



Application

10359 - 2018 Transit System Modernization

10918 - Apple Valley Red Line BRT Skyway

Regional Solicitation - Transit and TDM Projects

Status: Submitted

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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
Cities or Townships where the Project is Located: Apple Valley
Jurisdictional Agency (If Different than the Applicant): Dakota County and Metro Transit

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

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 (45,000 ? 49,000 ADT) 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 the 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.

(Limit 2,800 characters; approximately 400 words)

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

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$3,520,000.00

Match Amount

\$880,000.00

Minimum of 20% of project total

Project Total

\$4,400,000.00

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:

2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

2021

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

Project Information-Transit and TDM

County, City, or Lead Agency

Apple Valley

Zip Code where Majority of Work is Being Performed

55124

Total Transit Stops

2

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Cedar Avenue & 147th Street

Name of Park and Ride or Transit Station:

147th Street Transit Station (Metro Red Line)

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date

05/02/2022

(Approximate) End Construction Date

09/30/2022

Primary Types of Work

Pedestrian Skyway, Lighting, Sidewalk, Elevators, Transit Station

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

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 (2015), 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 goals, objectives, and strategies that relate to the project.

The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project. List the goals, objectives, strategies, and associated pages):
The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

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

- Goal B: Safety and Security (page 2.20) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.24) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.38) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.42) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.48) - Objective A, Objective C, Strategy F6, Strategy F7

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 proposed project has been recognized in various state, county and city plans. Examples of these planning documents include:

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

- City of Apple Valley BRTOD Plan (2012)

- 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

- City of Apple Valley 2040 Comprehensive Plan (Draft) ? pg.4.11-15; 9.2-9.3; 9.5; 9.27-9.28; 9.31-9.32.

- Dakota County 2040 Comprehensive Plan (Draft) ? pg. 29; 32; 54; 141

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

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

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

Travel Demand Management (TDM): \$75,000 to \$500,000

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

8. *The project must comply with the Americans with Disabilities Act (ADA).*

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

9. *In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Yes

03/01/2018

12/31/2018

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. *The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.*

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

12. *The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.*

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - 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.

Transit Expansion and Transit Modernization projects only:

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. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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 (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$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	\$4,000,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00

Vehicles	\$0.00
Contingencies	\$400,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$4,400,000.00

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	\$4,400,000.00
Construction Cost Total	\$4,400,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 4713

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 850

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

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

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

1531512738171_PopEmploy2.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Select multiple routes

Existing transit routes directly connected to the project	475, 477, 480, 903-METRO Red Line
Planned Transitways directly connected 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	1531334016390_Transit.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips	197.0
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Measure: Usage

Existing Transit Routes on the Project	475, 477, 480, 903-METRO Red Line
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Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color: Yes

(up to 60% of maximum score)

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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

During the planning for the METRO Red Line and its station areas, Dakota County and the City of Apple Valley engaged with lower-income, Latino transit dependent neighborhoods in northern Apple Valley. Improving transit services to that area will require substantial upgrades to the Palomino Hills transit station. In the meantime, the City will continue to engage low-income populations, people of color, children, persons with disabilities, and the elderly during this project's development. In some cases, the proposed project has been discussed with various populations during the City's Comprehensive Plan Update. As part of this effort, the City has engaged the community by attending community events and has provided opportunities to comment online.

Response:

To broaden our outreach efforts as part of this project, the City will work with Metro Transit and Minnesota Valley Transit Authority (MVTA) to provide public outreach and communication materials to those affected by the project during construction. This would include transit users (routes 475, 477, 480, and 903) and adjacent businesses and neighborhoods (e.g., family townhomes and senior apartments). Materials developed for this effort would be coordinated with Metro Transit's equity initiatives that ensures materials are translated in various languages.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

The proposed project provides benefits to the following populations:

Populations Above the Regional Poverty Average and Color: The project's service directly connects to census tracts that are above the regional average for population in poverty or population of 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:

Residents: 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.

Employees: Businesses in the area of Cedar Avenue and 147th Street are expanding and making significant investments in their buildings

and properties. Wings Financial Credit Union recently purchased a 66,000 sq. ft. four-story office building adjacent to its headquarters building and invested approximately \$5 million to create a new mortgage finance center. A former gas station on the northwest corner of Cedar Avenue and 147th Street was redeveloped into a 5,600 sq. ft. multiple tenant retail center and coffee shop, an investment of \$1.5 million. An investment of \$1.5 million was also made to redevelop a gas station on the southwest corner of Cedar Avenue and 147th Street into a 3,400 sq. ft. bank.

Vulnerable Populations: The skyway 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.

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

There are no known negative externalities associated with the proposed project. Instead, the proposed project will only enhance the existing transit station by providing safe pedestrian connections and transit amenities. Overall, the proposed project will not displace populations, businesses or residents. Construction should not disrupt transit service and the time duration of construction should only occur over a six month period.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531334243718_SocioEconomic2.pdf

Measure B: Affordable Housing

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
Apple Valley	190.0	1.0	94.0	94.0
				94

Total Transit Stops

Total Transit Stops 190.0

Affordable Housing Scoring

Total Housing Score 94.0

Affordable Housing Scoring

Measure A: Description of emissions reduced

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, PM2.5 reduction of 7.5 units per day, and VOCs reduction of 45 units per day.

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.

Response:

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

Response

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 1,300 feet and cross Cedar Avenue, a 9-lane Principal Arterial, to reach the station farthest from their destination. The current wait time (between one traffic signal-cycle) to cross Cedar Avenue at 147th Street is approximately three minutes. Therefore, it is assumed the pedestrian will save approximately three minutes in travel time. This can be a significant time saver for a transit user trying to catch a connecting transit route.

The facility already includes real-time signage, heated facilities, and weather protection. These features will be expanded, and the users' experience will be 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, maintenance/upkeep, and increased usership will enhance the experience for transit riders and employees alike.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The proposed project will provide the following elements and benefits to the various modes of transportation:

Pedestrians and Bicyclists: 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 pedestrians/bicyclists ensure that these users will be able to safely and conveniently cross Cedar Avenue, which is a major barrier.

Response

Bicyclists: The proposed project will help support the Regional Bicycle Transportation Network (RBTN) being planned near the transit station. The RBTN includes a Tier I route (north/south) along Cedar Avenue (south of 150th Street) and Flagstaff Avenue (north of 150th Street), and a Tier II route (east/west) along 150th Street. Both routes intersect just south of the transit station at Cedar Avenue and 150th Street. In that respect, the proposed skyway can support the RBTN by eliminating a significant transportation barrier (Cedar Avenue) that is unsafe for bicyclists to cross in the area.

Transit Users: 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.

Bus Service: 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.

Vehicles: The skyway will enhance the experience for vehicles along the corridor, creating less conflict points between vehicles and pedestrians trying to cross Cedar Avenue.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531488197921_Skyway Layout.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$48,000.00
Total Annual Capital Cost of Project	\$62,857.00
Total Annual Project Cost	\$110,857.00

Annual capital operating cost is calculated by taking the \$4.4 million cost of the project and dividing it by 70 years of useful life.

Assumption Used:

Assumed approximately a \$10,000 annual increase over existing operating costs to account for slight increases in maintenance for two elevators, cleaning of skyway, and lighting.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
---------------------------	--------

Other Attachments

File Name	Description	File Size
147th Skyway Attachments.pdf	The attached PDF includes all of the required attachments.	13.1 MB

Population/Employment Summary

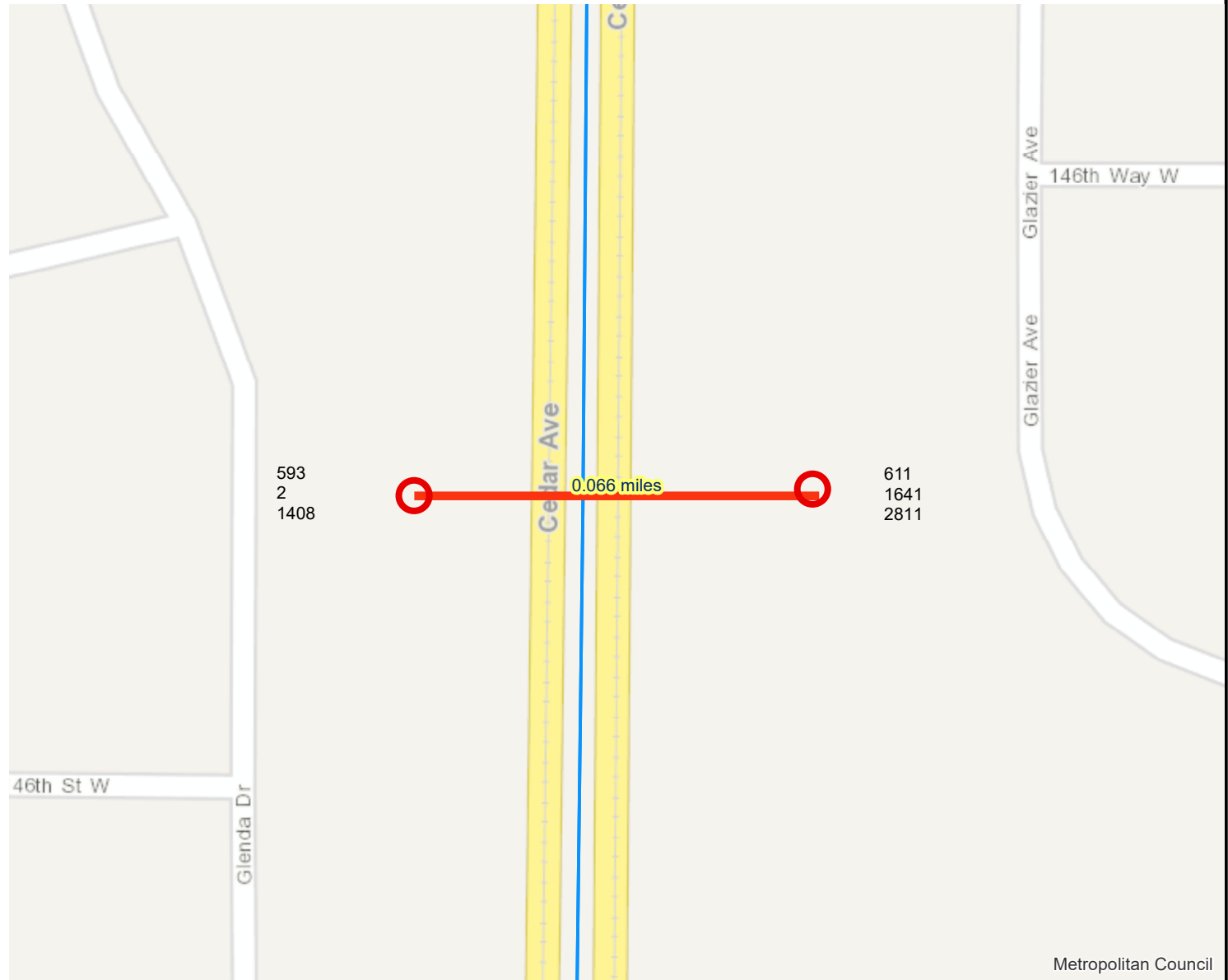
Results

Within QTR Mile of project:
 Total Population: 4547
 Total Employment: 4713
 Postsecondary Students: 0



Within HALF Mile of project:
 Total Population: 7587
 Total Employment: 8222
 Postsecondary Students: 0

Within ONE Mile of project:
 Total Population: 21658
 Total Employment: 10224

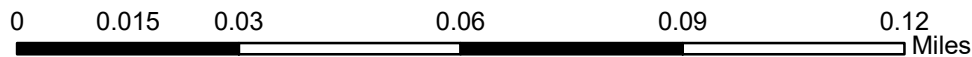
Note: St. Mary's College operates within 1/4 mile of the transit stop. There are currently 850 students who attend.



