



Application

13872 - 2020 Transit System Modernization

14084 - Apple Valley Red Line BRT 147th St. Station Skyway

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

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

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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:

City of Apple Valley

Jurisdictional Agency (If Different than the Applicant):

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. This transit station primarily 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 Regional Transit Center, where it connects to the METRO Blue Line Light Rail Transit (LRT) and many other metro-wide transit routes. 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 (49,000 - 55,000 ADT) without interfering with traffic. Traffic volumes have increased by 10% since 2016.

This "shovel ready" project will enhance today's users and promote new ridership by upgrading the existing transit station with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users. More importantly, the skyway will provide a safer 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 use of the facility. Anecdotally, users of the METRO Red Line have indicated that they prefer to stay on the bus up to the Apple Valley Transit Station and then ride back

to 147th Street Station so they do not have to cross Cedar Avenue (10 - 15 minutes).

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)

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

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 \$3,810,400.00

Match Amount \$952,600.00

Minimum of 20% of project total

Project Total \$4,763,000.00

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 and 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: 2024

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

Additional Program Years: 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 and Emerging Market Area II

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	City of Apple Valley
Zip Code where Majority of Work is Being Performed	55124
(Approximate) Begin Construction Date	05/01/2024
(Approximate) End Construction Date	11/30/2024
Name of Park and Ride or Transit Station:	147th Street Transit Station (Metro Red Line)

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) 147th Street West Metro Red Line BRT Station on Cedar Avenue

Primary Types of Work Pedestrian Skyway, Lighting, Sidewalk, Transit Station Improvements

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 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:

- 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

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

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.

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

- City of Apple Valley 2040 Comprehensive Plan (Draft: Under Final Review by the Met Council) - pg.8.2-8.3; 8.29-8.32; 8.37-8.38.

List the applicable documents and pages:

- Bike Walk Apple Valley (2010) - pg. 10, 24, and 147

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

- City of Apple Valley BRTOD Plan (2012)

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: 12/13/2018

Link to plan: <https://www.cityofapplevalley.org/643/ADA-Transition-Plan>

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

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.

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	\$4,330,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00

Vehicles	\$0.00
Contingencies	\$433,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$4,763,000.00

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	\$4,763,000.00
Construction Cost Total	\$4,763,000.00
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 9787

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

1588177486412_1A_Map_Population Employment Summary.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

475, 477, 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

1588177548536_1B_Map_Transit Connections.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

475, 477, 480, 903-METRO Red Line

Measure A: Connection to disadvantageded 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, Dakota County and Apple Valley actively engaged all groups during the planning of the Metro Red Line Bus Rapid Transit (BRT) and the design of 147th Street Station area. This included extensive outreach to low-income populations, people of color, disabled populations, youth, and the elderly. At that time, the 147th Street Station was being planned for a skyway that would connect the two stations and provide transit riders and pedestrians a safe way to cross Cedar Avenue. The skyway has not been built and continues to be identified as a community need and priority by those individuals noted above. This was evident during the City's public engagement activities for the Comprehensive Plan update, which included public outreach to those who live along the Metro Red Line.

Response:

The City 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 (routes 475, 477, 480, and 903) 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 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 directly connects to census tracts that are above the regional average for population in poverty or population of color. The project 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 the 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.

Response:

Residents: The Glazier Family Townhome 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 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: The intersection of Cedar Avenue and 147th Street continues to experience redevelopment pressure. Recent development investments include a four-story office building (known as Common II), which was purchased by

Wings Financial Credit Union. Wings has been making large investments into this aging building and back filling empty office space with their staff. Redevelopment has occurred on the northwest, southwest and southeast corners of the Cedar Avenue and 147th Street intersection. In fact, construction of an 11,000 sq. ft. multi-tenant office/retail building is nearly complete and fully occupied on the southeast corner of the intersection. The proposed project will help support economic development initiatives by safely linking transit users to jobs.

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

1588177789494_3A_Map_Socio-Economic Conditions.pdf

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
				94

Total Transit Stops

Total Transit Stops 1.0

Housing Performance Score

Total Housing Score 94.0

Housing Performance Score

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 project will improve pedestrian access between the 147th Street Station and adjacent neighborhoods. The project will address a gap in connecting these neighborhoods to an existing network of trails and bikeways. Once constructed, no additional multimodal improvements are needed for these neighborhoods. The project is also an opportunity to safely link people between these neighborhoods and transit routes that lead to critical services and amenities (e.g., Dakota County Western Service Center, pharmacies, and grocery stores).

Existing Development: 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. Similarly, the 48-unit Apple Villa Senior Apartments and Augustana Health Care Center are located just over ¼ mile from the 147th Street Station.

Response:

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, and are 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.

Planned Development: Apple Valley's Comprehensive Plan continues to recognize the corridor as an opportunity for investment/development. This is reflected in the City's 2040 Land use Plan, which has guided the project area for a mix of transit-supportive uses that will provide opportunities for additional affordable housing developments. Apple Valley is also targeting development along the corridor to help meet its 2040 affordable housing goals.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1588179532073_3B_Map_Affordable Housing.pdf

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, CO2 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

The proposed 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. These improvements are critical in meeting today's transit user's needs, while supporting multimodal goals to increase ridership along the corridor.

The proposed project will improve transit service and customer needs in the following ways:

Response

Travel Time and Reliability Improvements: The skyway will be a significant improvement for transit user's transferring between the northbound and southbound transit stations. For example, transferring between these stations are extremely difficult without a mid-block crossing. Transit users must walk approximately 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, a Principal Arterial. 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 skyway will reduce this wait time significantly for those who are trying to catch a connecting transit route (i.e., 475, 477, 480, 903-Red Line) between the northbound and southbound stations.

Improved Boarding Area and Customer Waiting Facilities: 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, upkeep, and increased usership will enhance the experience for transit riders and employees alike.

Safety: Because the 147th Street stations are mid-block, crossing between the stations for return trips is seen as a barrier to the use of the facility. As a result, transit users are forced to cross at Cedar Avenue, a Principal Arterial (nine lanes of traffic). The project area (1 mile buffer) has experienced a high number of pedestrian/bicycle crashes, including a fatality and 42 crashes over the last ten years (2013 & 2018). Most of these crashes and the fatality have occurred at the Cedar Avenue/147th Street intersection.

The proposed project is viewed as the last multimodal need for the project area and will complement an extensive trail network and multimodal investments for the project area. Once constructed, no additional multimodal improvements are needed for the project area and will address an important pedestrian/bicycle safety need.

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 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. 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.

