



Application

13872 - 2020 Transit System Modernization

14078 - Cedar Avenue Pedestrian Bridge at 140th Street - Apple Valley

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 05/14/2020 11:21 AM

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## Primary Contact

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**\*:** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

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Phone Ext.

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**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government

**Organization Website:**

**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE

\* APPLE VALLEY Minnesota 55124  
City State/Province Postal Code/Zip

**County:** Dakota

**Phone:\*** 952-891-7100  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 000002621A15

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## Project Information

**Project Name** 140th Red Line Pedestrian Bicycle Overpass

**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):**

The project will help modernize the 140th Street METRO Red Line Station by incorporating a safer pedestrian/bicycle route between the north- and south-bound platforms. This will be achieved by constructing a pedestrian/bicycle bridge on the north side of 140th Street at CSAH 23 (Cedar Avenue). The METRO Red Line is a Bus Rapid Transit (BRT) line that connects the Mall of America and the Apple Valley Transit Station to the Blue Line. The Cedar Avenue/140th Avenue intersection has experienced a growing number of vehicle and pedestrian/bicycle conflicts. The configuration of this intersection poses a number of safety issues for transit users. For example, transit users are forced to cross nine lanes of traffic at Cedar Avenue to safely reach connecting transit routes along 140th Avenue. In the last five years (2013 - 2018), a total of nine crashes have been reported that involved vehicles failing to yield to pedestrians - resulting in injury.

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

Cedar Avenue is a major transportation barrier, which creates unsafe conditions for transit users. This Principal Arterial transitions from a freeway (TH 77) to a county road approximately ½ mile north of the project. As a result, many vehicles are traveling at high rates of speed and above the posted speed limit (45 mph) by the transit station. This environment creates unsafe conditions and an unfavorable transit user experience.

The proposed project will help transit users overcome a significant transportation barrier that limits their ability to safely access transit stops and key destinations. The 140th Street Station is a key transfer point for transit users connecting to east- and west-bound transit routes along 140th Avenue. These routes and the Metro Red Line provide connections to regional destinations, including downtown Minneapolis, downtown Saint Paul, Mall of America, University of Minnesota, and the MSP airport. The overpass will also help complement a

large network off-street trails used by many to access transit stops and nearby activity centers, job centers, regional parks, and affordable housing/neighborhoods.

Overall, the proposed project will help achieve the following:

- Bolster transit ridership and enhance the users experience
- Address safety concerns by reducing conflict points between vehicles and transit users
- Overcome a transportation barrier which has been recognized as a Tier 1 Expressway Barrier in the Metropolitan Council's Regional Bicycle Barriers Study
- Fund a priority that has been identified in the County's Five-Year CIP

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION** - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

APPLE VALLEY, 140th STREET METRO REDLINE STATION, CONSTRUCTION OF A PEDESTRIAN/BICYCLE OVERPASS

**Project Length (Miles)**

0.1

*to the nearest one-tenth of a mile*

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## 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** \$2,400,000.00

**Match Amount** \$600,000.00

*Minimum of 20% of project total*

**Project Total** \$3,000,000.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds**

Dakota County

*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:**

2024

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

**Additional Program Years:**

2021, 2022, 2023

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

**For All Projects****Identify the Transit Market Areas that the project serves:**

Market Area III

*See the "Transit Connections" map generated at the beginning of the application process.*

**For Park-and-Ride and Transit Station Projects Only****County, City, or Lead Agency**

Dakota County

**Zip Code where Majority of Work is Being Performed**

55124

**(Approximate) Begin Construction Date**

05/01/2024

**(Approximate) End Construction Date**

09/30/2024

**Name of Park and Ride or Transit Station:**

Metro Red Line 140th Street

*e.g., MAPLE GROVE TRANSIT STATION*

**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)**

CSAH 23 (CEDAR AVENUE) and 140th STREET

**Primary Types of Work**

PEDESTRIAN BIKE OVERPASS

*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 (2018), the 2040 Regional Parks Policy Plan (2018), 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. Briefly list the goals, objectives, strategies, and associated pages): The proposed project is consistent with the 2040 TPP goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies. Examples include:

**Briefly list the goals, objectives, strategies, and associated pages:**

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B6

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E3

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A, Objective C, Strategy F6, Strategy F7

*Limit 2,800 characters; approximately 400 words*

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.

**List the applicable documents and pages:**

The proposed project is a county priority and is recognized in the Dakota County 2040 Comprehensive Plan (page 156 and 158) and Dakota County 2020 - 2024 Capital Improvement Plan.

Limit 2,800 characters, approximately 400 words

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 State Aid 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:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

**Date plan completed:** 06/01/2018

**Link to plan:**

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransitionPlan.pdf>

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link.**

Upload as PDF

**(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**

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## **Requirements - Transit and TDM Projects**

### **For Transit Expansion Projects Only**

*1. The project must provide a new or expanded transit facility or service.*

**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 to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.*

**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.

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$3,000,000.00
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
<b>Totals</b>	<b>\$3,000,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## 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	\$3,000,000.00
Construction Cost Total	\$3,000,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 4935

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 0

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

1588185360620\_1A\_Map\_Population Employment Summary.pdf

*Please upload attachment in PDF form.*

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## Measure B: Transit Ridership

Existing transit routes directly connected to the project 440, 475, 476, 477, 479, 480, 903-METRO Red Line

*Select all routes that apply.*

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

*Select all transitways that apply.*

Upload Map

1588185483465\_1B\_Map\_Transit Connections.pdf

*Please upload attachment in PDF form.*

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## Response

*Met Council Staff Data Entry Only*

Average number of weekday trips 0

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## Measure: Usage

Existing Transit Routes on the Project 440, 475, 476, 477, 479, 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:**

*(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:** Yes

*(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.*

Metro Transit and its partners (Dakota County and Apple Valley) have actively engaged all groups during the planning of the Metro Red Line and the 140th Street station area design. The project continues to be identified as a need for the community and region. This need was identified by the public during the County's Comprehensive Plan Update (2019), Bike/Ped Plan (2018), and the Cedar Avenue Transitway Implementation Plan (2012). Engagement has included:

- Statistically valid resident survey on comprehensive plan topics in early 2017

- Project web site

- Online version of residential survey

- Vision summits with communities and key agencies

- Small stakeholder group meetings target at underrepresented populations

- Intercept booth at well-attended events: County Fair, city concerts, city markets

Outreach for this project is underway and is targeting transit riders, trail users, and local senior populations in addition to the general public. The County will continue to work with Metro Transit to provide public outreach and communication materials to those affected by the project during construction. This would include transit users and adjacent businesses and neighborhoods (e.g., family townhomes and a senior apartments). Materials developed for this effort would be coordinated with Metro Transit's equity initiatives that ensures materials are translated in various

**Response:**

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 project provides benefits to the following populations:

**Populations Above the Regional Poverty Average and Color:** The project is located north of census tracts that are above the regional average for population in poverty or population of color. These census tracts are primarily located near the Cedar Avenue/147th Street intersection. Transit routes serving the 140th 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 140th Street Station has been a hub for larger residential developments that include apartment complexes and multi-family units (e.g., duplexes and quadplexes). For example, there are approximately 8,000 housing units within a ½ mile of the project. Notable housing developments that participate in affordable housing programs include Summerhill (nonprofit cooperative corporation for senior living), Legends (affordable housing options for ages 55+), and 66 workforce housing units through the Dakota County Community Development Agency (CDA). The proposed project will eliminate a major transportation barrier between these neighborhoods and transit stops.