Metropolitan Council

 Project Points  2010 TAZ

 Project



Created: 6/14/2018
 LandscapeRSA4



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



Transit Connections

Transit System Modernization Project: Red Line BRT 147th Station Skyway | Map ID: 1528990804086

Results

Transit with a Direct Connection to project:
475 477 480 903

**indicates Planned Alignments*



NCompass Technologies

- Project Points
- Active Stop
- Transitway Stations**
- Transit Routes
- Transitway**
- Project
- Red Line
- Red Line

0 0.015 0.03 0.06 0.09 0.12 Miles

Created: 6/14/2018
LandscapeRSA3



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

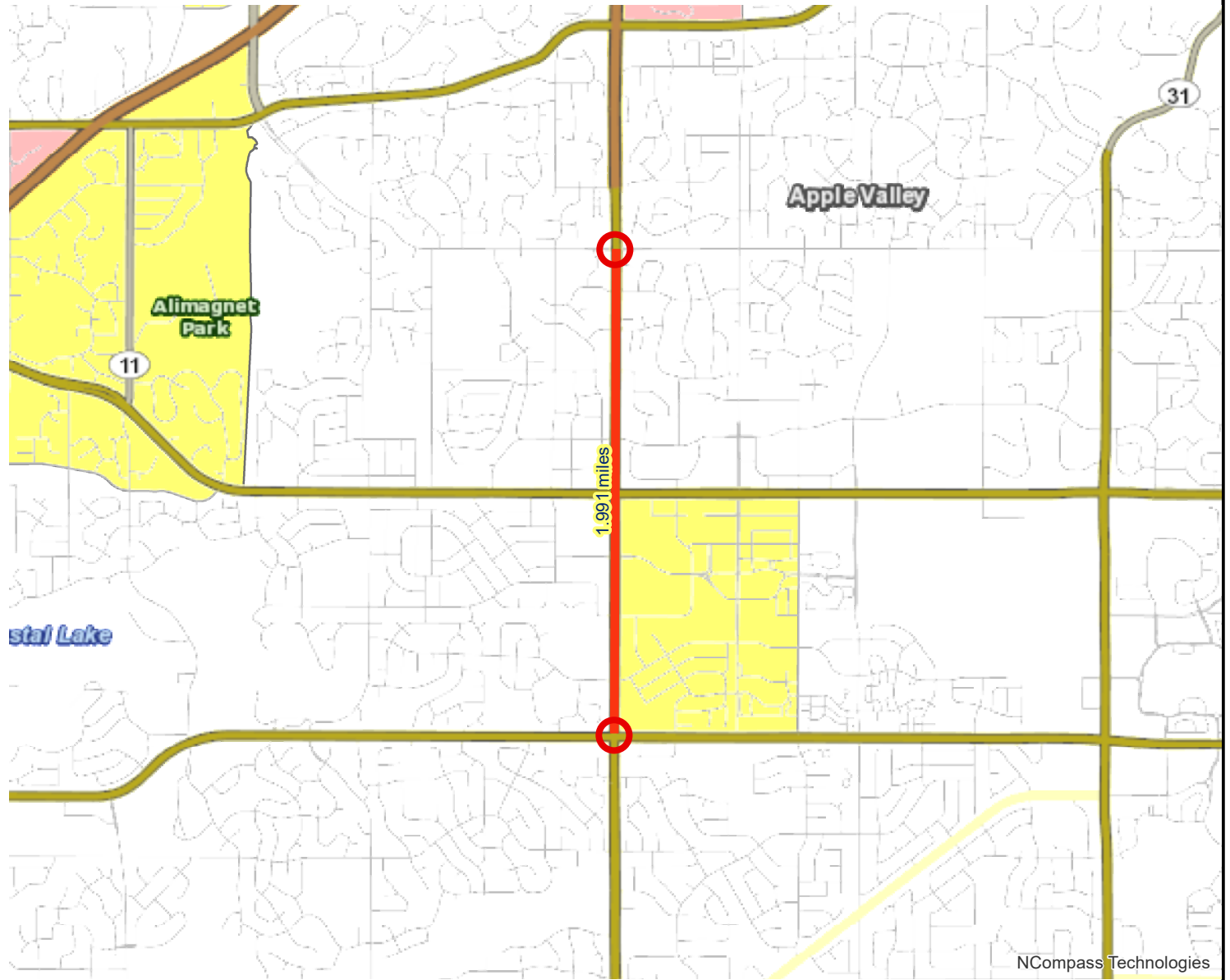


Socio-Economic Conditions

Transit System Modernization Project: Red Line BRT 147th Station Skyway | Map ID: 1528991599219

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: 6/14/2018
LandscapeRSA2



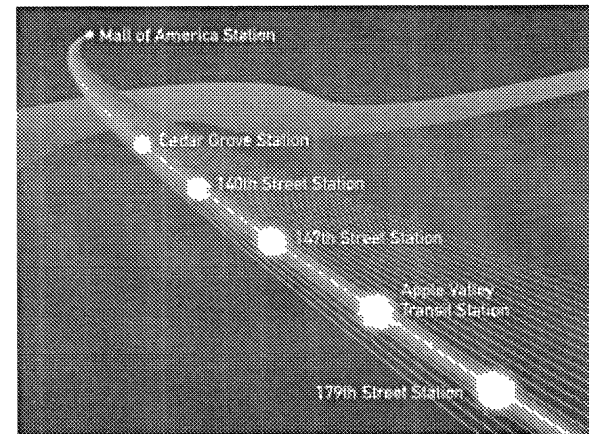
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



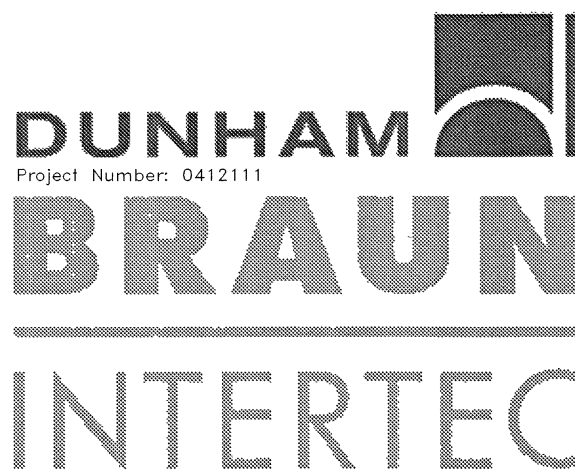
NCompass Technologies

**RED LINE - BRT
140TH & 147TH
STATION
STOPS**

MTC PROJECT NO. 35793



Lukan Architecture



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT, WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
Signature: *Nathan Wriedt*
Name: NATHAN WRIEDT, PE
Date: 08.08.2012 Reg. No.: 46305

Revisions		
NO.	ISSUE	DATE
4	CONFORMED SET	9/21/12
3	ADDENDUM 1	8/22/12
2	ISSUED FOR BID	8/08/12
1	REVIEW	7/25/12

Sheet Information		
Date	Job Number	Title
	11102.00	
Drawn	Author	
Checked	Checker	
Approved	Approver	

**ELECTRICAL SITE
PLAN - 147TH**

Sheet
E2-001

KEY NOTES:

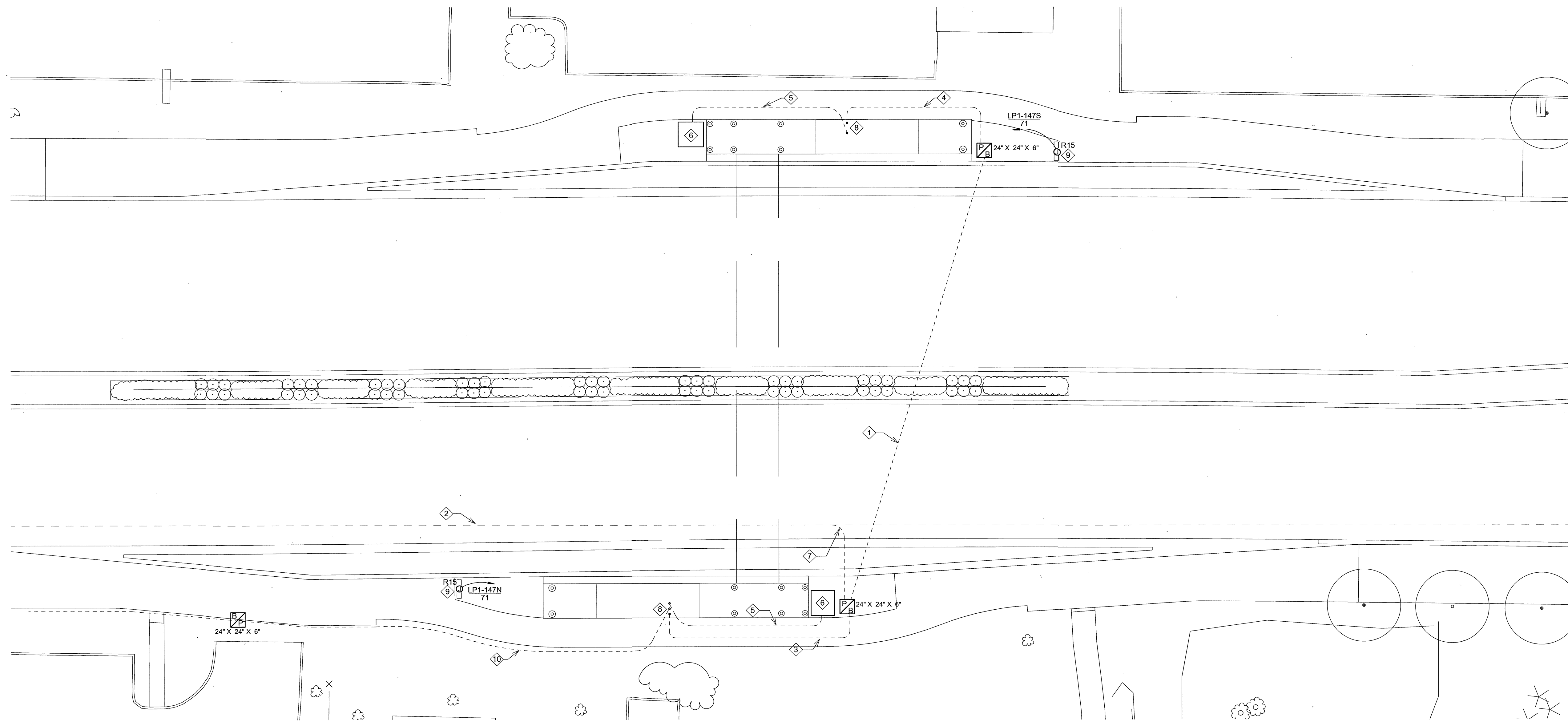
- ⑧ PROVIDE SLEEVES THROUGH STRUCTURAL FOUNDATION. COORDINATE WITH GENERAL CONTRACTOR.
- ⑨ APPROXIMATE LOCATION OF MONUMENT SIGN. PROVIDE (1) 1" C STUBBED UP BELOW ASSOCIATED COMMUNICATIONS CABINET FOR DATA CONNECTION. PROVIDE (1) 1" C-2#10-#10 GND TO ASSOCIATED ELECTRICAL PANEL. CIRCUIT TO ROUTE VIA RELAY IN LIGHTING CONTROL PANEL. SEE LIGHTING CONTROL SCHEDULE AND ARCHITECTURAL DETAILS FOR ADDITIONAL DIRECTION.
- ⑩ PROVIDE (1) 4" CONDUIT TO PROPERTY LINE FOR FRONTIER COMMUNICATIONS. COORDINATE EXACT REQUIREMENTS WITH UTILITY.