More importantly, Cedar Avenue is recognized in the Met Council's Regional Bicycle Barrier Study as a Tier 1 Expressway Barrier, in addition to multiple Tier 1 and Tier 2 crossing barriers at 150th Street. The proposed project will help pedestrians and bicyclists overcome these transportation barriers.

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 (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. Yes

100%

Attach Layout

1588181518963_7A_Layout & Support.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 (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 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 (25 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 (15 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

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: 04/27/2019

Meeting with partner agencies: 01/23/2020

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. Yes

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.

The City of Apple Valley is currently working with MnDOT in developing a public engagement plan for a Congestion Mitigation Plan for the Cedar Avenue (TH 77) corridor. MnDOT is leading this planning effort, which will explore multimodal options to reduce traffic congestion along the corridor. Apple Valley is using this opportunity to engage underrepresented populations along the corridor to help confirm and prioritize investments along the corridor, including pedestrian/bicycle and transit enhancements.

As part of this effort, Apple Valley is exploring new ways to engage neighborhood groups and populations during a new normal of social distancing. Traditionally, 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. Moving forward, 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. Apple Valley will build upon these success stories, while fostering existing relationships with neighborhood groups to encourage underrepresented populations to participate in corridor planning efforts.

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

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$48,000.00
Total Annual Capital Cost of Project	\$68,000.00
Total Annual Project Cost	\$116,000.00

Annual capital operating cost is calculated by taking the \$4.763 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
2020-044 Support Grant Applications - Signed Resolution.pdf	Apple Valley City Council - Resolution of Support	37 KB
Att1a_One-page Project Summary_147th St Station Skyway.pdf	One page summary	1.3 MB
Att1b_Existing Conditions Images_147th Street Station.pdf	Existing Conditions photographs	983 KB
Att2a_Map Exhibit_147th Street Station Skyway.pdf	Map of proposed improvements	4.2 MB
Att2b_Met Co Maps_147th Street Station Skyway.pdf	All project information maps generated through Metropolitan Council Make-A-Map	5.8 MB
Att3_Letters of Support_147th Street Station Skyway.pdf	Letters of Support	177 KB
County - LetterofSupport147thStPedOverpass_AV.pdf	Letter of Support - Dakota County	63 KB
Met Council Letter of Support 2020.pdf	Letter of Support from Metropolitan Council.	172 KB

Population/Employment Summary

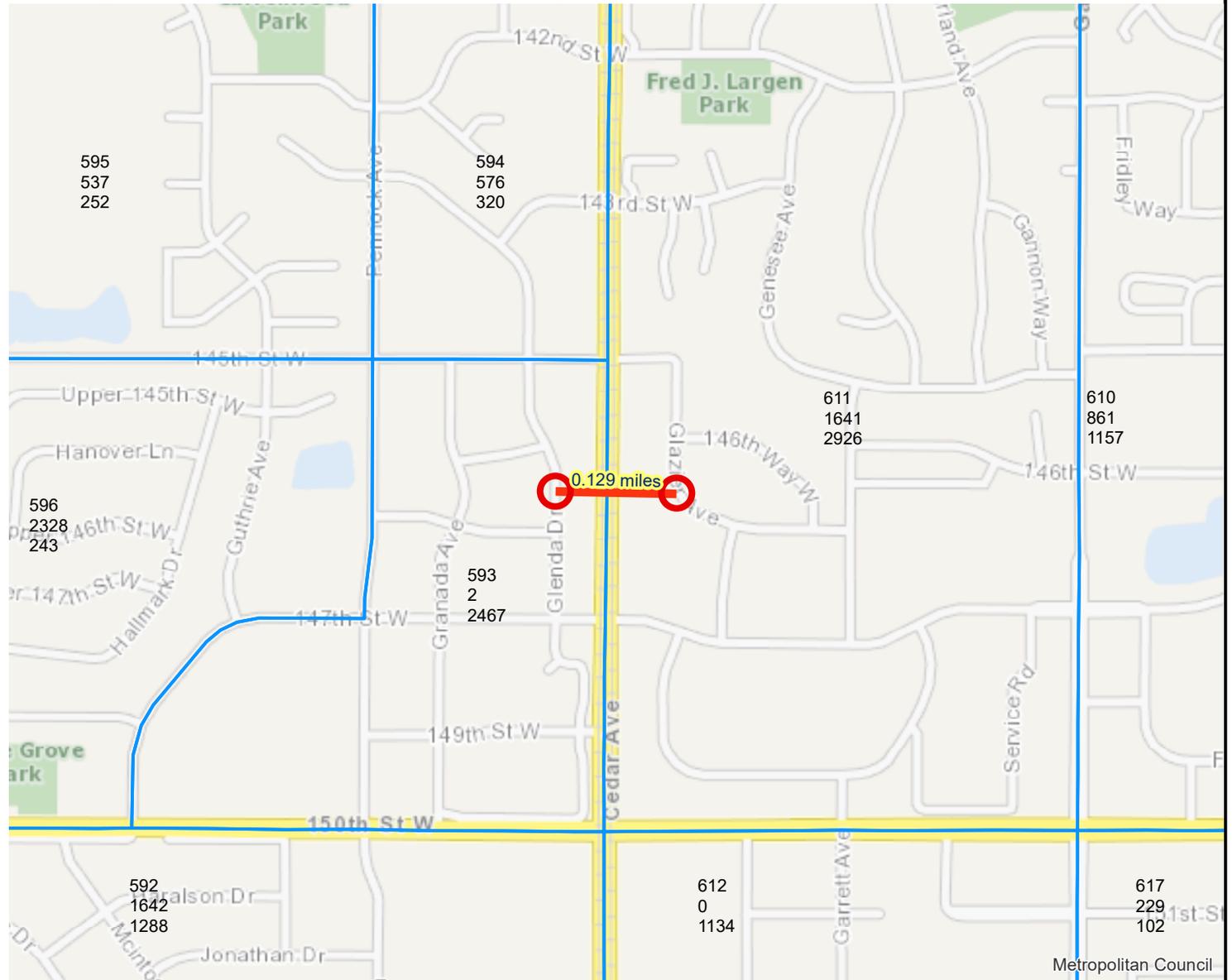
Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

Results

Within QTR Mile of project:
 Total Population: 5084
 Total Employment: 6208
 Postsecondary Students: 0

Within HALF Mile of project:
 Total Population: 7587
 Total Employment: 9787
 Postsecondary Students: 0