**Employees:** Many of the businesses located within the project area cater to the nearby neighborhoods. This includes medical facilities, faith based institutions, daycare services, centers for the arts,

and educational institutions. The project will eliminate a major transportation barrier between these services/jobs and transit stops.

Vulnerable Populations: The overpass 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. The overpass will also provide a safe haven for vulnerable populations crossing nine lanes of traffic. Today, there is no refuge for pedestrians. This is particularly challenging for those who need more time to cross Cedar Avenue, especially in an environment where the road is designed to accommodate larger volumes of traffic at higher speeds. For example, Cedar Avenue transitions from a freeway (TH 77) to a county road approximately ½ mile north of the project. As a result, many vehicles are traveling at high rates of speed and above the posted speed limit (45 mph).

*(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. 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 nine month period.

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

**Upload Map**

1588185740068\_3A\_Map\_Socio-Economic Conditions.pdf

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### Measure B: Part 1: Housing Performance Score

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

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### Total Transit Stops

Total Transit Stops 1.0

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### Housing Performance Score

Total Housing Score 94.0

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### Housing Performance Score

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### Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

The 140th Street Station has been a hub for larger residential developments that include apartment complexes and multi-family units (e.g., duplexes and quadplexes). For example, there are approximately 8,000 housing units within a 1/2 mile of the project. The proposed project will link these neighborhoods to transit options and a larger pedestrian/bicycle network. Notable housing developments that participate in affordable housing programs include Summerhill (a nonprofit cooperative corporation for senior living), Legends (affordable housing options for ages 55+), and 66 workforce housing units through the Dakota County Community Development Agency (CDA).

Other developments of note within proximity include:

**Response:**

- The Glazier Family Townhome neighborhood is a 15-unit family townhome development operated by the Dakota County Community Development Authority (CDA). It immediately abuts the 147th Street Station.

- Chasewood Townhomes (27 units) is located just east of Cedar Avenue on 155th Street, which is part of the CDA's work force housing program. Applicants must meet minimum income levels to qualify. The development is for moderate-income families with children under the age of 18 and provides affordable one-, two- or three-bedroom townhomes.

- Orchard Square (50 units) and Cortland Square (60 units) are both located east of Cedar Avenue off of 157th Street, which is part of the CDA's work force housing program. Applicants must meet minimum income levels to qualify. The development is for moderate-income families with children under the age of 18 and provides

affordable one-, two- or three-bedroom townhomes.

Apple Valley continues to guide land uses along the Cedar Avenue corridor that support affordable housing options. This initiative is reflected in the City's 2040 FLU Plan, which has guided the project area for a mix of uses that will support affordable housing developments. Apple Valley is also targeting development along the corridor to help meet its 2030 affordable housing goals.

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

**Upload map:**

1588350130435\_3B\_Map\_Affordable Housing.pdf

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## **Measure A: Description of emissions reduced**

**Response:**

Demand at the 140th Street Station is expected to increase by approximately 150 daily users by 2040, based on existing land uses, according to the Cedar Avenue Transitway Implementation Plan Update (2015). Providing a safer pedestrian/bicycle connection over Cedar Avenue will help achieve these transit usage forecasts. This will also help eliminate 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 Cedar Avenue corridor without the use of an automobile.

The 150 new daily transit riders multiplied by 8.6 miles to the Mall of America Terminal would result in a reduction of approximately 1,290 Daily VMT. This would result in CO reduction of 3,080 units per day, NOX reduction of 206 units per day, CO<sub>2</sub>e reduction of 474,442 units per day, PM<sub>2.5</sub> reduction of 6 units per day, and VOCs reduction of 39 units per day.

*(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.*

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## **Measure C: Improvements and Amenities**

**Response**

**Transit User Benefits:** The overpass will safely connect transit users with the Metro Red Line northbound and southbound stations and nearby transit stops along Cedar Avenue and 140th Street, improving access to major employers, commercial destinations, and government services.

**Transit Wait Time Benefits:** The overpass will be a significant improvement for transit user's transferring between the northbound and southbound transit stations. Transferring between these stations are extremely difficult without a mid-block crossing. Transit users must walk over a 1/4 mile between the stations, which can take a person about five to ten minutes to walk, depending on their age, ability, and health. This route requires transit users to cross at Cedar Avenue. The current wait time (between one traffic signal-cycle) to cross Cedar Avenue is approximately 3 to 5 minutes. As a result, the total time to transfer between the two stations can range between 8 and 15 minutes. The overpass will reduce this wait time significantly for those who are trying to catch a connecting transit route between the northbound and southbound stations.

**Transit Ridership Benefits:** Demand at the 140th Street Station is expected to increase by approximately 150 daily users by 2040, based on existing land uses, according to the Cedar Avenue Transitway Implementation Plan Update (2015). Providing a safer pedestrian/bicycle connection over Cedar Avenue will help achieve these transit usage forecasts. This will also help eliminate SOV trips and associated vehicle miles traveled (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 Cedar Avenue corridor without the use of an automobile.

**Safety Benefits:** This application has stressed the

safety needs of transit users crossing Cedar Avenue at 140th Street, which has triggered the need for this project. The overpass will provide a safe crossing across Cedar Avenue, a nine-lane Principal Arterial. The overpass will also provide a safe haven for transit users crossing nine lanes of traffic. Today, there is no refuge for pedestrians. This is particularly challenging for those who need more time to cross Cedar Avenue, especially in an environment where the road is designed to accommodate larger volumes of traffic. Traffic volumes at this intersection during peak periods experiences over 6,000 vehicles (5:00 p.m. and 6:00 p.m.) or over 52,500 vehicles during a typical weekday (6:00 a.m. and 7:00 p.m.). Safety concerns are also linked to higher rates of speed. For example, Cedar Avenue transitions from a freeway (TH 77) to a county road approximately ½ mile north of the project. As a result, many vehicles are traveling at high rates of speed and above the posted speed limit (45 mph).