KEY NOTES:

- ① (2) 2" CONDUITS UNDER ROADWAY (INSTALLED BY ROADWAY PROJECT) FOR INTERBUILDING SIGNAL CONNECTIONS, STUBBED INTO GREEN SPACE. VERIFY FINAL LOCATION OF EXISTING CONDUIT AND STUBBED LOCATIONS.
- ② 36-STRAND DAKOTA COUNTY FIBER CABLE (PROVIDED BY ROADWAY PROJECT).
- ③ (3) 2" CONDUITS UNDERGROUND FROM PULLBOX AND STUBBED UP TO BELOW TELECOMMUNICATIONS WALL CABINET. (2) 2" CONDUITS FOR CONNECTION TO SOUTHBOUND BUILDING FOR SIGNAL CABLING. (1) 2" CONDUIT FOR INCOMING DAKOTA COUNTY FIBER CONNECTION.
- ④ (2) 2" CONDUITS UNDERGROUND FROM PULLBOX AND STUBBED UP TO BELOW TELECOMMUNICATIONS WALL CABINET. (2) 2" CONDUITS FOR CONNECTION TO NORTHBOUND BUILDING FOR SIGNAL CABLING.
- ⑤ SECONDARY UNDERGROUND SERVICE FEEDER. SEE RISER DIAGRAM FOR MORE INFORMATION.
- ⑥ UTILITY TRANSFORMER. SEE RISER DIAGRAM AND SPECIFICATIONS FOR MORE INFORMATION AND RESPONSIBILITIES.
- ⑦ COORDINATE WITH ROADWAY PROJECT TO FUSION SPLICE DAKOTA COUNTY FIBER AND BRING FIBER SERVICE TO NORTHBOUND BUILDING. PROVIDE 2" CONDUIT UNDERGROUND FROM SPLICE LOCATION TO PULLBOX. SEE TELECOMMUNICATIONS RISER FOR MORE INFORMATION.

GENERAL NOTES:

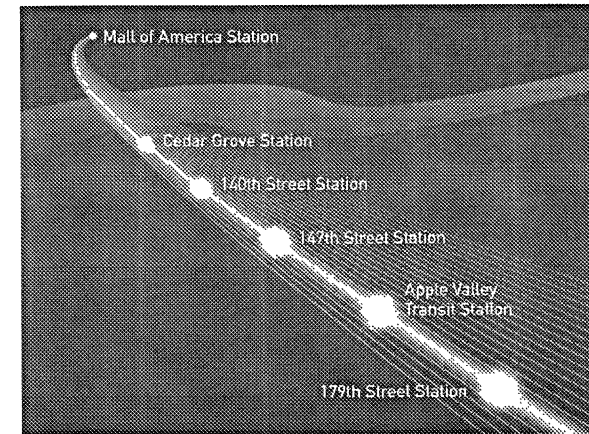
- A. INFORMATION SHOWN REGARDING WORK PROVIDED AS PART OF THE ROADWAY PROJECT IS FOR REFERENCE ONLY. VERIFY FINAL INSTALLATION REQUIREMENTS, SIZES, AND LOCATIONS.
- B. STUB UP LOCATIONS SHOWN ON SITE PLAN ARE APPROXIMATE. SEE ELECTRICAL POWER AND SIGNAL PLANS FOR FINAL LOCATIONS.



① ELECTRICAL SITE PLAN - 147TH
1" = 20'-0"

**RED LINE - BRT
140TH AND 147TH
STATION
STOPS**

MTC PROJECT NO. 35793



SRF
Consulting Group, Inc.

**COLLABORATIVE
DesignGroup, Inc.**

Lulken Architecture

**DUNHAM
BRAUN
INTERTEC**

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Signature: *[Signature]*
Name: MICHAEL C. AARON
Date: 8/08/2012 Reg. No.: 25721

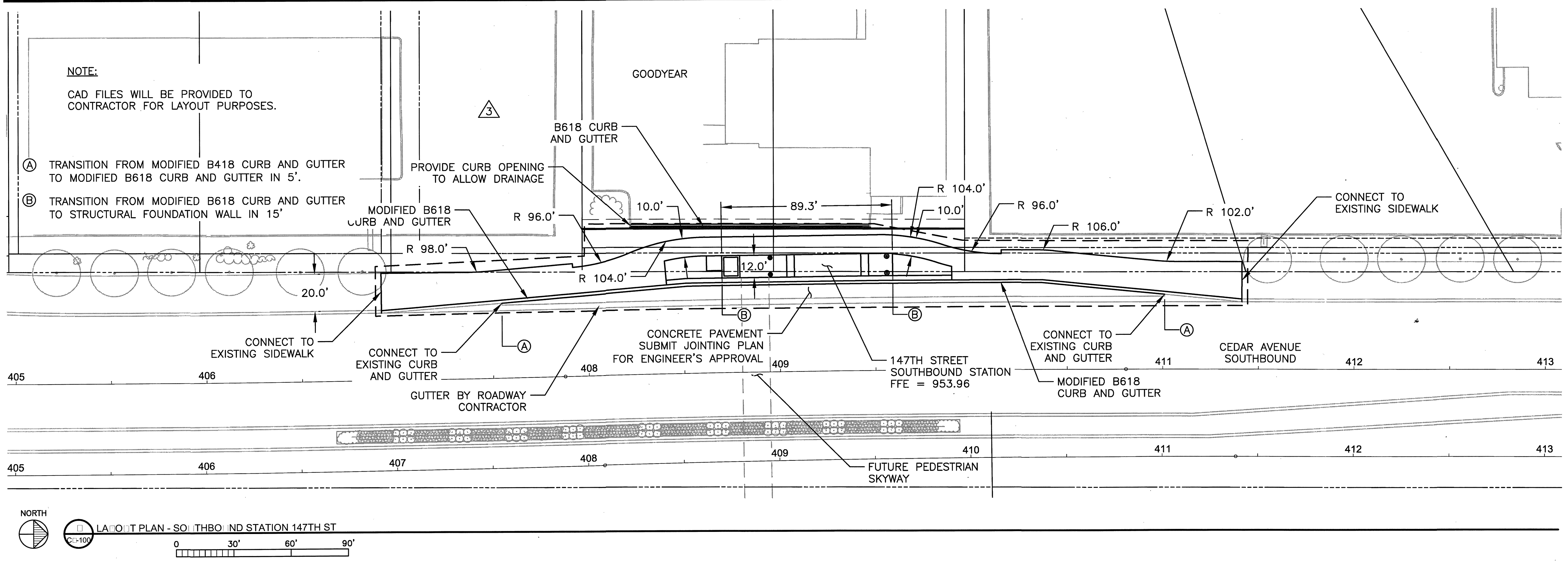
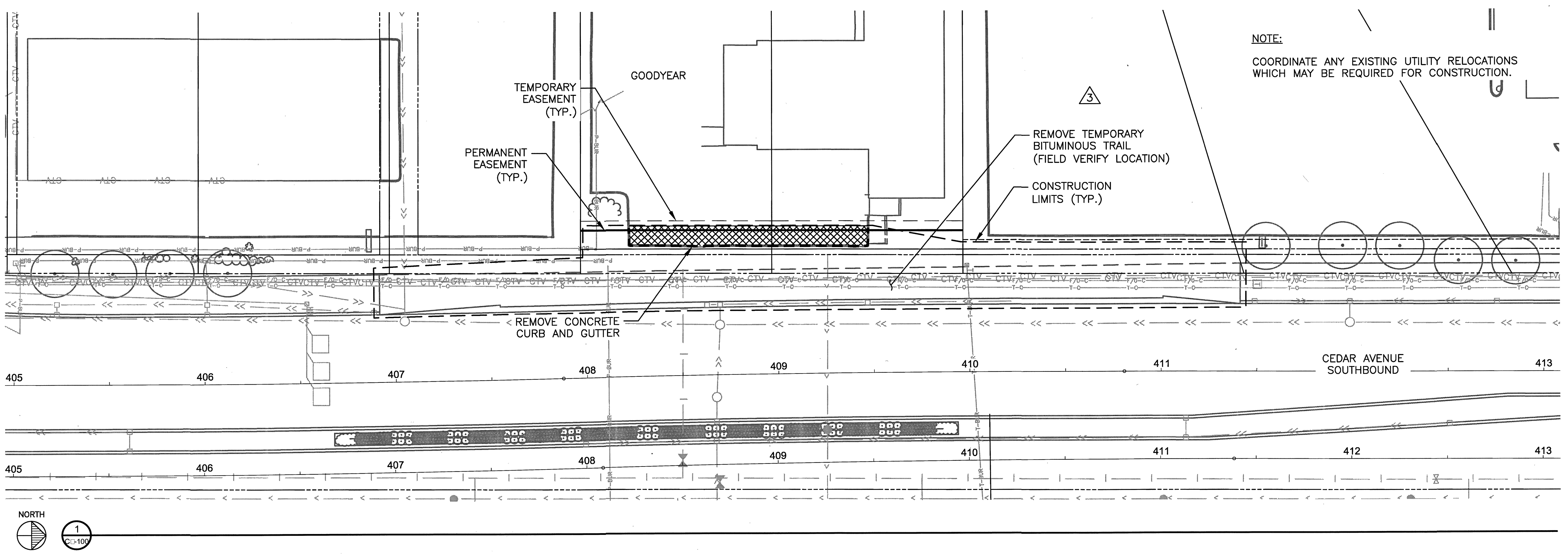
Revisions		
No.	Issue	Date
4	CONFORMED SET	9/21/12
3	ADDENDUM 1	8/21/12
2	ISSUED FOR BID	8/08/12
1	REVIEW	7/25/12

Sheet Information	
Date	9/21/2012
Job Number	0117858
Drawn	PSG
Checked	PSG
Approved	MCA

**SITE DEMOLITION AND
LAYOUT PLAN - SB
147TH ST. - PHASE I**

Sheet

C2-100

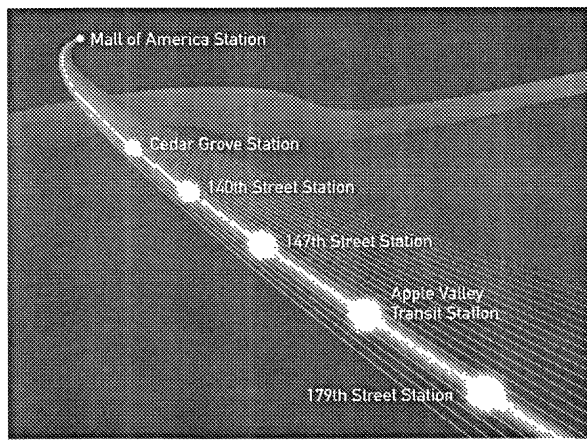


LA 011 T PLAN - SOUTHBOUND STATION 147TH ST

Sep 18, 2012 - 7:55am
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 ppa20