Within ONE Mile of project:
 Total Population: 24489
 Total Employment: 11292



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/10/2020
 LandscapeRSA4



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



Metropolitan Council

Transit Connections

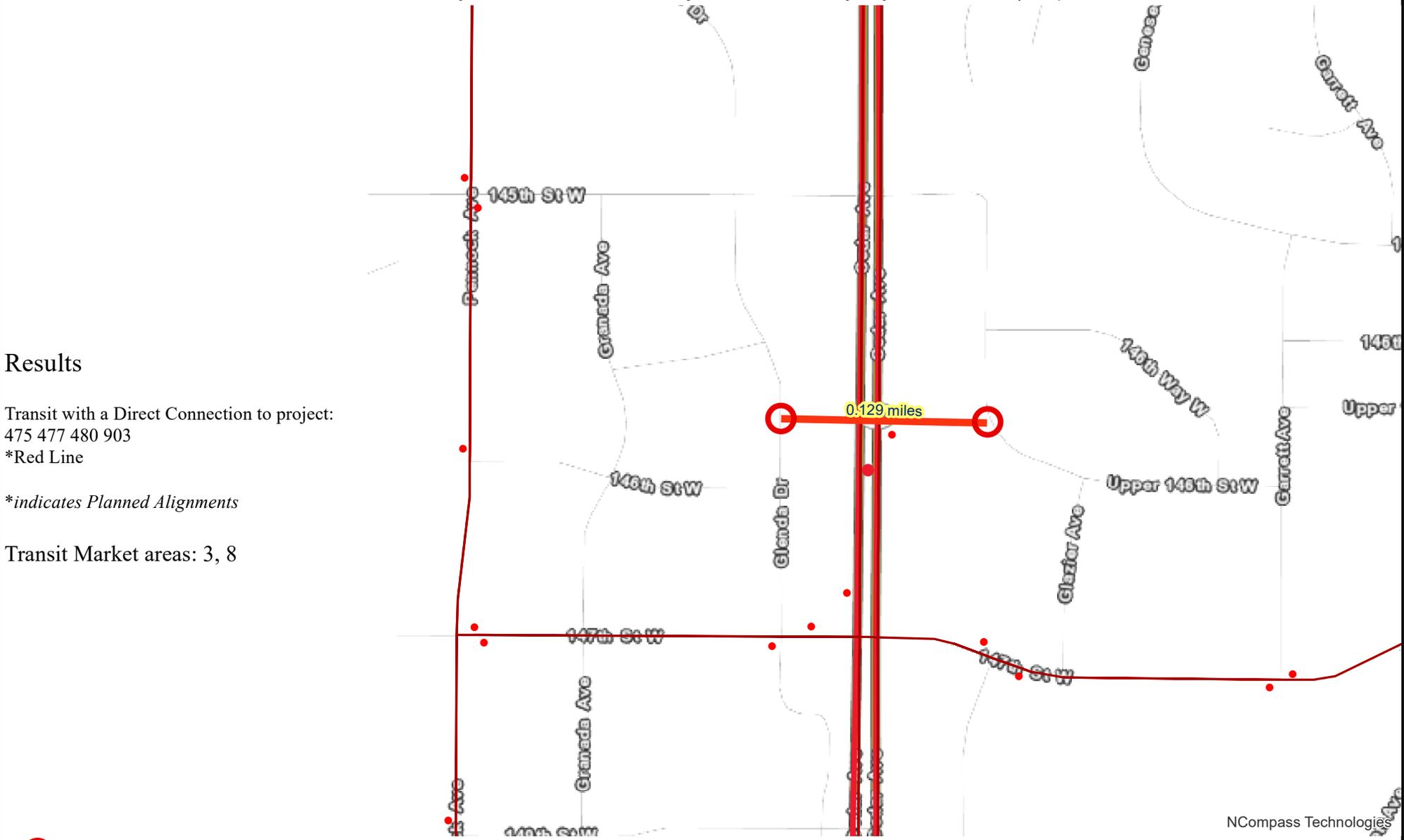
Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