*(Limit 5,600 characters; approximately 800 words)*

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## **Measure A: Roadway, Bicycle, and Pedestrian Improvements**

**Pedestrian Benefits:** The current crossing includes a button-activated walk signal, and bike trails leading to the Metro Red Line Station on both sides of Cedar Avenue & 140th Street. However, facilities have not been sufficient to prevent 9 crashes involving serious pedestrian injuries over the last ten years. Furthermore, there are no pedestrian refugees for people crossing Cedar Avenue (nine lanes of traffic). This is particularly challenging for those who need more time to cross Cedar Avenue, especially in an environment where the road is designed to accommodate larger volumes of traffic at higher speeds. For example, Cedar Avenue transitions from a freeway (TH 77) to a county road approximately ½ mile north of the project. As a result, many vehicles are traveling at high rates of speed and above the posted speed limit (45 mph). The overpass will allow transit users of all ages and abilities to safely cross Cedar Avenue without interrupting traffic or waiting for a crossing signal.

#### Response

**Bicycle Benefits:** The project completes a significant gap between the robust local and regional trail system. For example, Apple Valley has identified 140th Avenue as part of a larger loop system that connects bicyclist and pedestrians between transit stations and key destinations. This improvement will enhance this loop system, while safely connecting people to the Lebanon Hills/Lake Marion Regional Trail and the Minnesota Zoo. This connection can be made by accessing the local trail system along the north and south side of Cedar Avenue and continuing east towards these destinations.

**Highway Barrier Benefits:** The Metropolitan Council's Regional Bicycle Barriers Study has identified TH 77 and Cedar Avenue as an "Expressway Barrier." This corridor has also been recognized as having many Tier 2 and Tier 3 pedestrian/bicycle crossing barriers. Many of these barriers are located just north of the proposed

project at McAndrews Road. It is also important to recognize several Tier 1 and Tier 2 crossing barriers are located to the south along 150th Street. The County recognizes that the Cedar Avenue and 140th Street intersection has not been identified in the study as a crossing barrier; however, the County feels strongly a pedestrian/bicycle overpass at this location will address the study's objectives in providing safer crossing in the areas and over 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 (25 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.**

100%

#### Attach Layout

*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 (15 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**

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 (25 Percent of Points)**

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

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 (15 Percent of Points)**

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

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**

**5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:**

**Meeting with partner agencies:**

**Targeted online/mail outreach:**

**Number of respondents:**

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.**

100%

**Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.**

75%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least one meeting specific to this project with key partner agencies has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

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

Dakota County and Apple Valley are exploring new ways to engage neighborhood groups and populations during a new normal of social distancing. Traditionally, Dakota County and Apple Valley meets with individuals or groups in person. This has proven to be a successful engagement method when involving underrepresented populations along the corridor. Dakota County and Apple Valley will be seeking input through online engagement activities and broadcasting the project through newsletters, mailings, and social media posts. Apple Valley is confident this method to engagement will be effective based on recent success stories that engaged underrepresented populations in prompting the Census that resulted in high-levels of participation. Dakota County and Apple Valley will build upon this success stories, while fostering existing relationships with neighborhood groups to encourage underrepresented populations to participate in corridor planning efforts.

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## Measure: Cost Effectiveness

Total Annual Operating Cost:	\$0.00
Total Annual Capital Cost of Project	\$42,857.00
Total Annual Project Cost	\$42,857.00

Operating transit service costs are not directly associated with this project. Operating costs associated with this project (e.g., snow removal and electricity) will be covered through annual county and city operating budgets.

### Assumption Used:

Annual capital operating cost is calculated by taking the \$3.0 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**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Att1a_One-page Project Summary_140th St Overpass.pdf	One-page summary	1.4 MB
Att1b_Existing Conditions Images_140th St Overpass.pdf	Existing Condition Photographs	663 KB
Att2a_Map Exhibit_140th St Overpass.pdf	Map exhibit	3.0 MB
Att2b_Met Co Maps_140th St Overpass.pdf	Project Information maps generated through Metropolitan Council Make-a-map	6.4 MB

# Population/Employment Summary

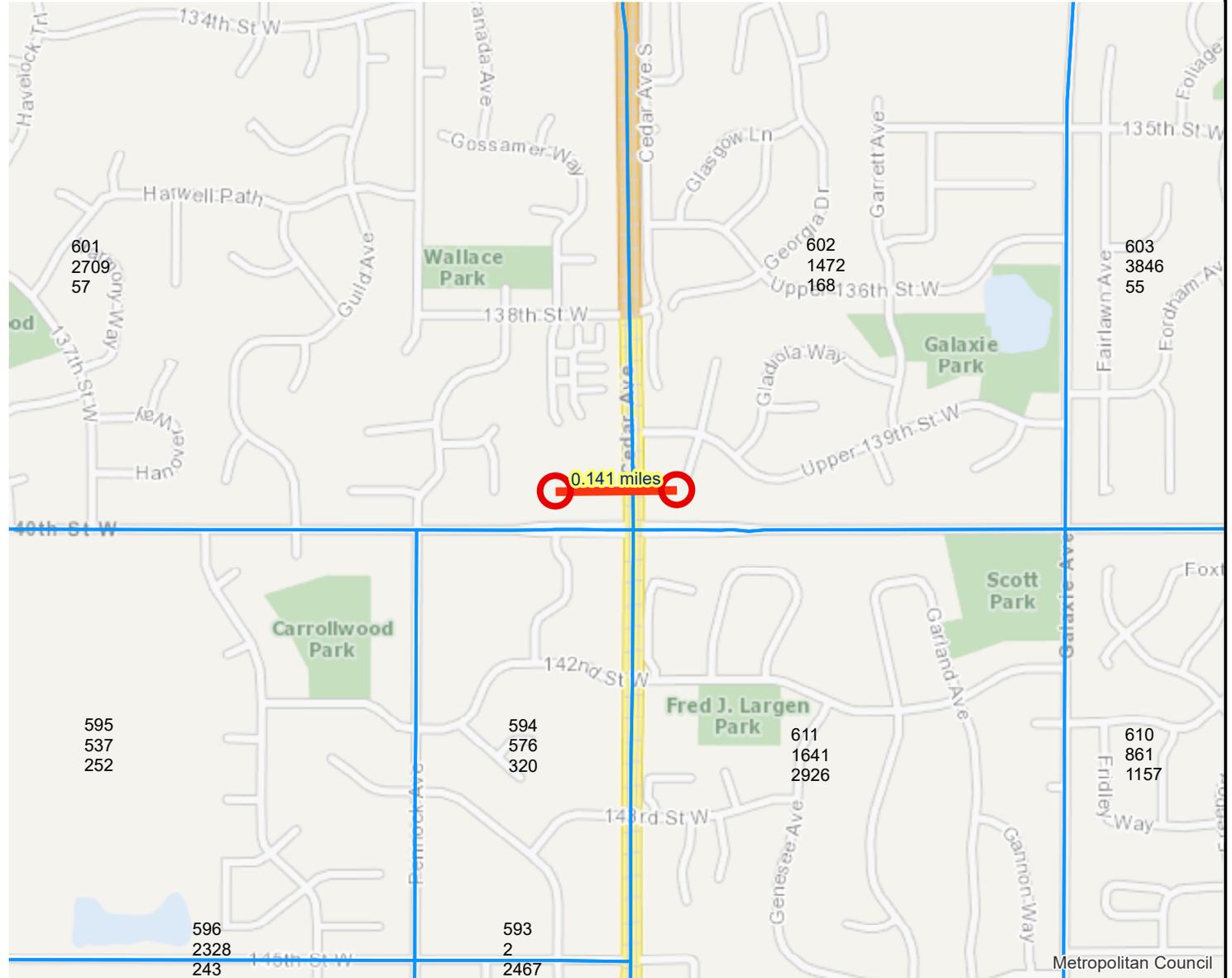
Transit System Modernization Project: 140th Red Line Overpass | Map ID: 1584372038217