**RED LINE - BRT
140TH AND 147TH
STATION
STOPS**

MTC PROJECT NO. 35793



Lukem Architecture



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Signature: *Michael C. Aaron*
Name: MICHAEL C. AARON
Date: 8/08/2012 Reg. No. 128721

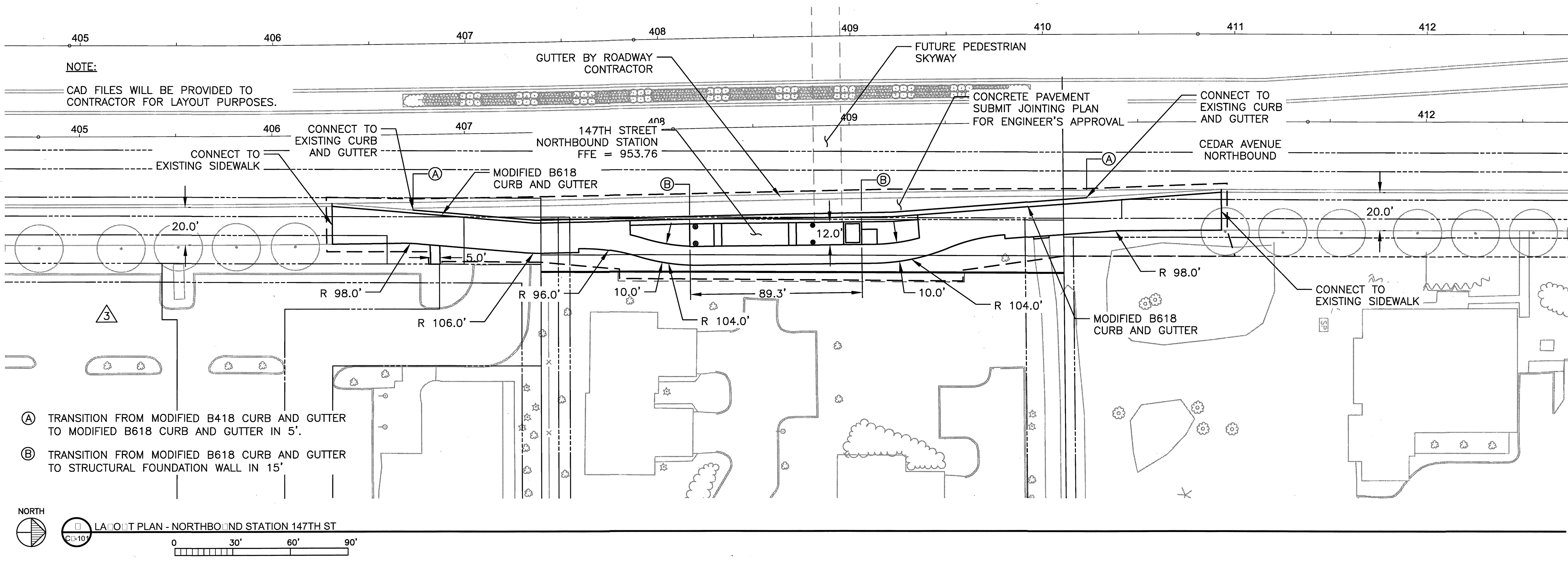
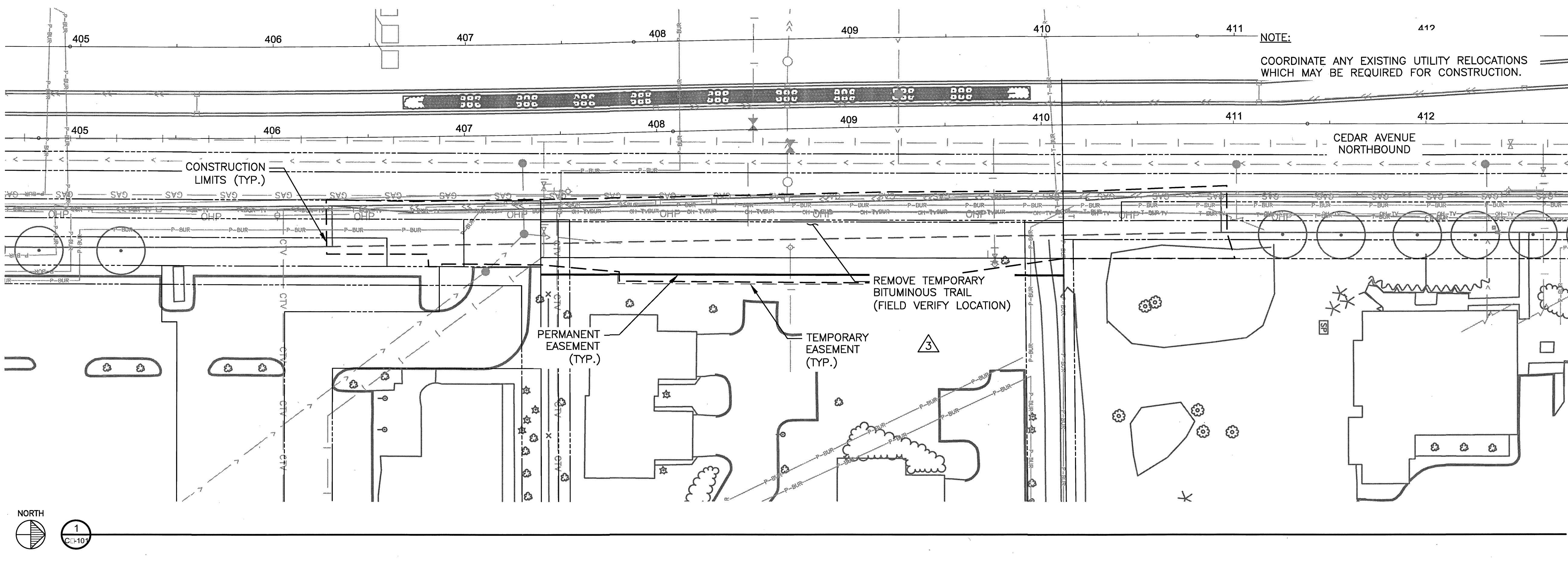
Revisions	
NO.	DATE
4	CONFORMED SET 9/21/12
3	ADDENDUM 1 8/21/12
2	ISSUED FOR BID 8/08/12
1	REVIEW 7/25/12

Sheet Information	
NO.	DATE
Date	9/21/2012
Job Number	0117858
Drawn	PSG
Checked	PSG
Approved	MCA

SITE DEMOLITION AND LAYOUT PLAN - NB 147TH ST. - PHASE I

Sheet

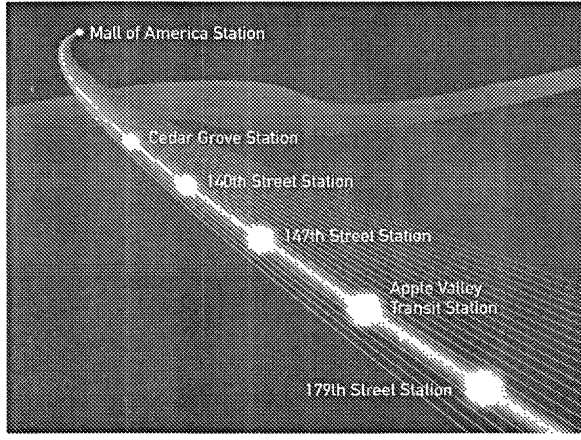
C2-101



Sep 19, 2012 - 7:56am
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 pgs26

RED LINE - BRT
140TH AND 147TH
STATION
STOPS

MTC PROJECT NO. 35793



Lubken Architecture



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT, WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A FULLY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
Signature: *Michael Jischke*
Name: MICHAEL JISCHKE
Date: 8/08/2012 Reg. No.: 42191

Revisions		
NO.	ISSUE	DATE
4	CONFORMED SET	9/21/12
3	ADDENDUM 1	8/21/12
2	ISSUED FOR BID	8/08/12
1	REVIEW	7/25/12

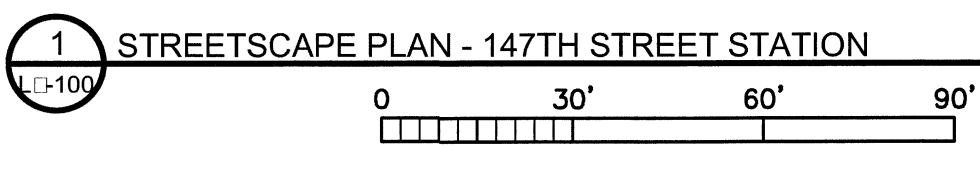
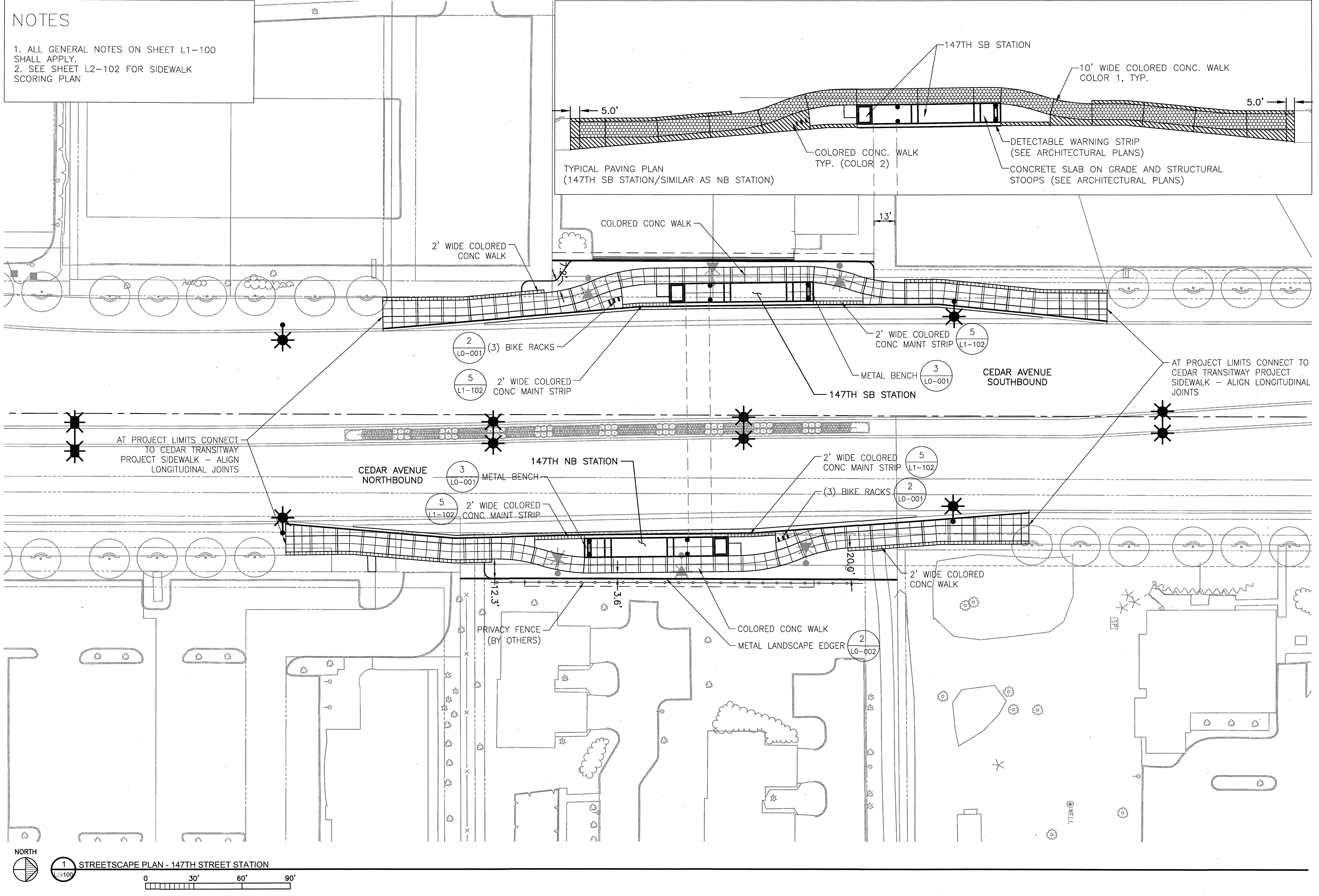
Sheet Information		
Date	Job Number	Job Name
9/21/2012	0117858	STREETScape PLAN 147TH STREET STATIONS
Drawn	Checked	Approved
SJ	TW	MJ