Results

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

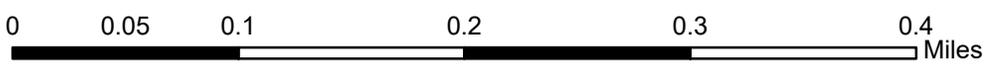
*indicates Planned Alignments

Transit Market areas: 3, 8



NCompass Technologies

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



Created: 3/10/2020
LandscapeRSA3



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



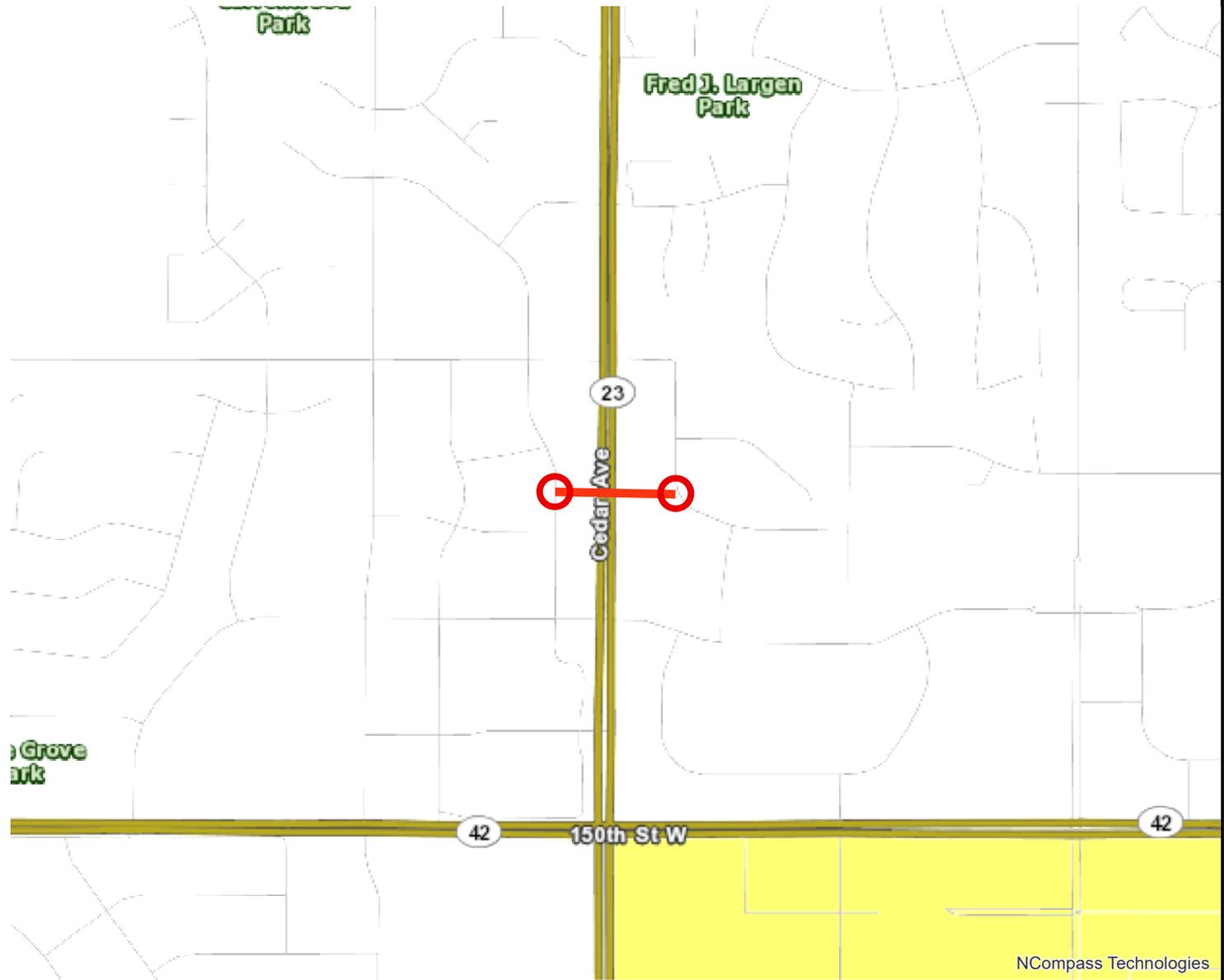
Socio-Economic Conditions

Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

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:
60811 60812 60823
60824 60828



 Points

 Lines

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty

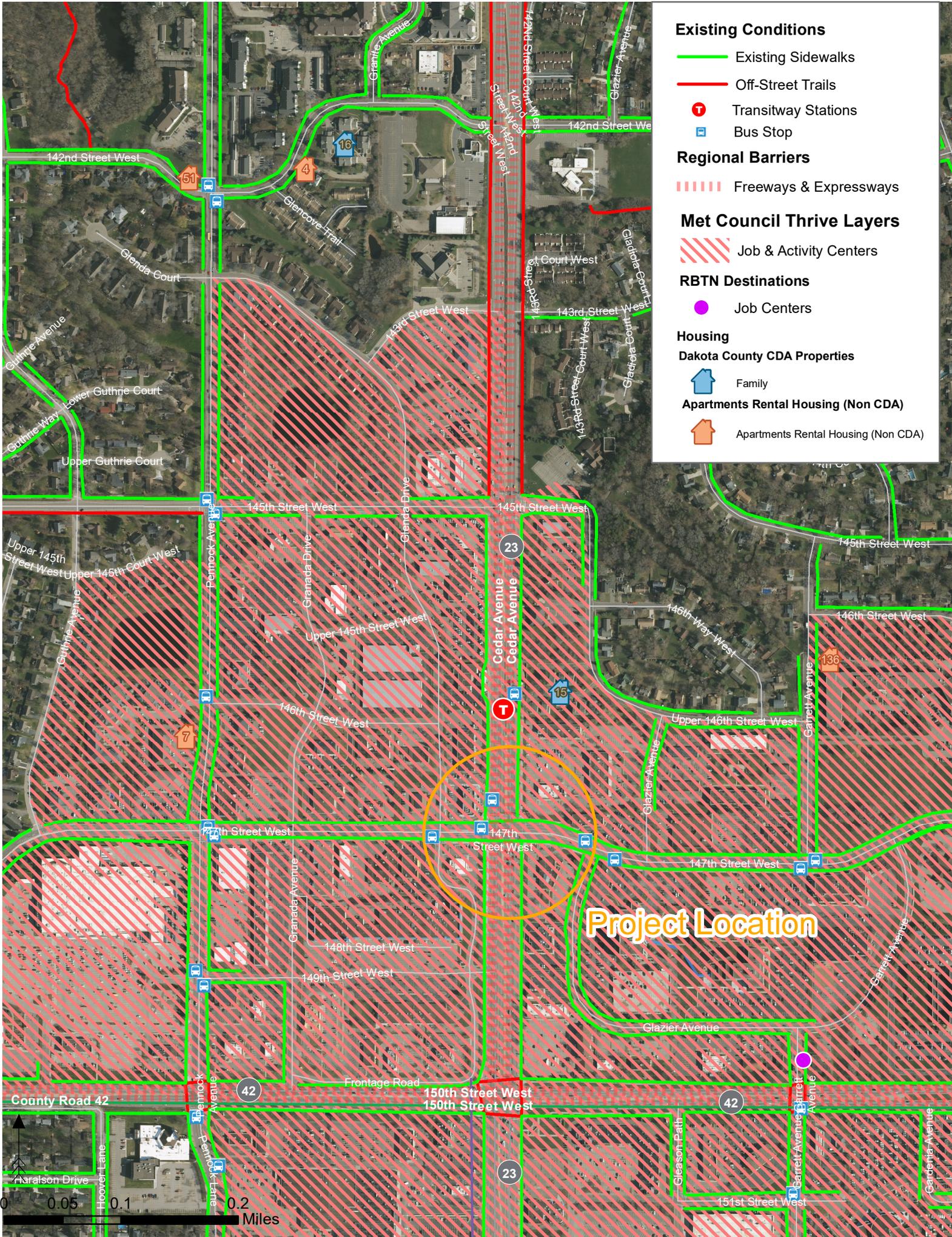


Created: 3/10/2020
LandscapeRSA2



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





Existing Conditions

- Existing Sidewalks
- Off-Street Trails
- Transitway Stations
- Bus Stop

Regional Barriers

- ▨ Freeways & Expressways

Met Council Thrive Layers

- ▨ Job & Activity Centers

RBTN Destinations

- Job Centers

Housing

Dakota County CDA Properties

- Family

Apartments Rental Housing (Non CDA)

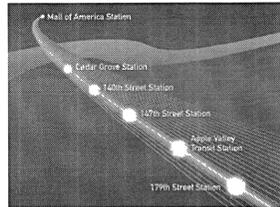
- Apartments Rental Housing (Non CDA)

Project Location

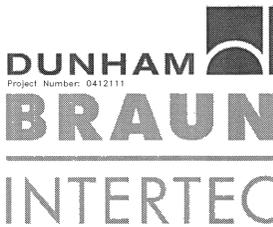


**RED LINE - BRT
140TH & 147TH
STATION
STOPS**

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:

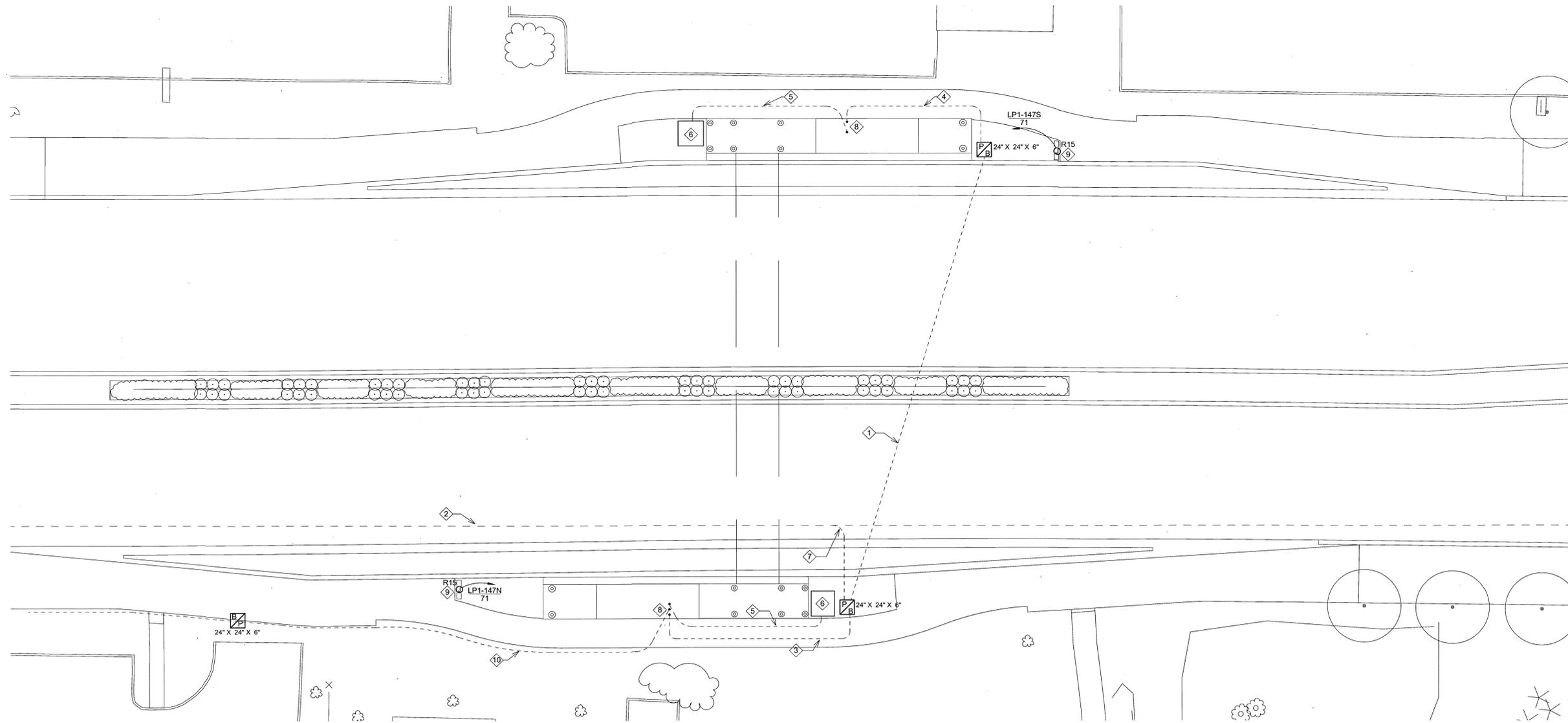
- ⑧ PROVIDE SLEEVES THROUGH STRUCTURAL FOUNDATION. COORDINATE WITH GENERAL CONTRACTOR.
- ⑨ APPROXIMATE LOCATION OF MONUMENT SIGN. PROVIDE (1) 1" C STUBBED UP BELOW ASSOCIATED COMMUNICATIONS CABINET FOR DATA CONNECTION. PROVIDE (1) 1" C-2#10-#10 GND TO ASSOCIATED ELECTRICAL PANEL. CIRCUIT TO ROUTE VIA 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:

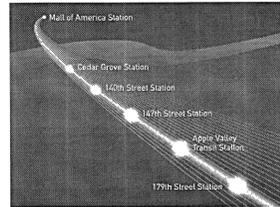
- A. INFORMATION SHOWN REGARDING WORK PROVIDED AS PART OF THE ROADWAY PROJECT IS FOR REFERENCE ONLY. VERIFY FINAL INSTALLATION REQUIREMENTS, SIZES, AND LOCATIONS.
- B. STUB UP LOCATIONS SHOWN ON SITE PLAN ARE APPROXIMATE. SEE ELECTRICAL POWER AND SIGNAL PLANS FOR FINAL LOCATIONS.



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

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

MTC PROJECT NO. 35793



SRF
Consulting Group, Inc.



Lulken Architecture

**DUNHAM
BRAUN
INTERTEC**

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 ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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