## Results

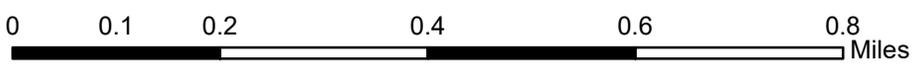
Within QTR Mile of project:  
 Total Population: 6935  
 Total Employment: 3723  
 Postsecondary Students: 0

Within HALF Mile of project:  
 Total Population: 11642  
 Total Employment: 4935  
 Postsecondary Students: 0

Within ONE Mile of project:  
 Total Population: 20778  
 Total Employment: 8297



○ Project Points     Project Area  
 Project     2016 TAZ



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# Transit Connections

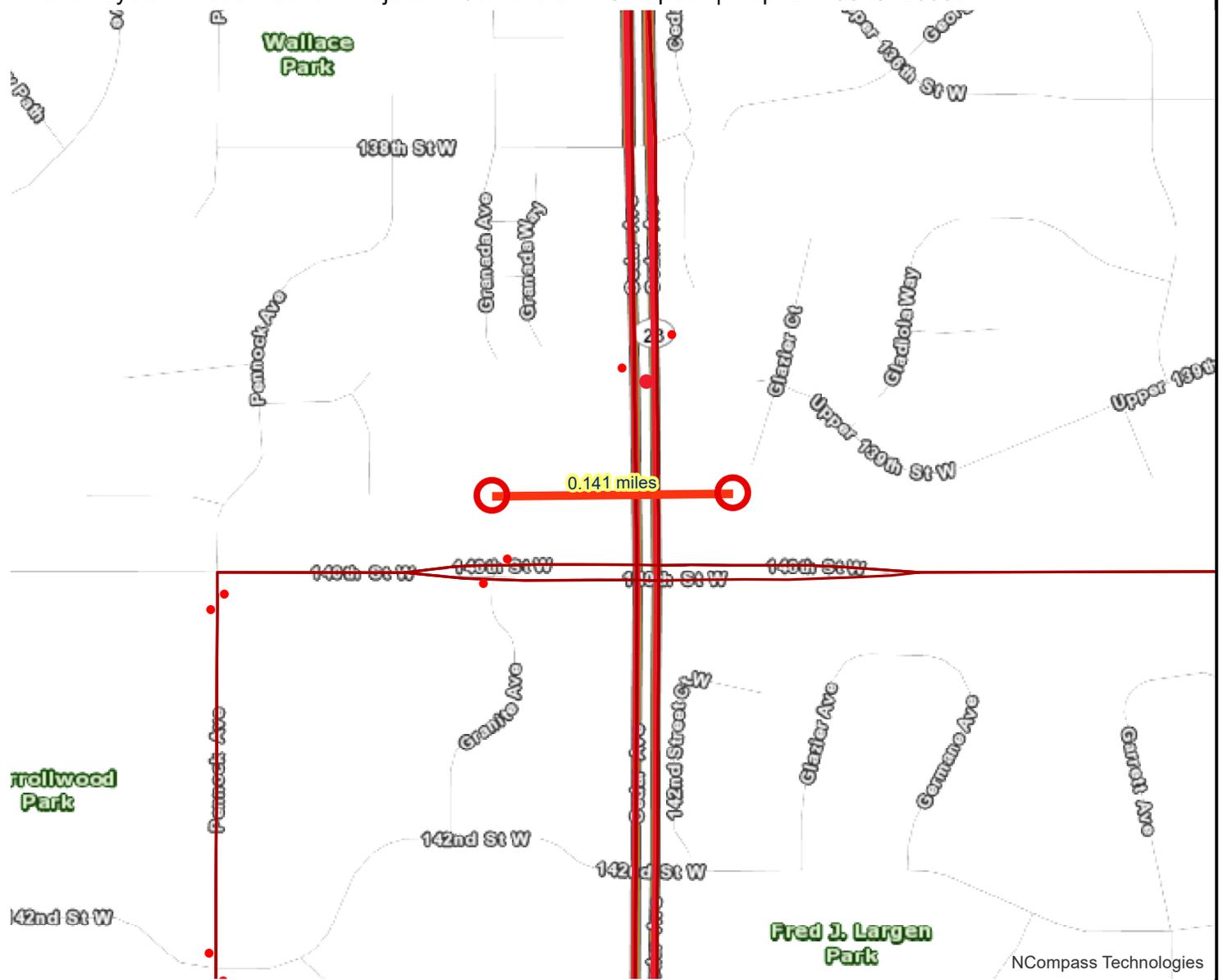
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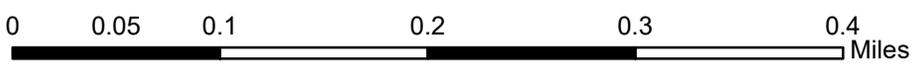
Transit with a Direct Connection to project:  
 440 475 476 477 479 480 903  
 \*Red Line

