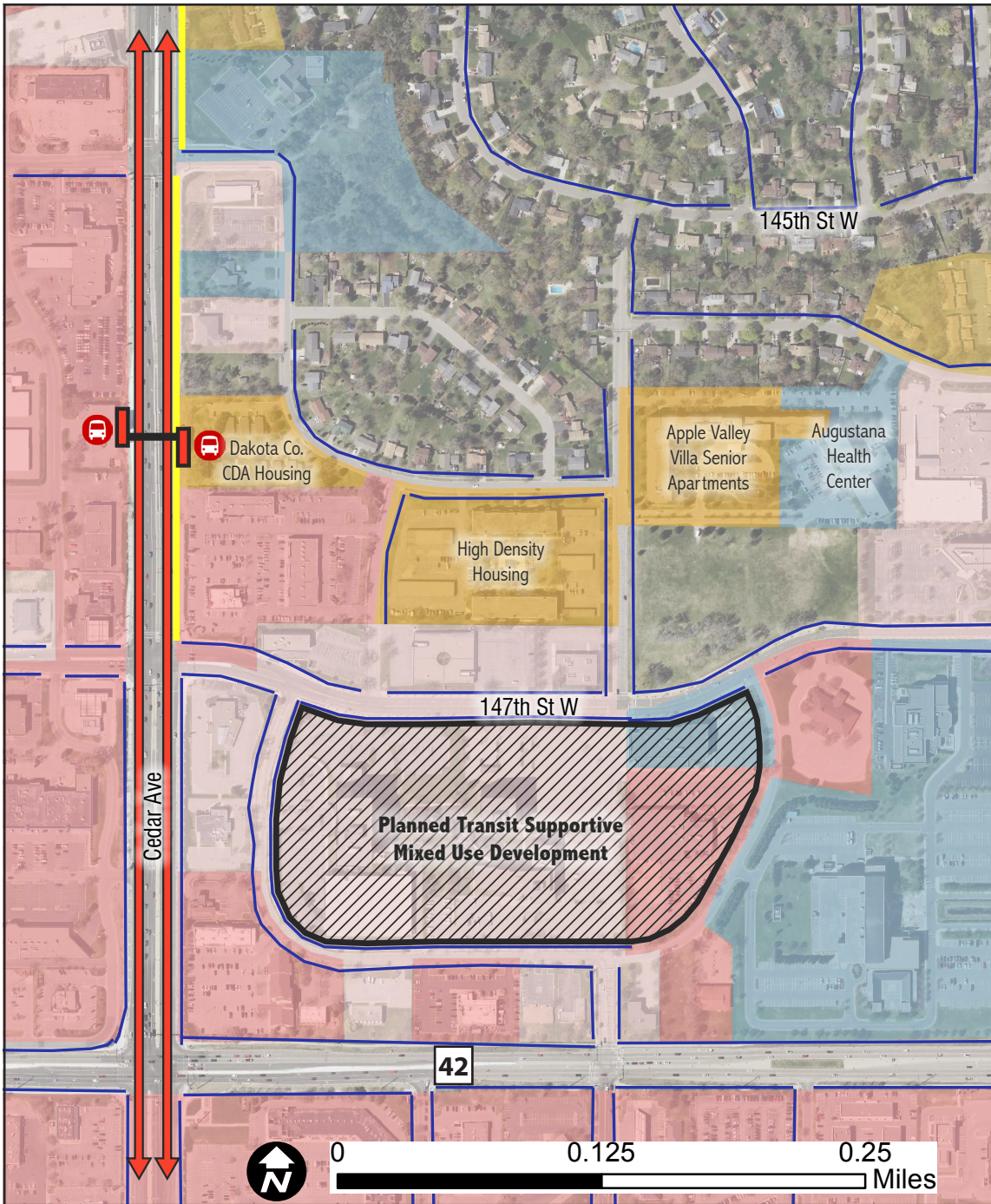
Created: 7/13/2016
LandscapeRSA2



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



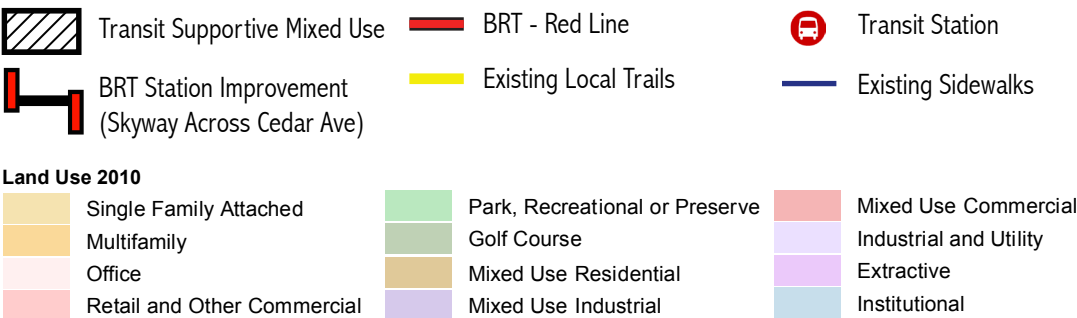
NCompass Technologies



Apple Valley Red Line BRT 147th Station Skyway

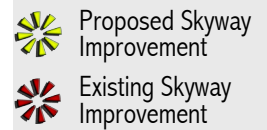
Project Summary

LEGEND



Project Context

LEGEND







July 13, 2016

Physical Development Division
Steven C. Mielke, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124-8579

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

Environmental Resources
Land Conservation
Groundwater Protection
Surface Water
Waste Regulation
Environmental Initiatives

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St Paul, MN 55101

Dear Ms. Koutsoukos:

Dakota County is aware of the City of Apple Valley's interest in the addition of a skyway over County State Aid Highway 23 (Cedar Avenue) at the 147th Street station as part of the METRO Red Line bus rapid transitway. This station was originally constructed in anticipation of a future skyway and the proposed skyway is included as an identified improvement in the recently adopted update of the METRO Red Line Implementation Plan.

Dakota County has jurisdiction over Cedar Avenue and would work with the City of Apple Valley if funds are provided for this project. The City would be required to obtain a permit from the County for any work that would occur within or over Cedar Avenue right of way.

I would be happy to answer any questions you may have regarding this project.

Sincerely,

Mark J. Krebsbach, P.E.
Transportation Director/County Engineer

DAKOTA COUNTY BOARD OF COMMISSIONERS

Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process

Meeting Date: 7/12/2016	Fiscal/FTE Impact:
Item Type: Consent-Action	<input type="checkbox"/> None <input checked="" type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Transportation	<input type="checkbox"/> New FTE(s) requested
Contact: Krebsbach, Mark	Board Goal: A Great Place to Live
Contact Phone: (952) 891-7102	
Prepared by: Sorenson, Brian	

PURPOSE/ACTION REQUESTED