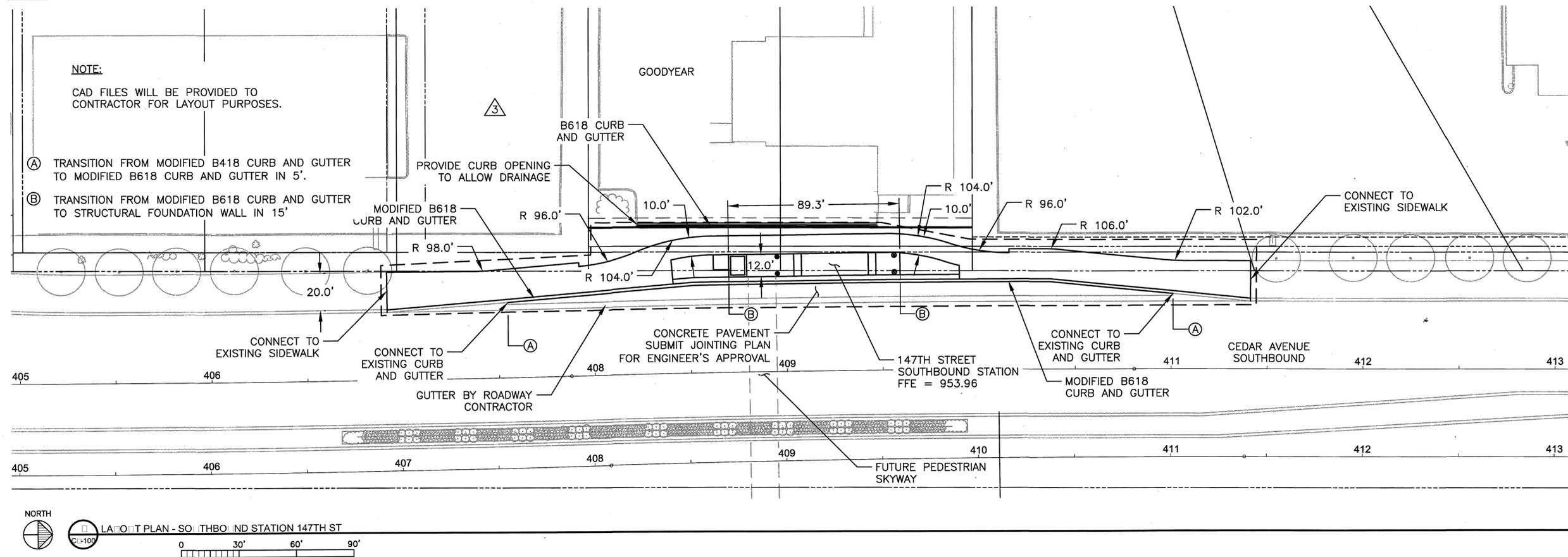
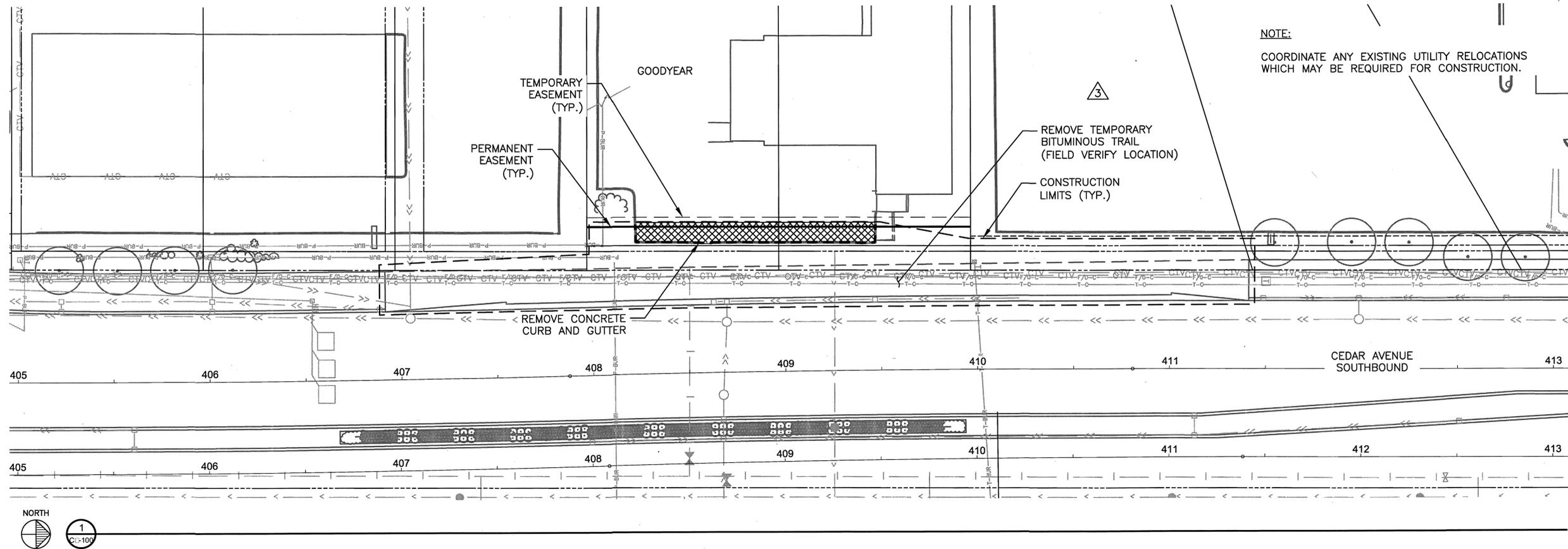
Revisions	
No.	Issue
4	CONFORMED SET 9/21/12
3	ADDENDUM 1 8/21/12
2	ISSUED FOR BID 8/08/12
1	REVIEW 7/25/12

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

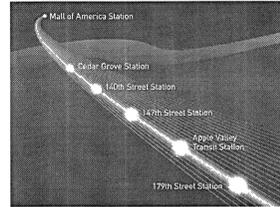
C2-100



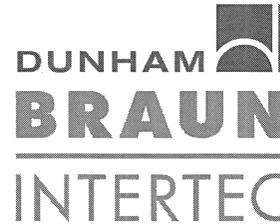
Sep 18, 2012 - 7:55am
 H:\Projects\7658\147th\147th\Plan\7658_CPO2.dwg
 ppa20

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

MTC PROJECT NO. 35793



Lukem 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 ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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