\*indicates Planned Alignments

Transit Market areas: 3



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



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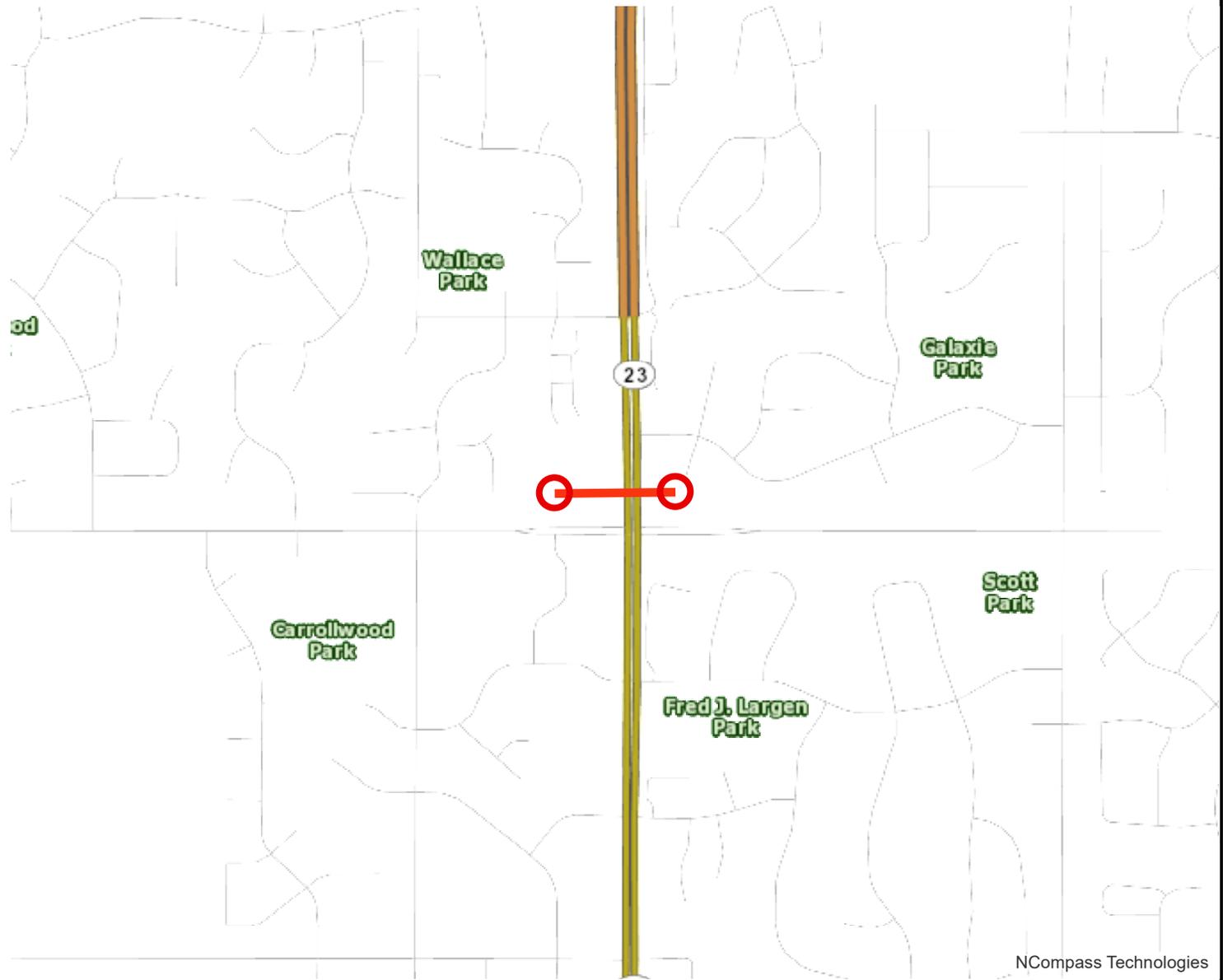
# Socio-Economic Conditions

Transit System Modernization Project: 140th Red Line Overpass | Map ID: 1584372038217

## Results

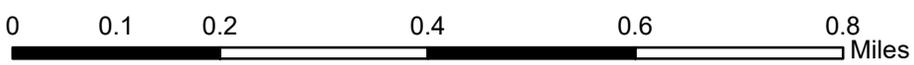
Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)

Tracts within half-mile:  
60806 60811 60823  
60824



NCompass Technologies

-  Points
-  Lines
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 3/16/2020  
LandscapeRSA2



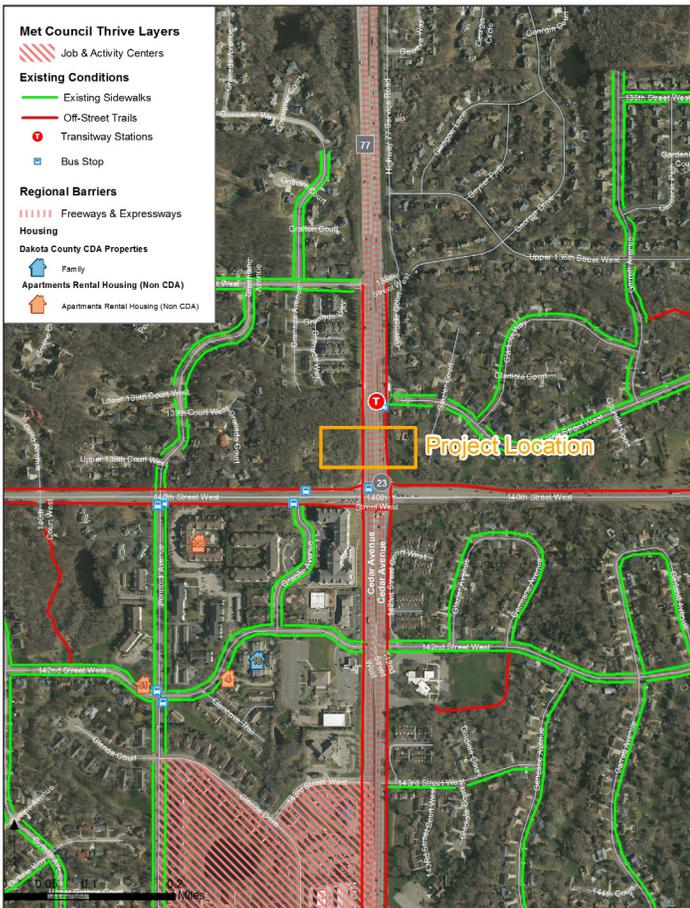
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# 140th Red Line Pedestrian Bicycle Overpass