Approve projects to be submitted to the Transportation Advisory Board (TAB) for Federal Funding through Fixing America's Surface Transportation (FAST) Act.

SUMMARY

The TAB is requesting project submittals for FAST Act funding through the Regional Solicitation process. FAST Act funding provides up to 80 percent of the project construction cost. Agencies applying for funding must commit to providing local funds to match the federal funds and maintaining the constructed facilities for their useful life. Projects are being considered for federal fiscal years 2019, 2020 and 2021. Projects are submitted and evaluated based on mode (Roadways, Bicycle and Pedestrian Facilities, and Transit) and are evaluated based on criteria established through the TAB process. Project submittals are due July 15, 2016.

At its June 21, 2016 Board meeting, the County Board approved twelve applications for County submittal and approved writing support letters for an additional seven projects to be submitted by partner agencies. Since that time, partner agencies have requested Dakota County support an additional five project submittals (Attachment A). These include:

1. County State Aid Highway (CSAH) 32 trail along the north side from Trunk Highway (TH) 13 to Cinnamon Ridge Trail in Burnsville and Egan (Submittal by the City of Burnsville)
2. Concord Boulevard from Hardman Avenue to Annapolis Street (Submittal by the City of South St Paul)
3. Rosemount Greenway – Downtown Connection in Rosemount from Connemara Trail to 120th Street West (Submittal by the City of Rosemount)
4. Local transit service expansion to the Dakota County Technical College in Rosemount (Submittal by Minnesota Valley Transit Authority)
5. Increased frequency of service for Route 444 (Submittal by Minnesota Valley Transit Authority)

After July 15, the project applications will be scored by committees involving Minnesota Department of Transportation (Mn/DOT), Met Council, and local agency representatives. Dakota County staff will be involved in these committees. The scores and project award recommendations are then submitted to TAB for their consideration, with TAB selecting the final list of projects to receive federal funds.