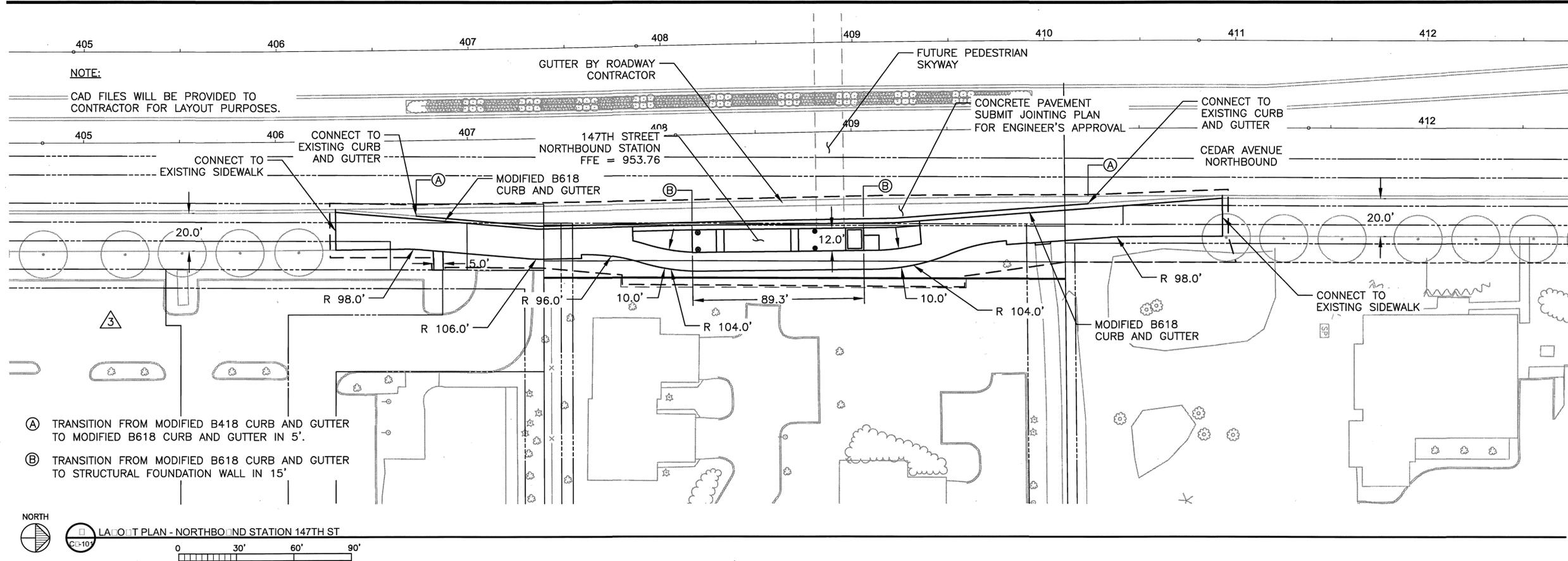
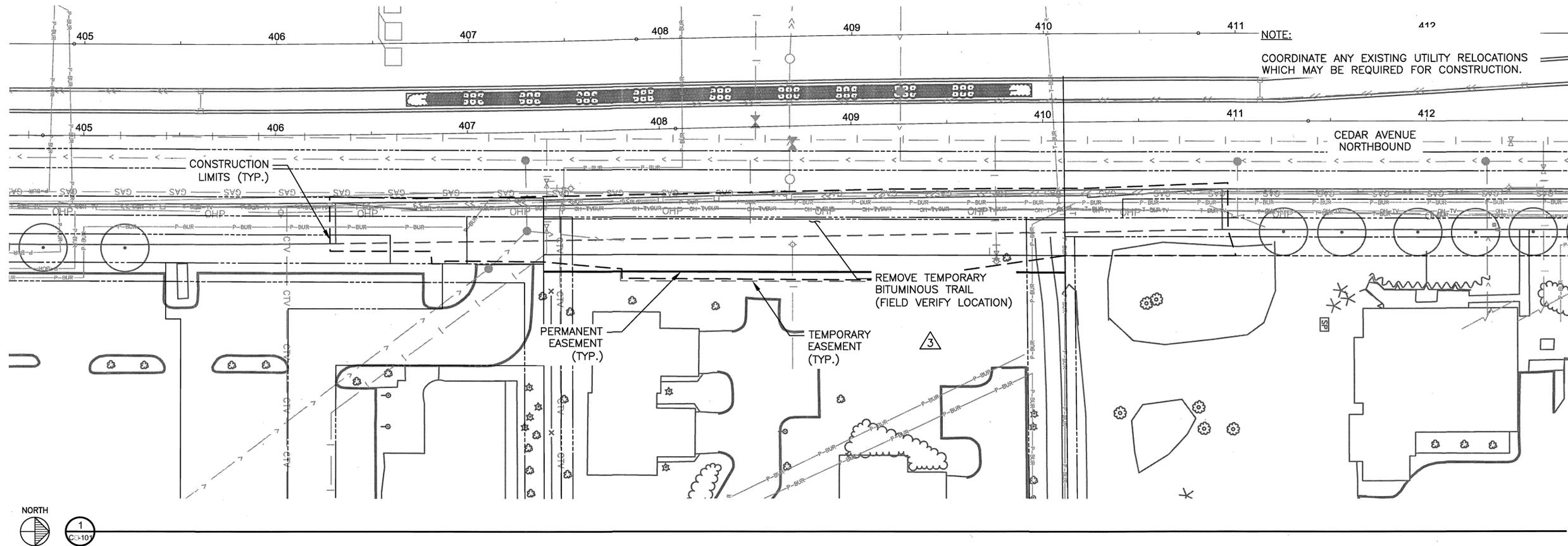
Revisions	
NO.	DATE
4	CONFORMED SET 9/21/12
3	ADDENDUM 1 8/21/12
2	ISSUED FOR BID 8/08/12
1	REVIEW 7/25/12