## DAKOTA COUNTY



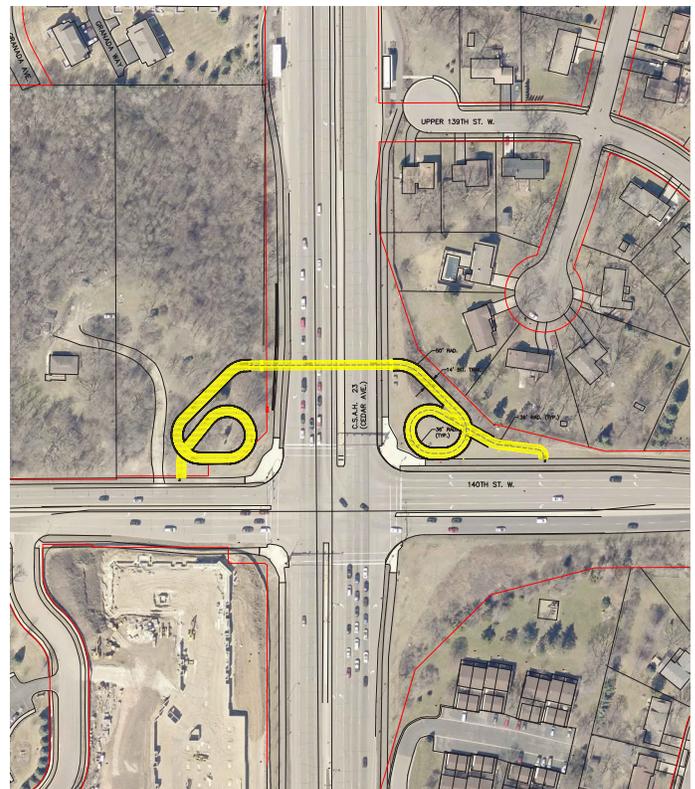
Project Location:	Apple Valley
Requested Award Amount:	\$2,400,000
Total Project Cost:	\$600,000

### PROJECT DESCRIPTION

The project will help modernize the 140th Street METRO Red Line Station by incorporating a safer pedestrian/bicycle route between the north- and south-bound platforms. This will be achieved by constructing a pedestrian/bicycle bridge on the north side of 140th Street at CSAH 23 (Cedar Avenue). Today, transit users are forced to cross nine lanes of traffic at Cedar Avenue to safely reach connecting transit routes along 140th Avenue. In the last five years (2013 – 2018), a total of nine crashes have been reported that involved vehicles failing to yield to pedestrians - resulting in injury.

### PROJECT BENEFITS

- » The overpass will safely connect transit users with the Metro Red Line northbound and southbound stations and nearby transit stops along Cedar Avenue and 140th Street, improving access to major employers, commercial destinations, and government services.
- » The overpass will address safety concerns by reducing conflict points between vehicles and transit users.
- » The overpass will help complement a larger network off-street trails used by many to access transit stop sand nearby activity centers, job centers, regional parks, and affordable housing/neighborhoods.
- » The overpass will help overcome a transportation barrier, which has been recognized as a “Expressway Barrier” in the Metropolitan Council’s Regional Bicycle Barriers Study.
- » The segment will support physical activity; inactivity is one of the most important chronic disease risk factors for Americans. In Dakota County, 83% of students do not engage in the recommended 60 minutes of daily physical activity (2019) and the 12.2% of adults reported no leisure-time activity during the previous month in 2019.



# 140th Red Line Pedestrian Bicycle Overpass

## Transit Modernization



*Existing Conditions: Cedar Avenue southbound, approaching 140<sup>th</sup> Street Station*



*Existing Conditions: Cedar Avenue northbound, at intersection with 140<sup>th</sup> Street – showing existing crossing conditions*



# Population/Employment Summary

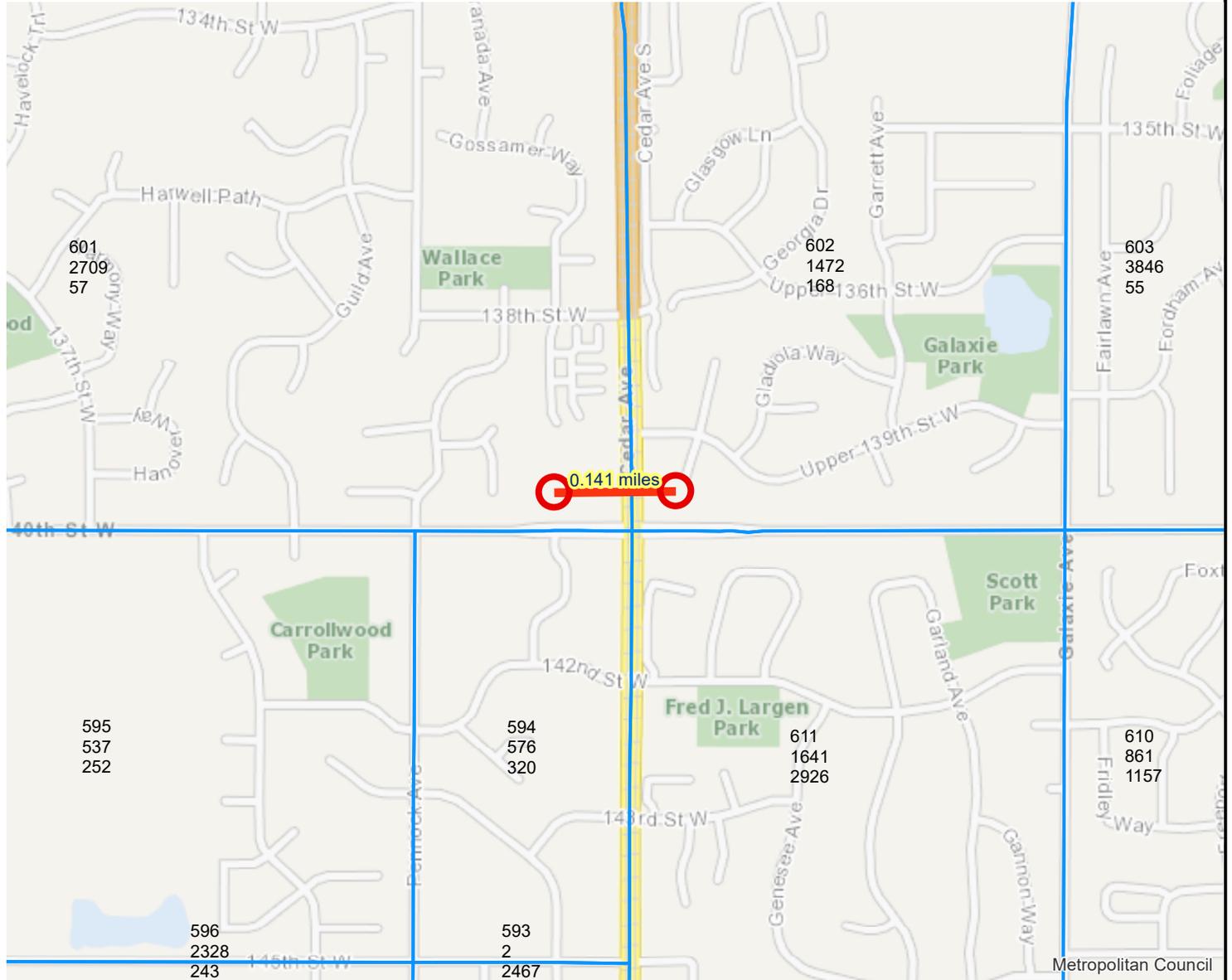
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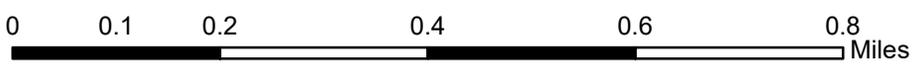
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○ Project Points     Project Area  
 Project     2016 TAZ