RECOMMENDATION

Staff recommends supporting five additional project applications to the TAB for federal funding through the FAST Act Regional Solicitation to be submitted by cities and MVTA.

EXPLANATION OF FISCAL/FTE IMPACTS

Local match is at least 20 percent and will be provided out of the Transportation or Parks Capital Improvement Program consistent with County cost participation policies.

Supporting Documents:

Attachment A – Location Map: County Supported Applications

Previous Board Action(s):

RESOLUTION

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America’s Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 15, 2016; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby supports the following projects for submittal by others to the TAB for federal funding:

1. County State Aid Highway (CSAH) 32 trail along the north side from Trunk Highway (TH) 13 to Cinnamon Ridge Trail in Burnsville and Eagan (Submittal by the City of Burnsville)
2. Concord Boulevard from Hardman Avenue to Annapolis Street (Submittal by the City of South St. Paul)
3. Rosemount Greenway – Downtown Connection in Rosemount from Connemara Trail to 120th St W (Submittal by the City of Rosemount)
4. Local transit service expansion to the Dakota County Technical College in Rosemount (Submittal by Minnesota Valley Transit Authority)
5. Increased frequency of service for Route 444 (Submittal by Minnesota Valley Transit Authority)

County Manager’s Comments:

- Recommend Action
- Do Not Recommend Action
- Reviewed---No Recommendation
- Reviewed---Information Only
- Submitted at Commissioner Request

Reviewed by (if required):

- County Attorney’s Office
- Financial Services
- Risk Management
- Employee Relations
- Information Technology
- Facilities Management



County Manager

2016 Regional Solicitation Applications

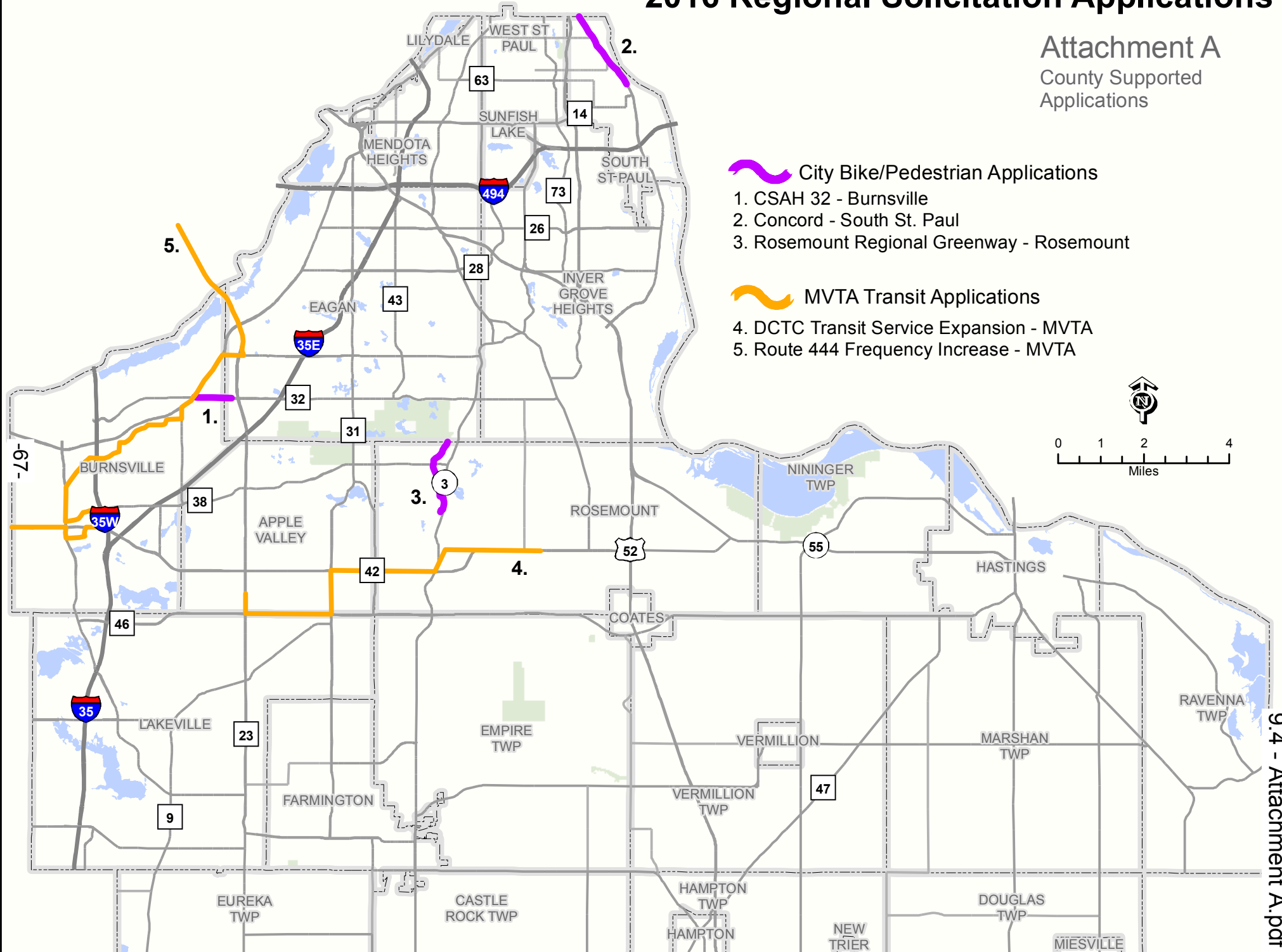
Attachment A County Supported Applications