STREETScape PLAN
147TH STREET
STATIONS

Sheet

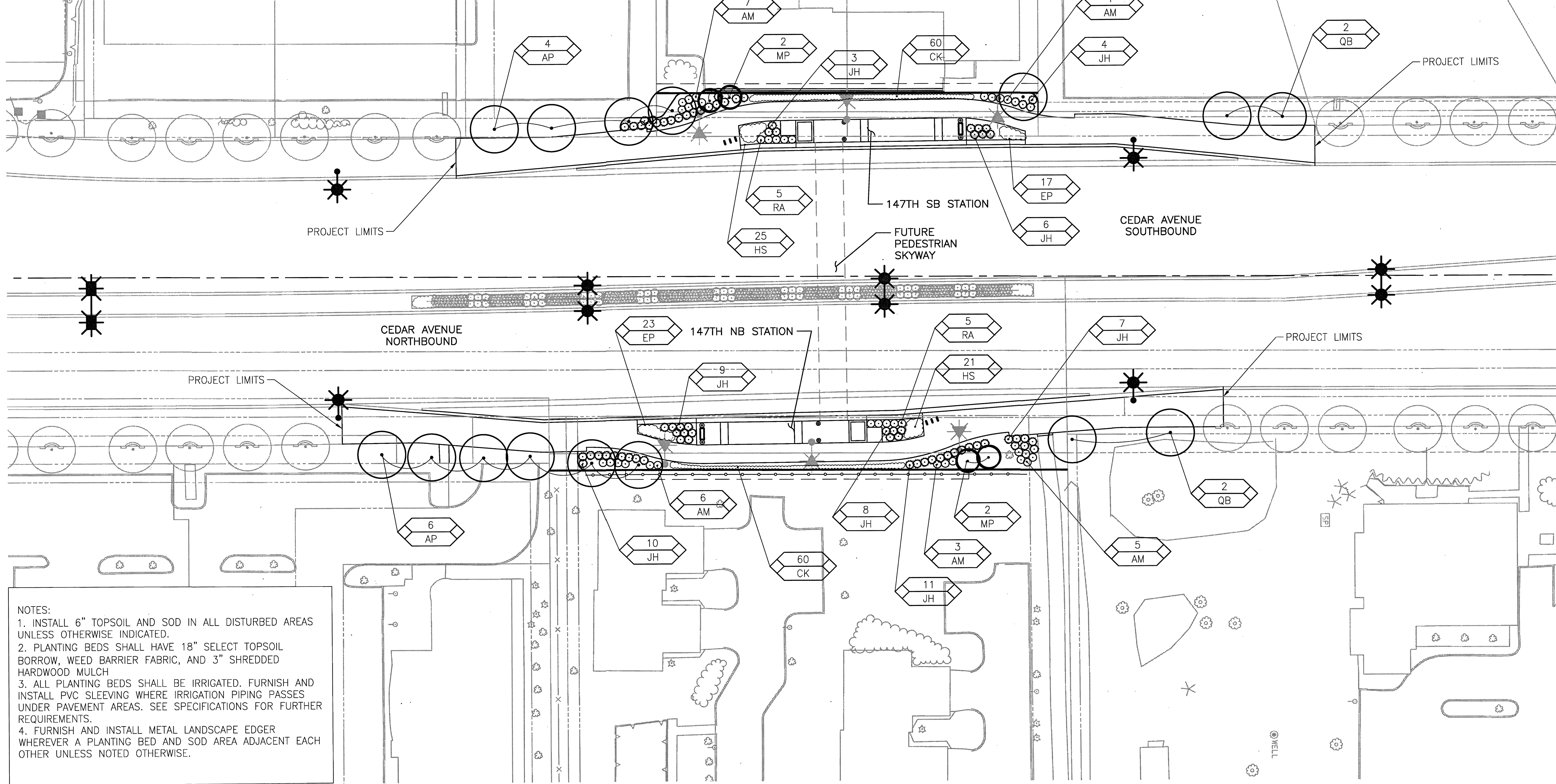
L2-100

NOTES
1. ALL GENERAL NOTES ON SHEET L1-100 SHALL APPLY.
2. SEE SHEET L2-102 FOR SIDEWALK SCORING PLAN

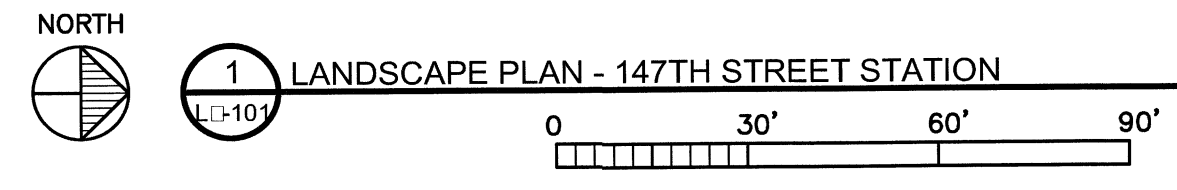


Sep 19, 2012 - 8:02am
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ppb01

SYMBOL	QUANTITY	BOTANICAL NAME	SIZE	ROOT	
DECIDUOUS TREES					
AP	10	<i>Acer platanoides</i> 'Columnarbroad' PARKWAY MAPLE	3" CAL.	B&B	SINGLE STRAIGHT LEADER
QB	4	<i>Quercus bicolor</i> SWAMP WHITE OAK	3" CAL.	B&B	SINGLE STRAIGHT LEADER
ORNAMENTAL TREES					
MP	4	<i>Malus 'Prairefire'</i> PRAIRIE FIRE FLOWERING CRAB	2.5" CAL.	B&B	SINGLE STRAIGHT LEADER
CONIFEROUS SHRUBS					
JH	55	<i>Juniperus horizontalis</i> 'Plumosa Compact' ANDORRA COMPACT JUNIPER	#5	CONT.	2.5' SPREAD
DECIDUOUS SHRUBS					
AM	25	<i>Aronia melanocarpa</i> 'Autumn Magic' AUTUMN MAGIC CHOKEBERRY	#5	CONT.	PLANT 48" O.C.
RA	10	<i>Rhus aromatica</i> 'Gro-Low' GROW LOW SUMAC	#5	CONT.	PLANT 48" O.C.
PERENNIALS					
CK	120	<i>Calamagrostis acutiflora</i> 'Karl Foerster' KARL FOERSTER REED GRASS	#1	CONT.	PLANT 24" O.C.
EP	40	<i>Echinacea purpurea</i> 'Little Giant' LITTLE GIANT PURPLE CONEFLOWER	#1	CONT.	PLANT 24" O.C.
HS	46	<i>Helictotrichon sempervirens</i> 'Sapphire' SAPPHIRE BLUE OAT GRASS	#1	CONT.	PLANT 24" O.C.



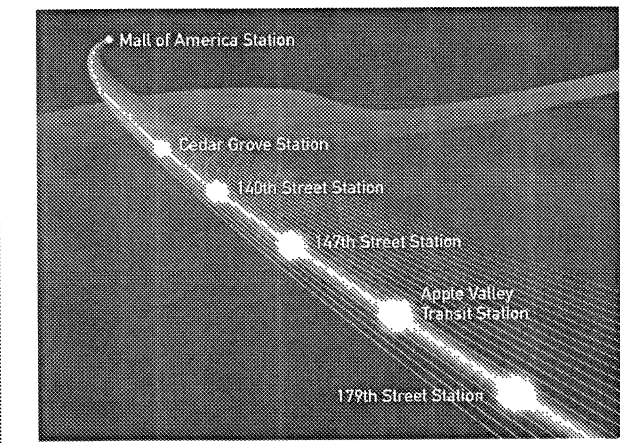
NOTES:
 1. INSTALL 6" TOPSOIL AND SOD IN ALL DISTURBED AREAS UNLESS OTHERWISE INDICATED.
 2. PLANTING BEDS SHALL HAVE 18" SELECT TOPSOIL BORROW, WEED BARRIER FABRIC, AND 3" SHREDDED HARDWOOD MULCH
 3. ALL PLANTING BEDS SHALL BE IRRIGATED. FURNISH AND INSTALL PVC SLEEVING WHERE IRRIGATION PIPING PASSES UNDER PAVEMENT AREAS. SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS.
 4. FURNISH AND INSTALL METAL LANDSCAPE EDGER WHEREVER A PLANTING BED AND SOD AREA ADJACENT EACH OTHER UNLESS NOTED OTHERWISE.



Sep 19, 2012 - 8:02am
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 p102

**RED LINE - BRT
 140TH AND 147TH
 STATION
 STOPS**

MTC PROJECT NO. 35793



Lukem Architecture



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 Signature: *Michael Jischke*
 Name: MICHAEL JISCHKE
 Date: 8/08/2012 Reg. No. 42181

Revisions		
NO.	ISSUE	DATE
4	CONFORMED SET	9/21/12
3	ADDENDUM 1	8/21/12
2	ISSUED FOR BID	8/08/12
1	REVIEW	7/25/12

Sheet Information		
Date	Job Number	Drawn
9/21/2012	0117858	SJ
Checked		TW
Approved		MJ

**LANDSCAPE PLAN
 147TH STREET
 STATIONS**

Sheet
L2-101

July 12, 2018

Matt Saam
City of Apple Valley
7100 147th Street West
Apple Valley, MN 55124

Dear Mr. Saam,

The Metropolitan Council has received the City of Apple Valley's request to provide financial support for on-going operating and capital maintenance expenses related to the proposed Skyway across Cedar Ave. at the METRO Red Line 147th Street Station.

Our understanding of the project scope is that the project will provide a skyway or enclosed pedestrian bridge connection between the east and west transit stations at 147th St. across Cedar Ave. The project will also upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, and ambient lighting.

The Council faces a transit funding deficit and has limited ability to invest in new initiatives. Our top priorities have been identified by the Council and expansion of the METRO Red Line is not feasible at this time.

Given the above:

- The Council is unable to commit to expanded costs on the METRO Red Line, including those related to the proposed skyway at the 147th Street Station.
- The Council looks to the City of Apple Valley or other regional partners to commit to funding on-going operations and long-term capital needs of any expansion of the 147th Street Station.