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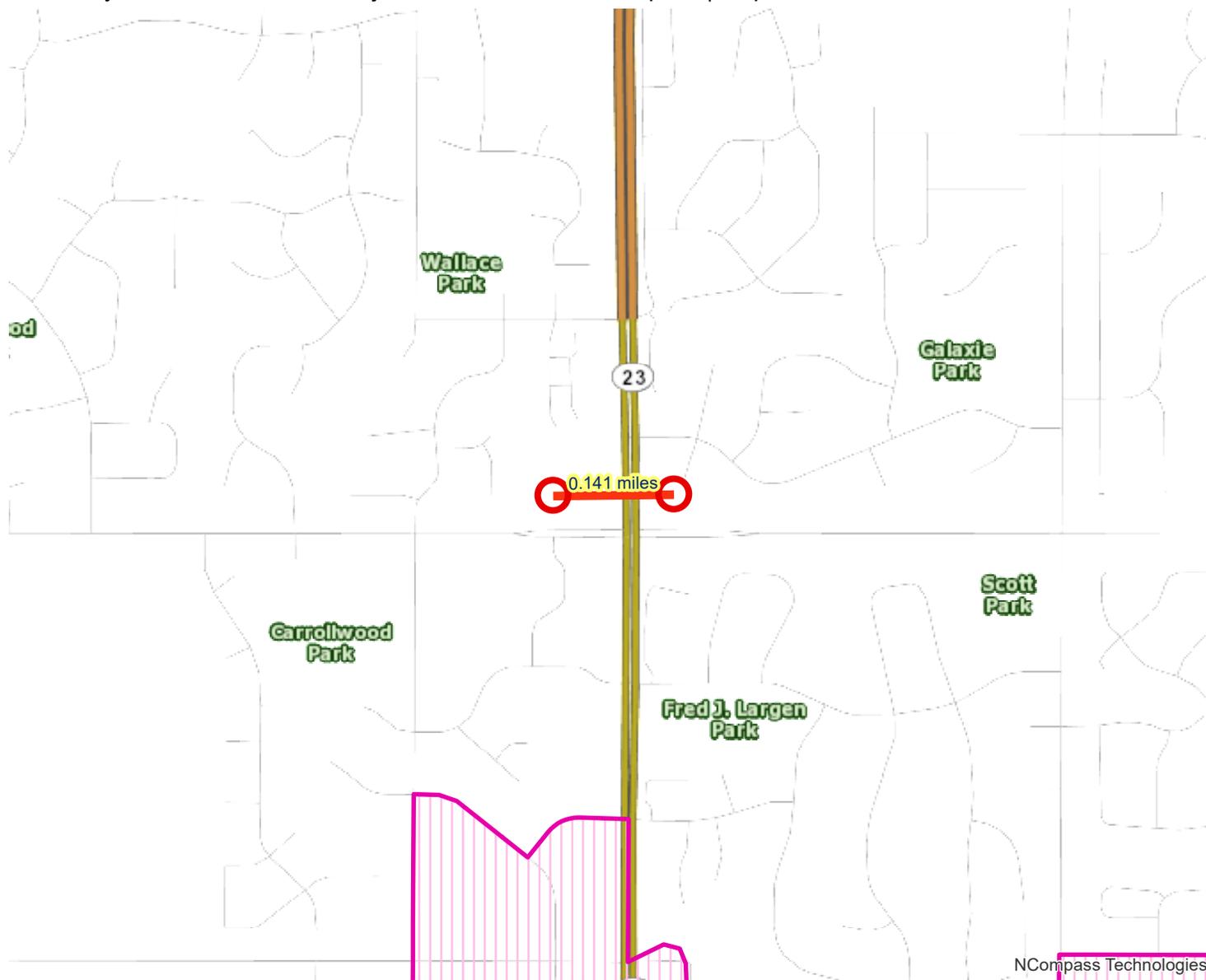
# Regional Economy

Transit System Modernization Project: 140th Red Line Overpass | Map ID: 1584372038217