 City Bike/Pedestrian Applications

- 1. CSAH 32 - Burnsville
- 2. Concord - South St. Paul
- 3. Rosemount Regional Greenway - Rosemount

 MVTA Transit Applications

- 4. DCTC Transit Service Expansion - MVTA
- 5. Route 444 Frequency Increase - MVTA



July 15, 2016

Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: Regional Solicitation Application for Transit System Modernization in City of Apple Valley

Dear Ms. Koutsoukos:

The City of Apple Valley is submitting an application for the modernization of the transit system as part of the 2016 Regional Solicitation. The proposed project will build a skyway connection between the existing northbound and southbound METRO Red Line BRT 147th Street Station on Cedar Avenue (TH 77).

MVTA is the public transportation provider for the businesses and residents of several cities in the southern Twin Cities Metro Area, including Apple Valley, and the operator of the METRO Red Line. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and service. With these values in mind, we support the 147th Street Station Skyway as proposed by the City of Apple Valley.

Please feel free to contact me or Senior Project Manager Jane Kansier at 952-882-7500 if you have any questions.

Sincerely,



Luther Wynder
Executive Director

Regional Economy

Transit System Modernization Project: Apple Valley Red Line 147th Street Station Skyway | Map ID: 1468420806012

Results

WITHIN ONE MI of project:

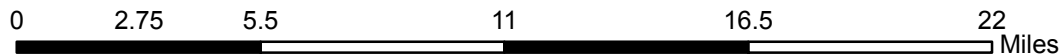
Total Population: 81740
Total Employment: 54401
Mfg and Dist Employment: 6121

Postsecondary Students:
1551



○ Project Points

— Project



Created: 7/13/2016
LandscapeRSA5



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



Population Summary

Transit System Modernization Project: Apple Valley Red Line 147th Street Station Skyway | Map ID: 1468421864133

Results

Within QTR Mile of project:
Total Population: 4547
Total Employment: 4713

Within HALF Mile of project:
Total Population: 7587
Total Employment: 8222

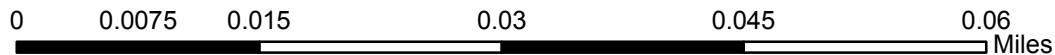
Within ONE Mile of project:
Total Population: 22916
Total Employment: 10233