Sincerely,



Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

cc:

Heather Aagesen-Huebner
Kathy Bodmer



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

June 20, 2018

Barry Bernstein
Parks and Recreation Director
7100 147th St. West
Apple Valley, MN 55124

**Re: Letter of Support for Apple Valley
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the
Apple Valley Red Line 147th Street Station Skyway Project**

Dear Mr. Bernstein,

This letter documents MnDOT Metro District's support for Apple Valley's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Apple Valley Red Line 147th Street Station Skyway Project.

As proposed, this project would impact MnDOT right-of-way on TH 77. As the agency with jurisdiction over TH 77, MnDOT will support Apple Valley and will allow the improvements proposed in the application for the Apple Valley Red Line 147th Street Station Skyway Project. Details of a future maintenance agreement with Apple Valley will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Apple Valley as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Jon.Solberg@state.mn.us or 651-234-7729.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer



June 22, 2018

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 2018 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. 147th Street Station is an important connection for many of our local bus routes. 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 Planning Manager Jen Lehmann at 952-882-7500 if you have any questions.

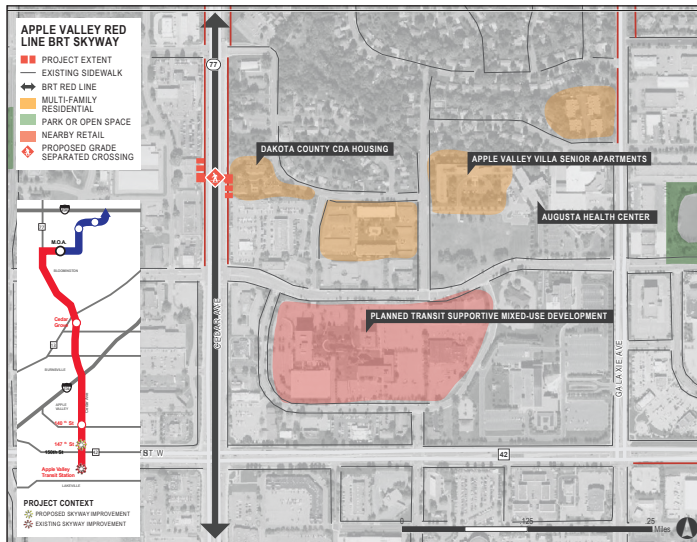
Sincerely,

A handwritten signature in blue ink that reads "Luther Wynder". The signature is fluid and cursive, written in a professional style.

Luther Wynder
Executive Director

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location



Renderings/Concepts

Project Location:	Apple Valley
Requested Award Amount:	\$3,520,000
Total Project Cost:	\$880,000

PROJECT DESCRIPTION

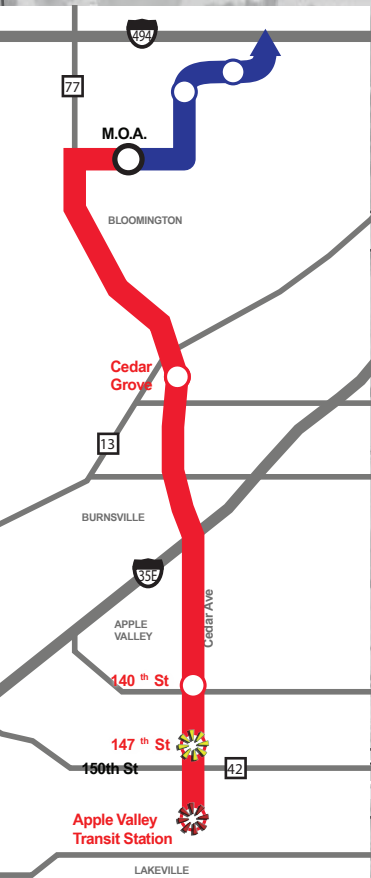
The METRO Red Line opened in the summer of 2013 and has been a great connector for the people of Dakota County to the greater metropolitan transit system. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were 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 (45,000 – 49,000 ADT) without interfering with traffic.

PROJECT BENEFITS

- » 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, 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 skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.
- » 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.

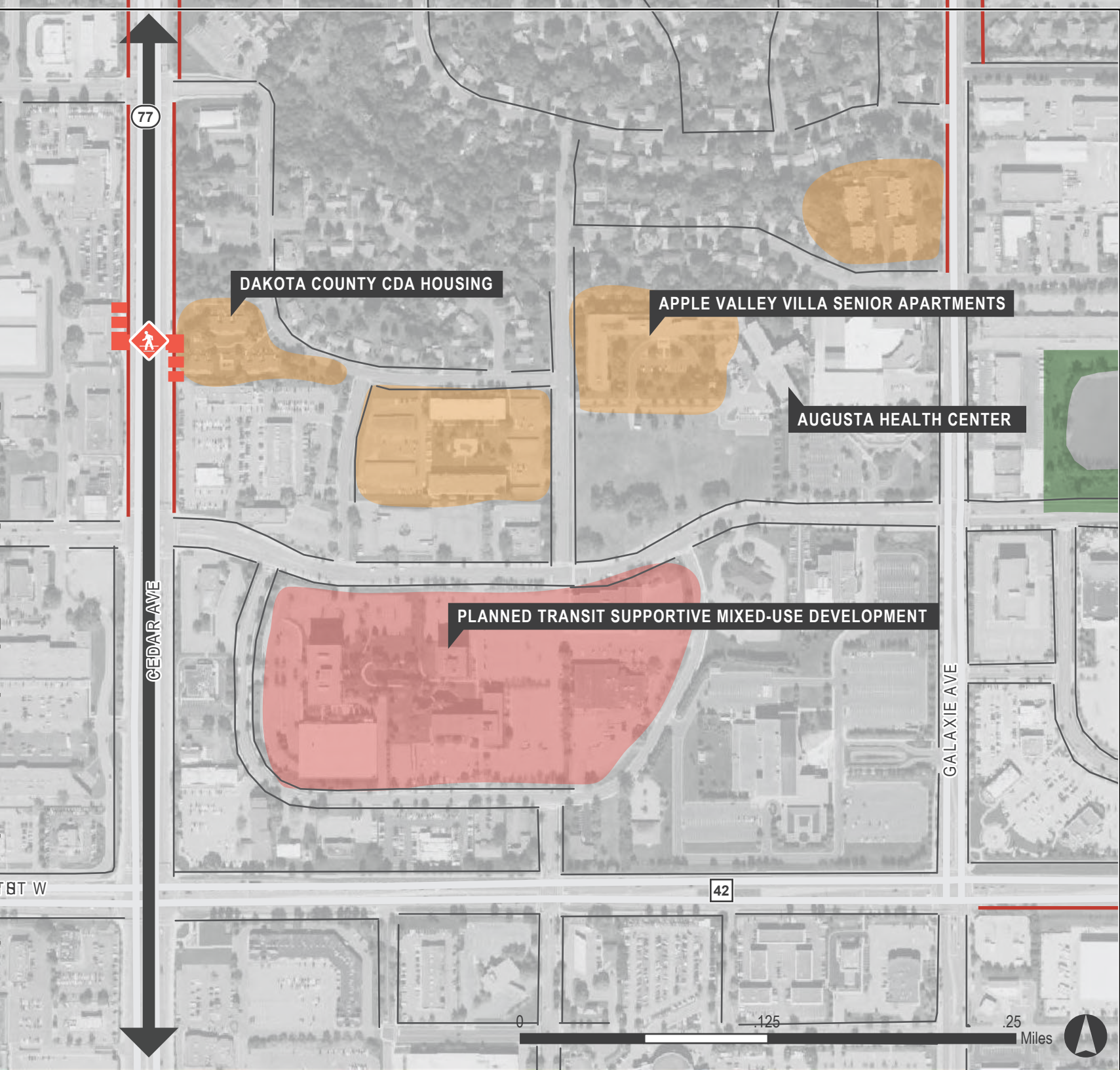
APPLE VALLEY RED LINE BRT SKYWAY

- PROJECT EXTENT
- EXISTING SIDEWALK
- ↔ BRT RED LINE
- MULTI-FAMILY RESIDENTIAL
- PARK OR OPEN SPACE
- NEARBY RETAIL
- ⚠ PROPOSED GRADE SEPARATED CROSSING



PROJECT CONTEXT

- ✿ PROPOSED SKYWAY IMPROVEMENT
- ✿ EXISTING SKYWAY IMPROVEMENT





Northbound 147th Street Station Phase 1



Northbound 147th Street Station Phase 2

CEDAR AVENUE
140th & 147th
STREET
APPLE VALLEY
STATIONS



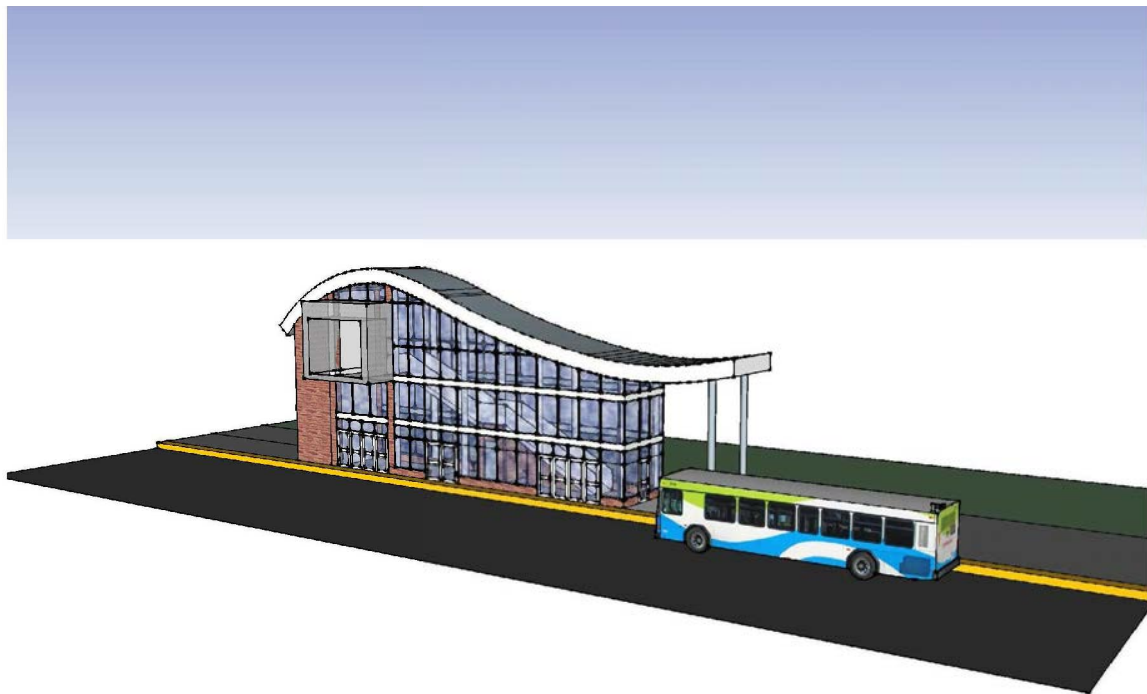
COLLABORATIVE
DesignGroup, inc.
100 Portland Avenue South, Suite 100
Minneapolis, Minnesota 55401
t 612.332/3654 | 332.3626
www.collaborativedesigngroup.com



DATE: 6/22/2012

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 THE 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

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

147th ST.
STATION
DESIGN

Sheet

SK002

Apple Valley Red Line BRT 147th Street Station Skyway
Site Photos – Existing Conditions



Cedar Avenue at 147th St (Northbound)



Cedar Avenue at 147th St (Southbound)