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

Total Population: 20778  
Total Employment: 8297  
Mfg and Dist Employment: 336



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



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LandscapeRSA5



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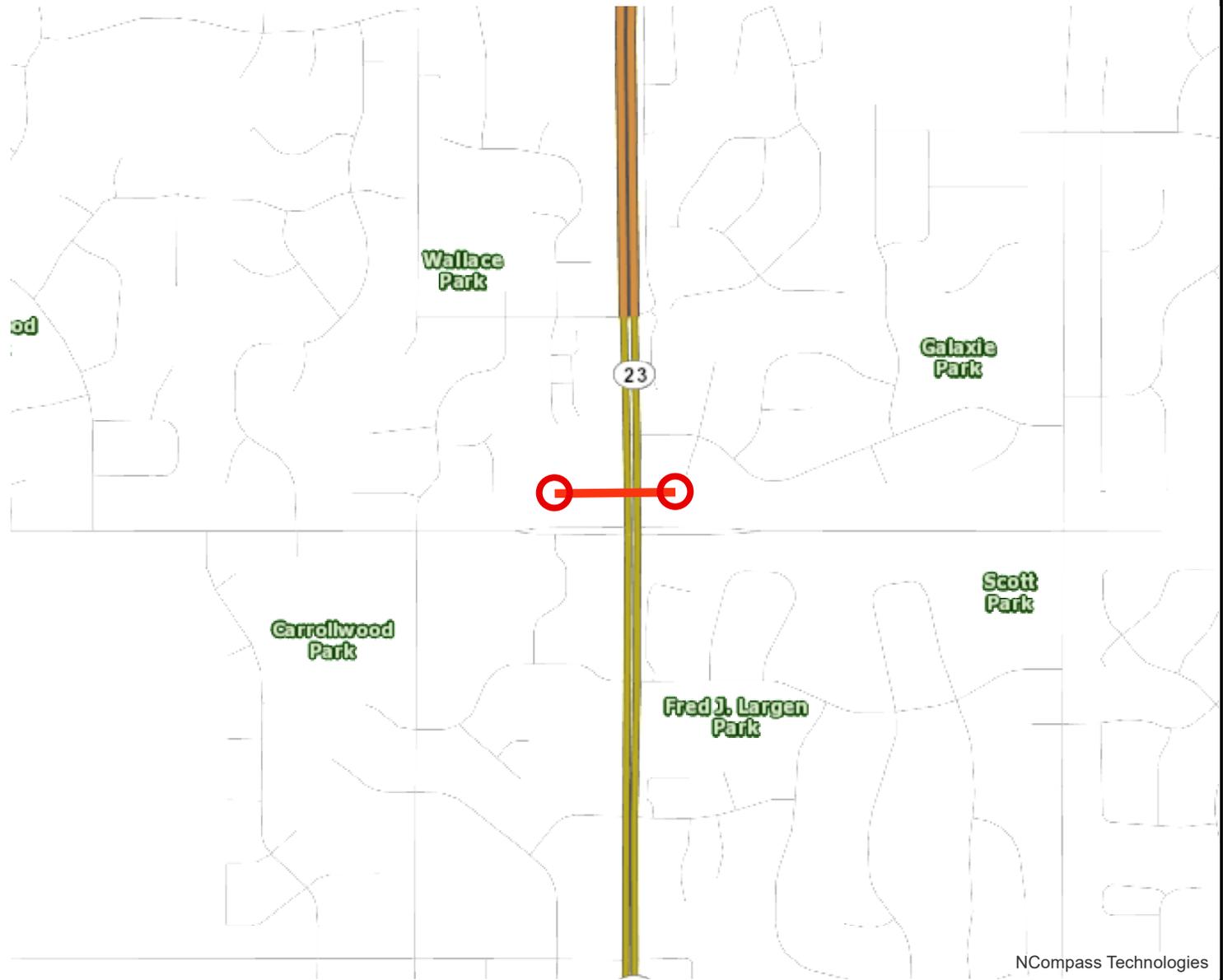
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Transit System Modernization Project: 140th Red Line Overpass | Map ID: 1584372038217

## Results

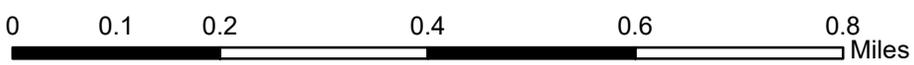
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NCompass Technologies

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# Transit Connections

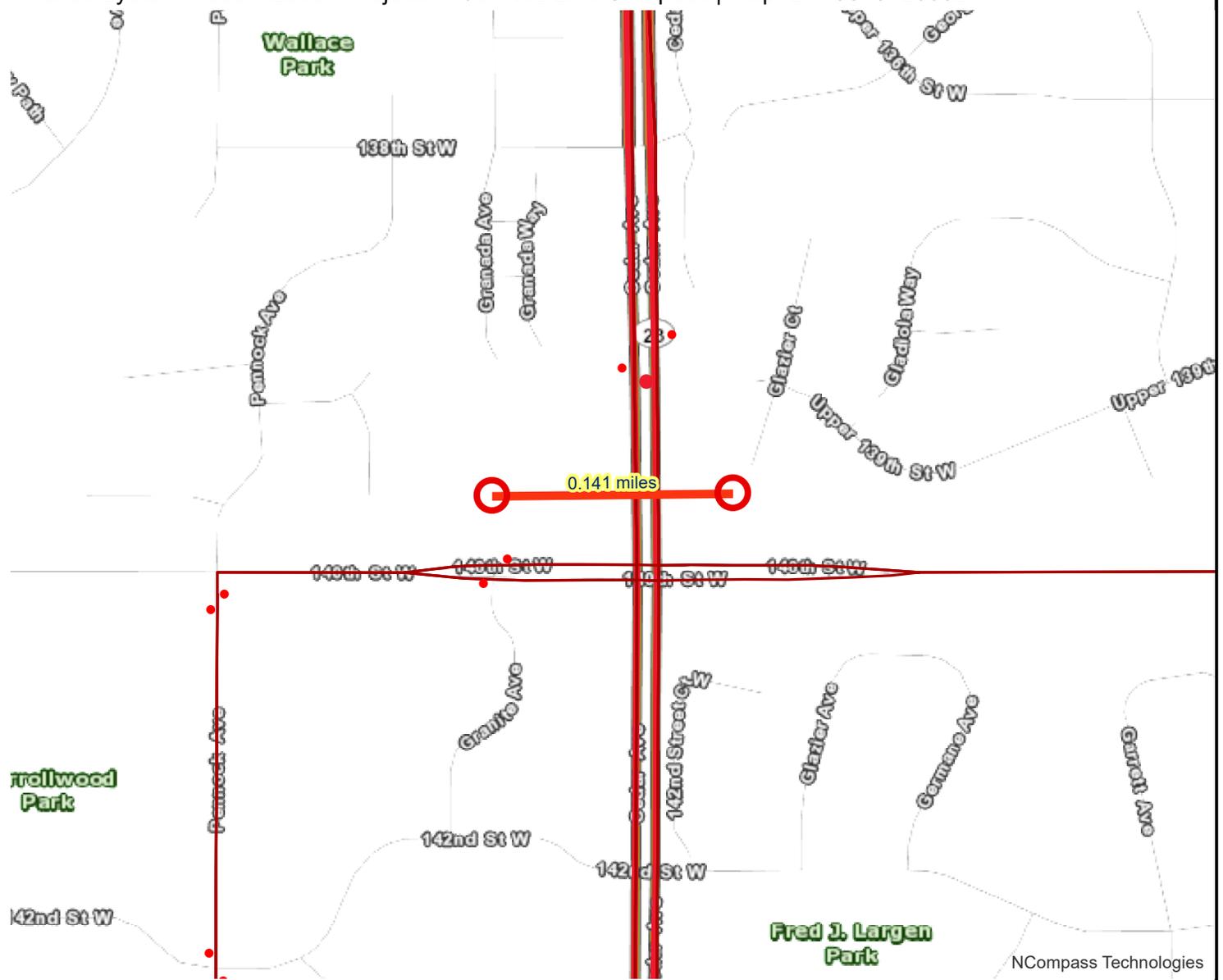
Transit System Modernization Project: 140th Red Line Overpass | Map ID: 1584372038217

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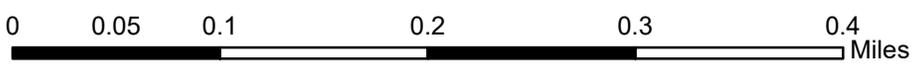
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- Active Stop
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- Red Line
- Project Area
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