Metropolitan Council

 Project Points  2010 TAZ

 Project  School



Created: 7/13/2016
LandscapeRSA4



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

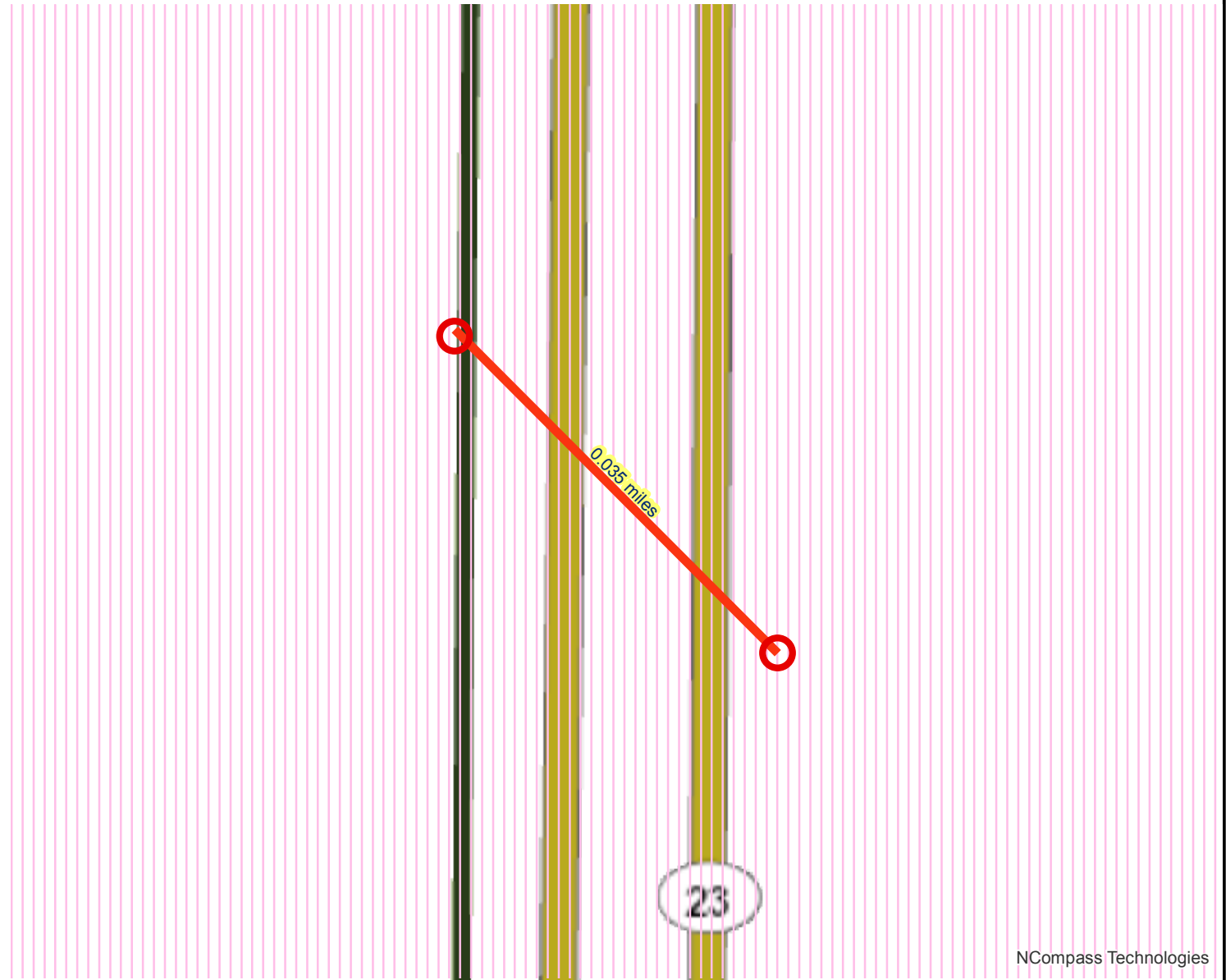


Results

WITHIN ONE MI of project:

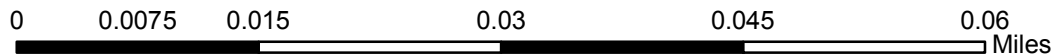
Total Population: 22916
Total Employment: 11250
Mfg and Dist Employment: 415