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

June 19, 2018
Motion by Commissioner Egan

Resolution No. 18-326
Second by Commissioner Slavik

Approval Of Grant Application Submittals For Transportation Advisory Board 2018 Federal Funding Solicitation Process

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 13, 2018; and

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

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

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

1. County State Aid Highway (CSAH) 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to west of TH 3 (Robert Street) in Egan and Inver Grove Heights
2. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Egan
3. CSAH 70 (215th Street) from Kensington Boulevard to CSAH 23 (Cedar Avenue) in Lakeville
4. Advanced Traffic Management System along CSAH 5 and CSAH 38 (McAndrews Road) in Burnsville and Apple Valley
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. River to River Greenway – Valley Park & TH 149 Underpass in Mendota Heights
7. Minnesota River Greenway – Fort Snelling segment in Egan
8. CSAH 42 Trail & Grade Separation between Flagstaff Avenue and CSAH 31 (Pilot Knob Road) in Apple Valley
9. North Creek Greenway – Lakeville/Farmington gaps

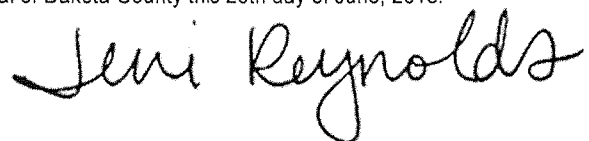
; and

**STATE OF MINNESOTA
County of Dakota**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

- 10. Cliff Road (CSAH 32) & I-35W West Ramp Intersection Improvements – Lead Agency: Burnsville
- 11. TH 13 Grade Separated Trail at Nicollet Avenue – Lead Agency: Burnsville
- 12. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue – Lead Agency: Apple Valley
- 13. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station – Lead Agency: Apple Valley (support is contingent upon agreement by the City and Metro Transit in addressing operations costs)
- 14. CSAH 73 Trail between I-494 and 55th Street – Lead Agency: Inver Grove Heights
- 15. North Creek Greenway (Johnny Cake Ridge Road) – Lead Agency: Apple Valley
- 16. Rosemount Greenway (Downtown Rosemount to Lebanon Hills) – Lead Agency: Rosemount
- 17. CSAH 8 (Wentworth Avenue) Trail from Robert Street to CSAH 73 (Oakdale Avenue) – Lead Agency: West St Paul

; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city-led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Atkins	Yes
Workman	Yes
Holberg	Yes
Gerlach	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 19th day of June, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 20th day of June, 2018.



Clerk to the Board

CITY OF APPLE VALLEY
RESOLUTION NO. 2018-85

APPROVE RESOLUTION OF SUPPORT FOR 2018 REGIONAL
SOLICITATION GRANT APPLICATIONS

WHEREAS, every two years, the Regional Solicitation process allocates federal transportation funds to locally-initiated projects to meet regional transportation needs; and


WHEREAS, City and County staff have been working closely on determining the various projects within the City of Apple Valley; and

WHEREAS, one of the requirements for each of the applications is that a letter of support be included from the governing jurisdiction where the project is located.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that the Public Works Director is authorized to sign letters of support for each of the following project applications:

1. Greenleaf Elementary Galaxie Avenue HAWK Signal Crossing
2. McAndrews Road (CSAH 38) Trail, south side from Galaxie Avenue to Garden View Drive
3. Johnny Cake Ridge Road Trail, west side from 140th Street to McAndrews Road
4. Red Line BRT Skyway at the 147th Street Station
5. Red Line BRT Pedestrian Bridge at 140th Street
6. CSAH 42 Grade Separated Crossing and Trail, south side from Flagstaff Avenue to Pilot Knob

ADOPTED this 28th day of June 2018.


Mary Hamann-Roland, Mayor

ATTEST:


Pamela J. Gackstetter, City Clerk

July 12, 2018

Matt Saam
City of Apple Valley
7100 147th Street West
Apple Valley, MN 55124

Dear Mr. Saam,

The Metropolitan Council has received the City of Apple Valley's request to provide financial support for on-going operating and capital maintenance expenses related to the proposed Skyway across Cedar Ave. at the METRO Red Line 147th Street Station.

Our understanding of the project scope is that the project will provide a skyway or enclosed pedestrian bridge connection between the east and west transit stations at 147th St. across Cedar Ave. The project will also upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, and ambient lighting.

The Council faces a transit funding deficit and has limited ability to invest in new initiatives. Our top priorities have been identified by the Council and expansion of the METRO Red Line is not feasible at this time.

Given the above:

- The Council is unable to commit to expanded costs on the METRO Red Line, including those related to the proposed skyway at the 147th Street Station.
- The Council looks to the City of Apple Valley or other regional partners to commit to funding on-going operations and long-term capital needs of any expansion of the 147th Street Station.

Sincerely,



Nick Thompson
Director, Metropolitan Transportation Services
Metropolitan Transportation Services

cc:

Heather Aagesen-Huebner
Kathy Bodmer



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 20, 2018

Barry Bernstein
Parks and Recreation Director
7100 147th St. West
Apple Valley, MN 55124

**Re: Letter of Support for Apple Valley
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the
Apple Valley Red Line 147th Street Station Skyway Project**

Dear Mr. Bernstein,

This letter documents MnDOT Metro District's support for Apple Valley's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Apple Valley Red Line 147th Street Station Skyway Project.

As proposed, this project would impact MnDOT right-of-way on TH 77. As the agency with jurisdiction over TH 77, MnDOT will support Apple Valley and will allow the improvements proposed in the application for the Apple Valley Red Line 147th Street Station Skyway Project. Details of a future maintenance agreement with Apple Valley will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Apple Valley as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Jon.Solberg@state.mn.us or 651-234-7729.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer



June 22, 2018

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 2018 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. 147th Street Station is an important connection for many of our local bus routes. 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 Planning Manager Jen Lehmann at 952-882-7500 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Luther Wynder". The signature is written in a cursive, flowing style.

Luther Wynder
Executive Director

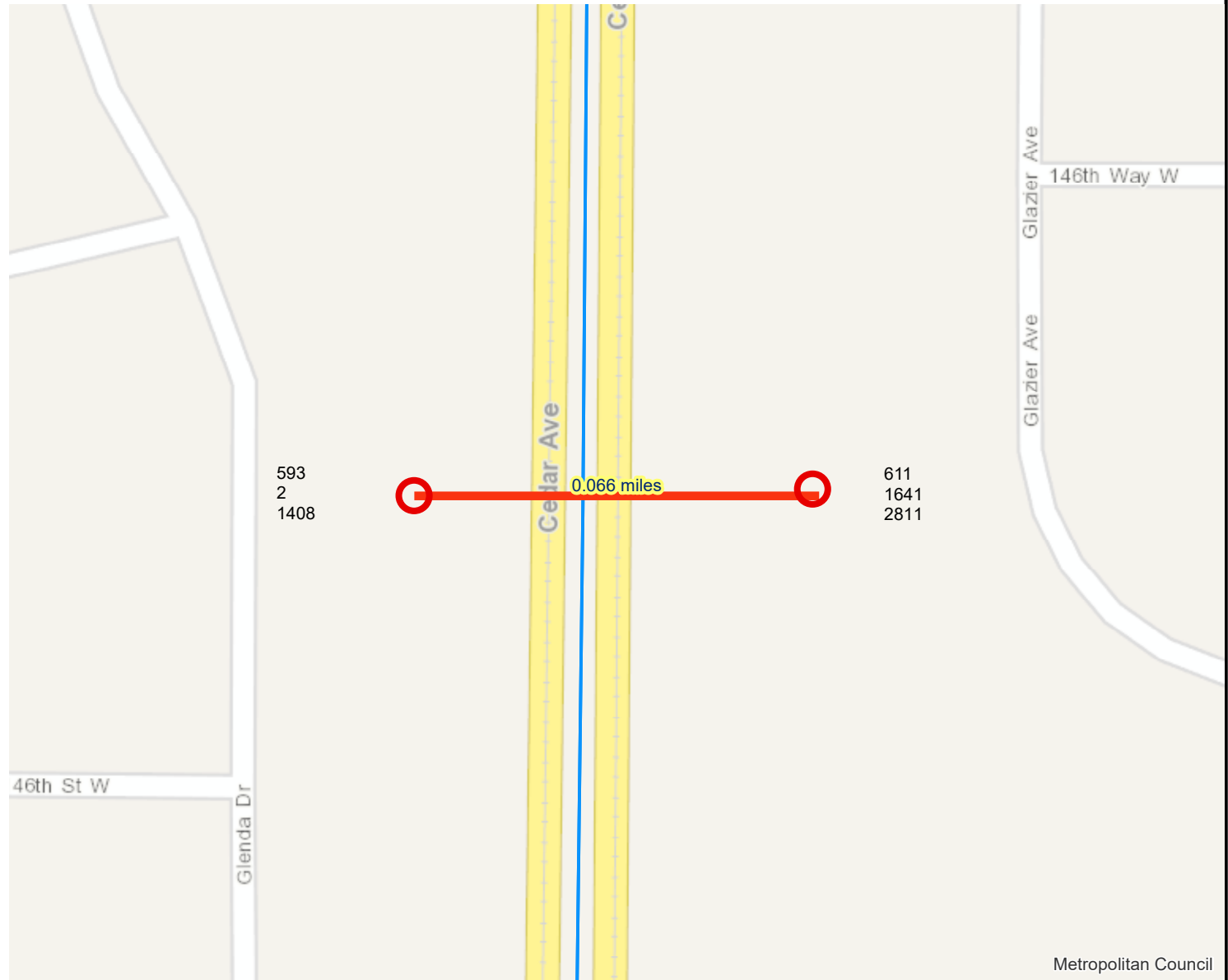
Population/Employment Summary

Results

Within QTR Mile of project:
 Total Population: 4547
 Total Employment: 4713
 Postsecondary Students: 0

Within HALF Mile of project:
 Total Population: 7587
 Total Employment: 8222
 Postsecondary Students: 0

Within ONE Mile of project:
 Total Population: 21658
 Total Employment: 10224



Metropolitan Council

Project Points 2010 TAZ

Project



Created: 6/14/2018
 LandscapeRSA4



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



Regional Economy

Transit System Modernization Project: Red Line BRT 147th Station Skyway | Map ID: 1528990804086