Postsecondary Students:
0



NCompass Technologies

- Project Points
- PostSecondary Education Centers
- Job Concentration Centers
- Project
- Manufacturing/Distribution Centers



Created: 7/13/2016
LandscapeRSA5

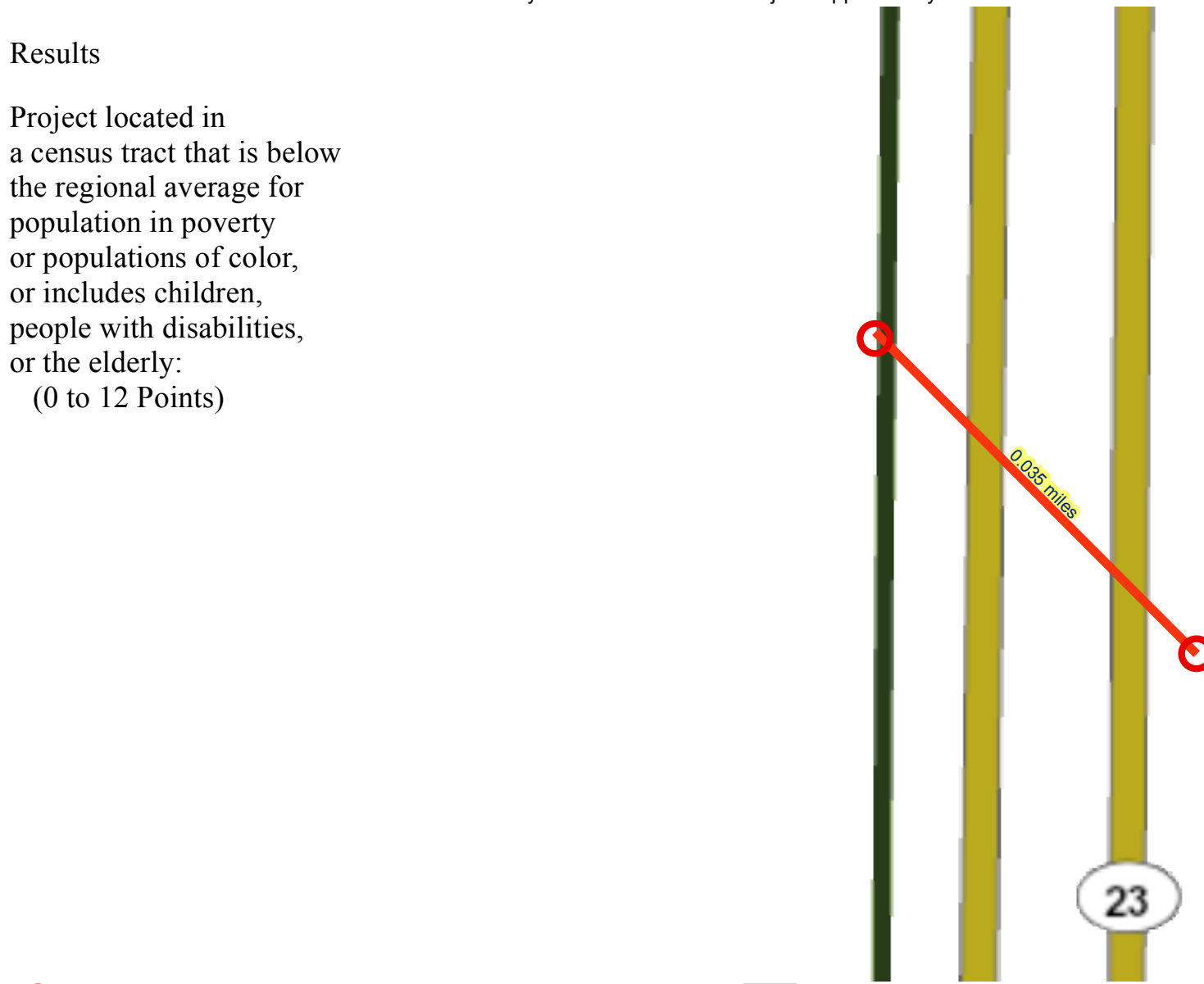





For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/notice/notice.aspx>





Results

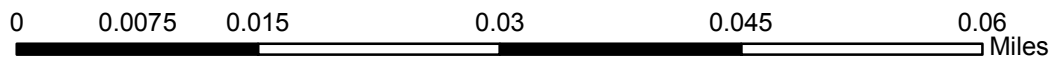
Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty

NCompass Technologies



Created: 7/13/2016
LandscapeRSA2



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



Results

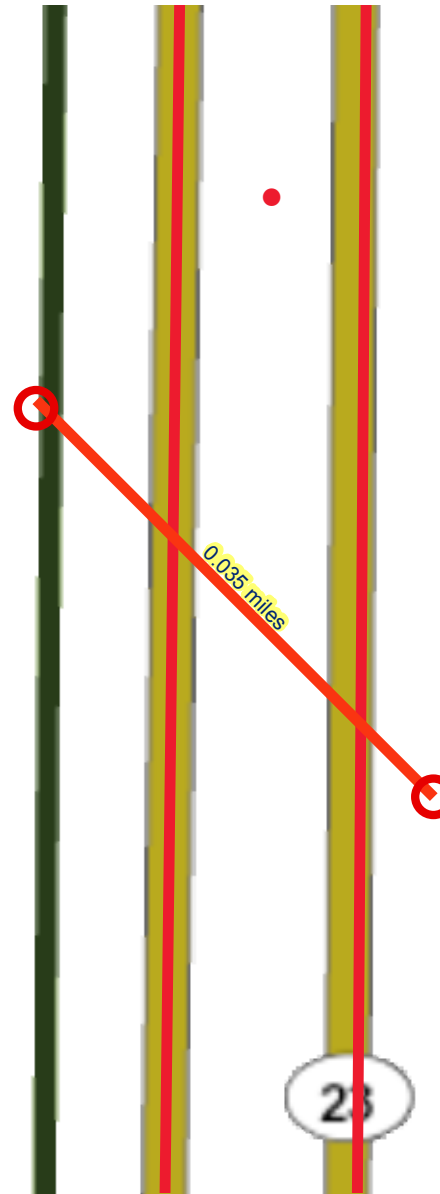
Transit within QTR mile of project:

-- NONE --

Transit within HALF mile of project:

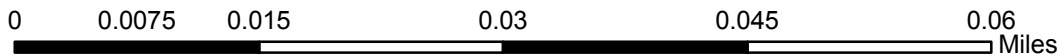
-- NONE --

**indicates Planned Alignments*



NCompass Technologies

- Project Points
- Active Stop
- Project
- BRT, Red Line
- Red Line
- Transitway**