Results

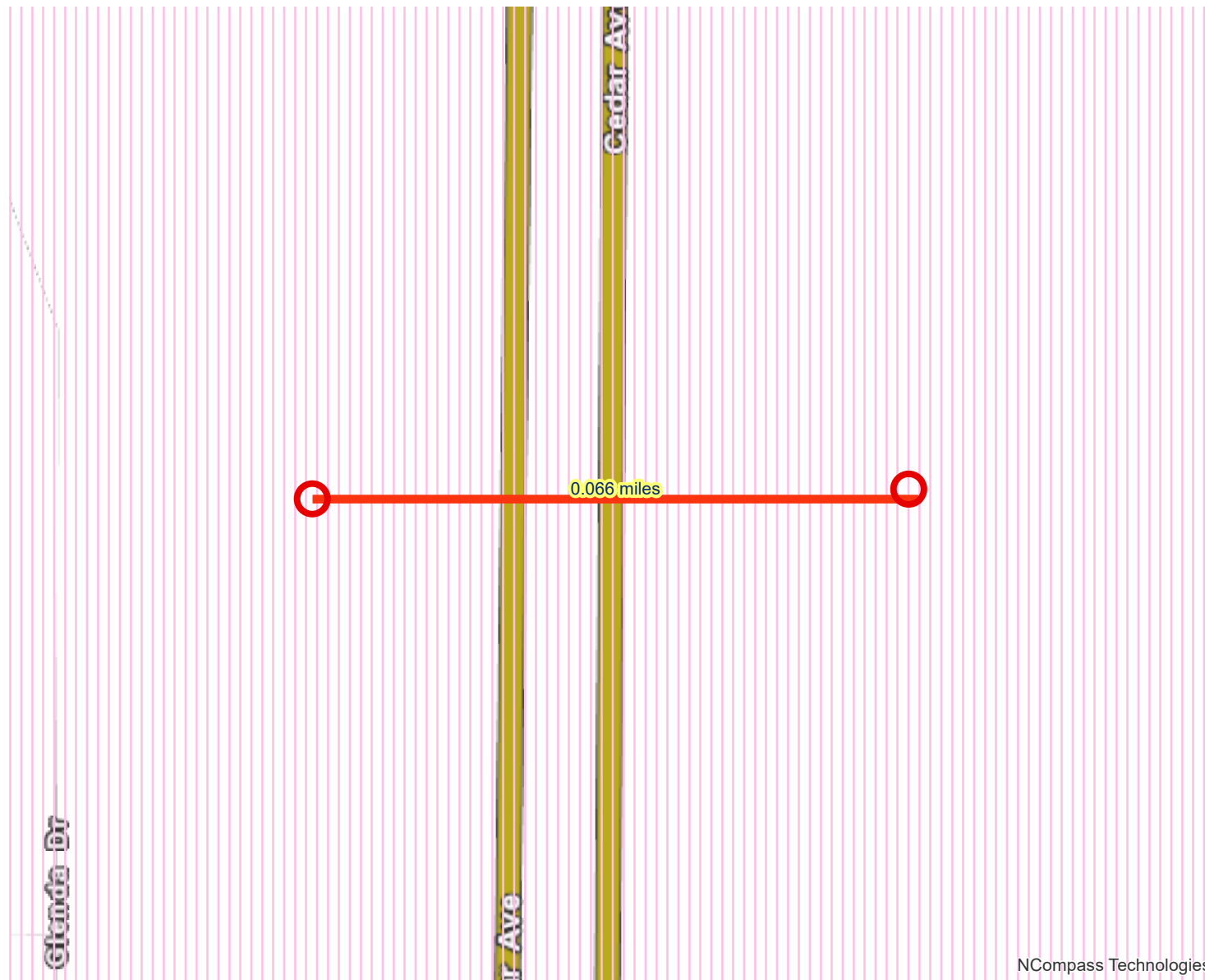
WITHIN ONE MI of project:

Postsecondary Students: 0





Total Population: 21658

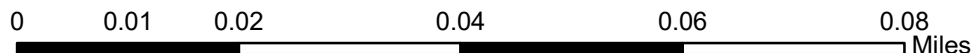
Total Employment: 11239

Mfg and Dist Employment: 415



NCompass Technologies

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



Created: 6/14/2018
LandscapeRSA5



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

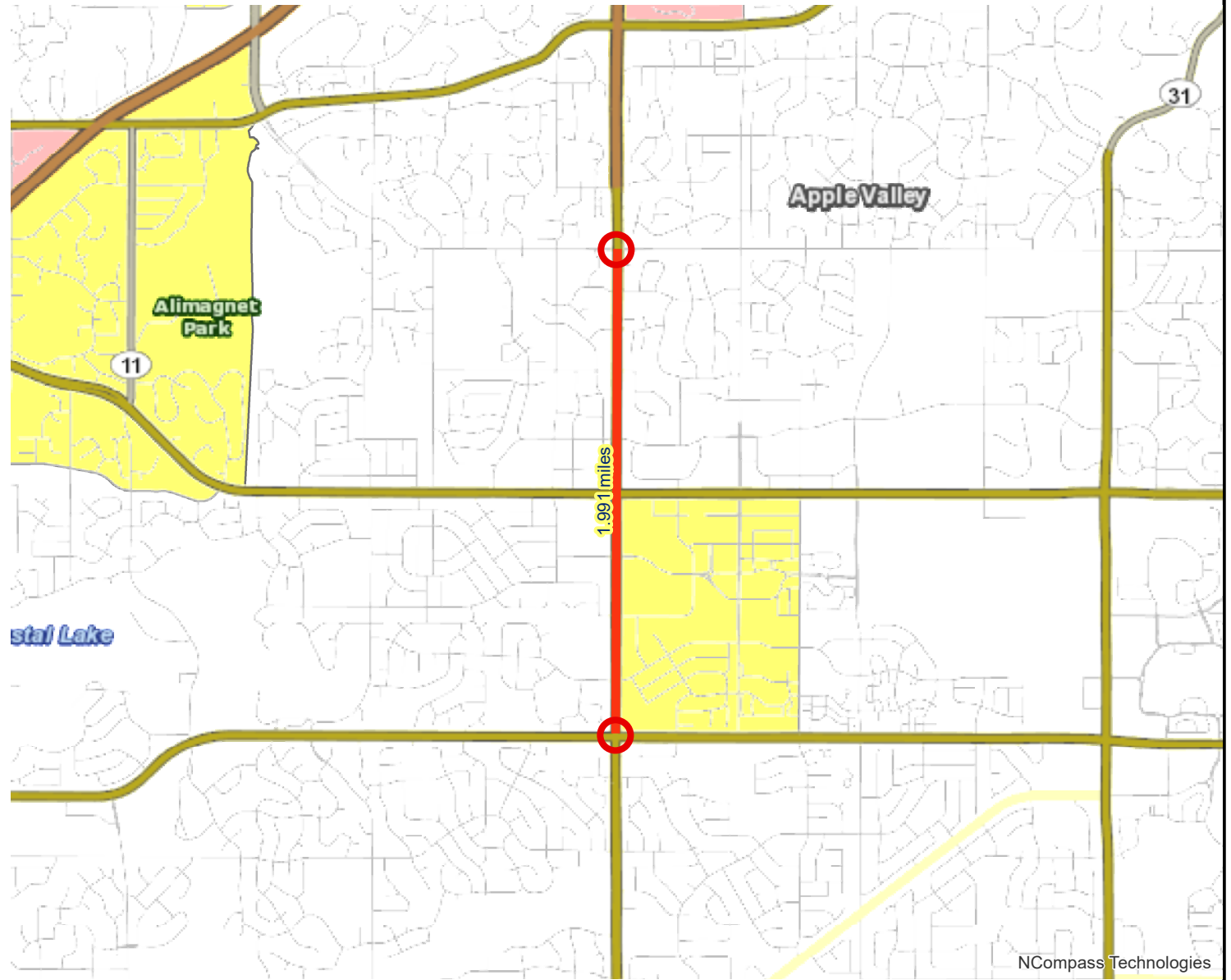


Socio-Economic Conditions

Transit System Modernization Project: Red Line BRT 147th Station Skyway | Map ID: 1528991599219


Results

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




NCompass Technologies

 Project Points

 Area of Concentrated Poverty

 Project

 Above reg'l avg conc of race/poverty

 Area of Concentrated Poverty > 50% residents of color



Created: 6/14/2018
LandscapeRSA2



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



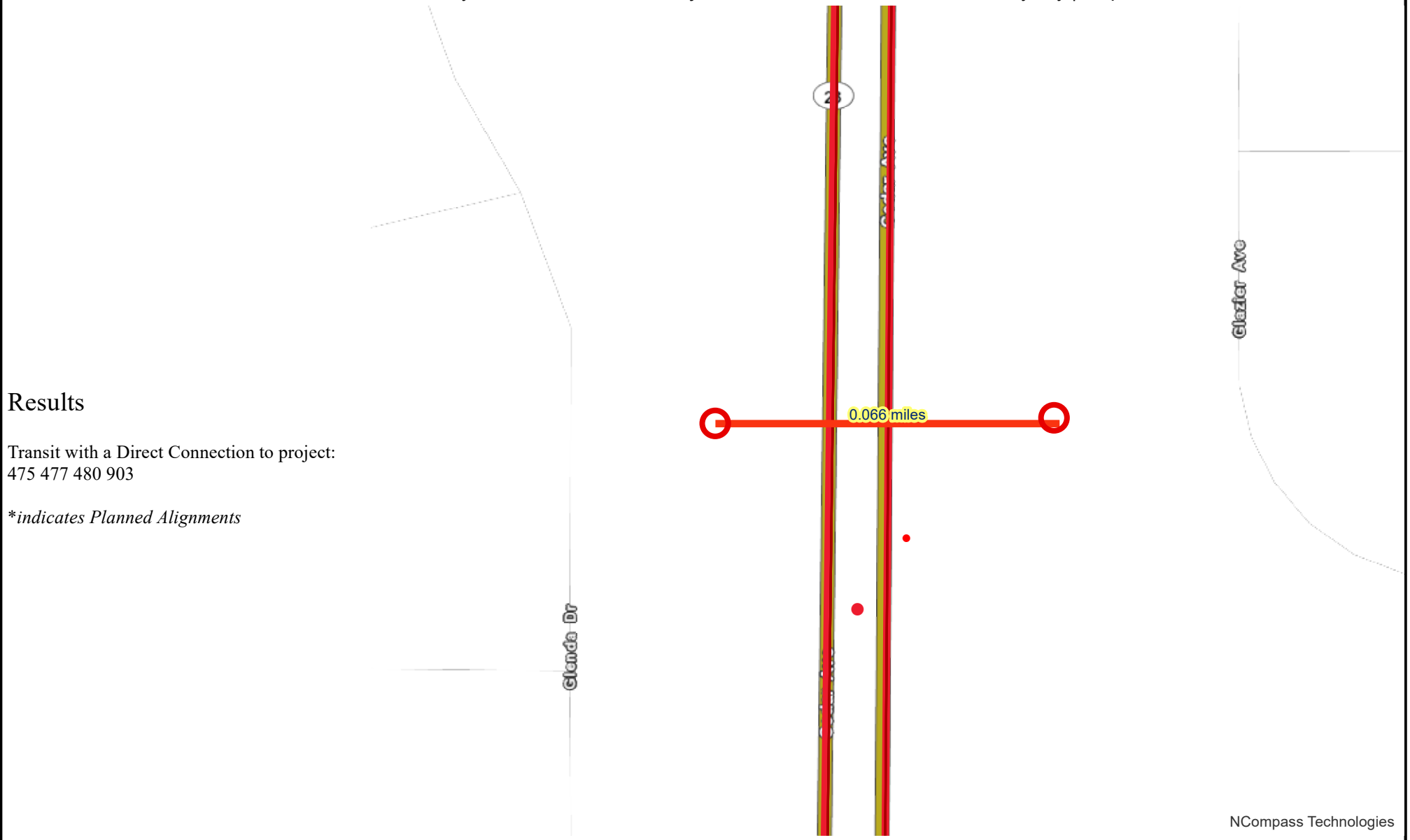
Transit Connections

Transit System Modernization Project: Red Line BRT 147th Station Skyway | Map ID: 1528990804086

Results

Transit with a Direct Connection to project:
475 477 480 903

**indicates Planned Alignments*



NCompass Technologies

-  Project Points
-  Active Stop
-  Transitway Stations
-  Transit Routes
-  Transitway
-  Project
-  Red Line
-  Red Line



Created: 6/14/2018
LandscapeRSA3



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