Created: 7/13/2016
LandscapeRSA3



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





Northbound 147th Street Station Phase 1



Northbound 147th Street Station Phase 2

**CEDAR AVENUE
140th & 147th
STREET
APPLE VALLEY
STATIONS**

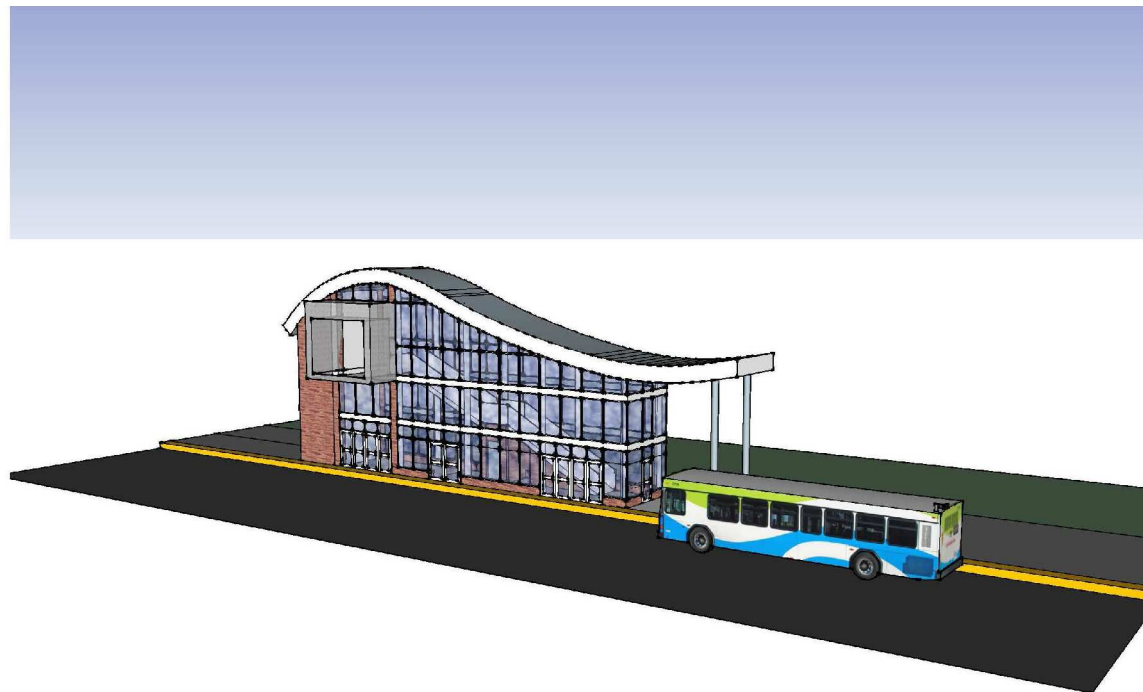


**COLLABORATIVE
DesignGroup, inc.**
100 Portland Avenue South, Suite 100
Minneapolis, Minnesota 55401
T 612.332/3654 | 332.3626
www.collaborativedesigngroup.com



147th STREET STATION

26 March 2012



CEDAR AVE. BRT
STATIONS STOPS
at 140th ST.
and 147th ST.



**COLLABORATIVE
DesignGroup, Inc.**
100 Portland Avenue South, Suite 100
Minneapolis, Minnesota 55401
p 612.332.3654 f 612.332.3626
www.collaborativedesigngroup.com



I HEREBY CERTIFY THAT THIS PLAN,
SPECIFICATION, OR REPORT WAS
PREPARED BY ME OR UNDER MY
DIRECT SUPERVISION AND THAT I
AM A LICENSED ENGINEER
UNDER THE LAWS OF THE STATE OF
MINNESOTA.

Signature: _____
Name: _____
Date: _____ Reg. No.: _____

Revisions	

C	CITY SUBMITTAL	04/20/12
A	PROGRESS SET	03/20/12
1/0	ISSUE	3/27

Sheet Information
Date _____
Job Number _____
Drawn _____
Checked _____
Approved _____

Title

**147th ST.
STATION
DESIGN**

Sheet

SK002



7100 147th Street W
Apple Valley, MN 55124-9016

Telephone (952) 953-2500
Fax (952) 953-2515
www.cityofapplevalley.org

July 14, 2016

Ms. Elaine Koutsoukos
Met Council – TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

Re: Letter of Support
City of Apple Valley's Regional Solicitation Grant Application
Skybridge Improvement to the Red Line's 147th St. Transit Station

Dear Ms. Koutsoukos:

On behalf of the City of Apple Valley, this is a letter of support for the City's above referenced Regional Solicitation Grant for a Skybridge Improvement to the Red Line's existing 147th St. Transit Station.

The project is a benefit to the City and the Region for the following reasons:

- "Shovel Ready Project" – both transit station structures exist at 147th St. with enclosed waiting areas and are ready to have the skybridge installed between them.
- Improve Inter-station Commute and Safety for User – the project would alleviate the need for a Red Line user to walk approximately 1200-feet between the north and south bound stations. Additionally, the user would no longer be required to cross up to 9-lanes of traffic along a busy County Roadway. The project would reduce this walk too slightly over 100-feet between the stations with no traffic lanes to cross.
- Always Envisioned Project – the skybridge project was always envisioned as a needed element for the Red Line. This project would fulfil the ultimate planned vision for the transit stations at 147th St.

If you have any questions, please feel free to contact Public Works Director Matt Saam at 952-953-2412 or by e-mail at: msaam@cityofapplevalley.org .

Sincerely,

CITY OF APPLE VALLEY

Mary Hamann-Roland
Mayor

c: Matt Saam, Public Works Director