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

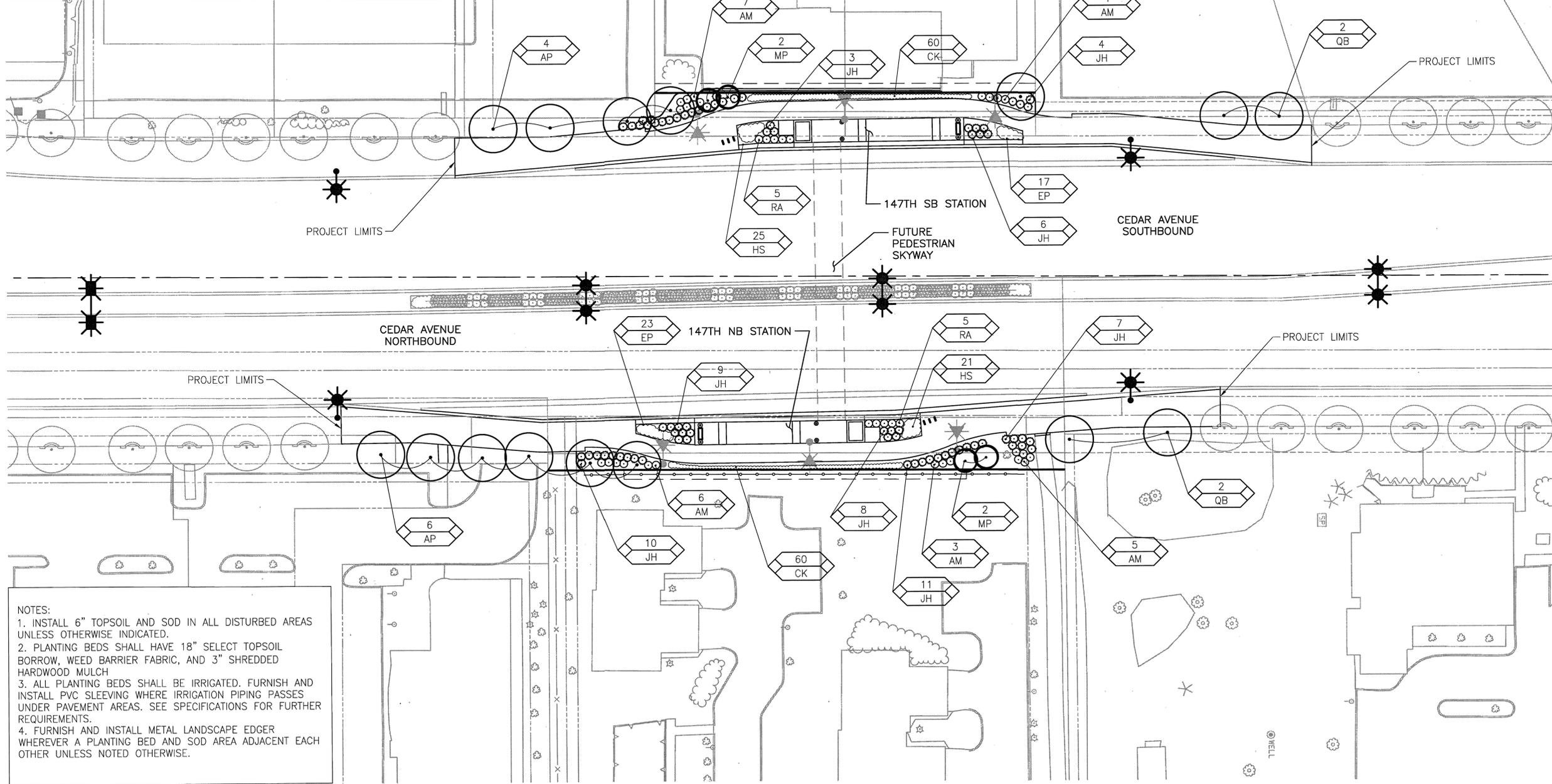
C2-101



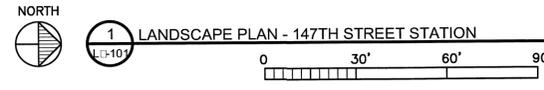
- (A) TRANSITION FROM MODIFIED B418 CURB AND GUTTER TO MODIFIED B618 CURB AND GUTTER IN 5'.
- (B) TRANSITION FROM MODIFIED B618 CURB AND GUTTER TO STRUCTURAL FOUNDATION WALL IN 15'

Sep 19, 2012 - 7:56am
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 pgs26

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.



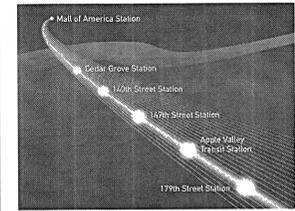
NOTES:
 1. INSTALL 6" TOPSOIL AND SOD IN ALL DISTURBED AREAS UNLESS OTHERWISE INDICATED.
 2. PLANTING BEDS SHALL HAVE 18" SELECT TOPSOIL BORROW, WEED BARRIER FABRIC, AND 3" SHREDDED HARDWOOD MULCH
 3. ALL PLANTING BEDS SHALL BE IRRIGATED. FURNISH AND INSTALL PVC SLEEVING WHERE IRRIGATION PIPING PASSES 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



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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
 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



Physical Development Division
Steven C. Mielke, Director

April 24, 2020

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

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

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

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

RE: 2020 Regional Solicitation Application Letter of Support for
Pedestrian Skyway over CSAH 23 at 147th Street BRT Station

Dear Ms. Koutsoukos:

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

The City has shared with us an attached layout of the project.

Dakota County has jurisdiction over Cedar Avenue and would work with the City of Apple Valley if funds are provided for this project. Any potential cost participation by the County would be for capital costs of the project. We approve the layout of the project. The County would not participate in any ongoing operations or maintenance costs for the skyway.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in black ink that reads "Mark J. Krebsbach".

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

April 22, 2020
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 2020 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 Aaron Bartling at 952-882-7500 if you have any questions.

Sincerely,



Luther Wynder
Chief Executive Officer
Minnesota Valley Transit Authority

CITY OF APPLE VALLEY
RESOLUTION NO. 2020-44

APPROVE RESOLUTION OF SUPPORT FOR
2020 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.

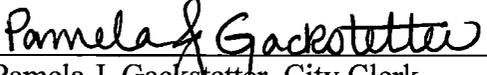
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Apple Valley, Dakota County, Minnesota, that the Public Works Director is allowed to sign letters of support for each of the below project applications:

1. McAndrews Road (CSAH 38) Trail, south side from Galaxie to Garden View Drive
2. Red Line BRT Skyway at the 147th Street Station
3. Red Line BRT Pedestrian Bridge at 140th Street

ADOPTED this 23rd day of April 2020.

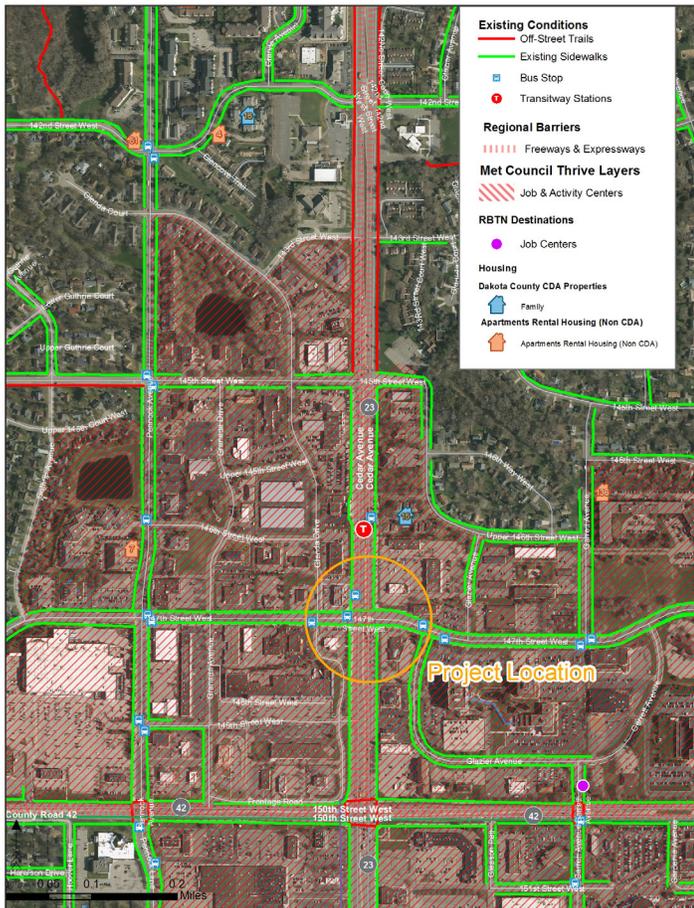

Mary Hamann-Roland, Mayor

ATTEST:


Pamela J. Gackstetter, City Clerk

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	\$3,300,000
Total Project Cost:	\$4,400,000

PROJECT DESCRIPTION

The Apple Valley Red Line Housing 147th Street Station Skyway Project is a modernization project of existing transit facilities in Apple Valley at the 147th Street station on Cedar Avenue, serving the METRO Red Line as well as near local bus routes and MVTA routes. 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 (49,000 – 55,000 ADT) without interfering with traffic. Traffic volumes have increased by 10% since 2016.

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.



Renderings/Concepts

Apple Valley Red Line BRT 147th Street Station Skyway

Transit Modernization



Existing Conditions: Cedar Avenue southbound, approaching 147th Street Station



Existing Conditions: Cedar Avenue northbound, at intersection with 147th Street – showing existing crossing conditions



Existing Conditions: Cedar Avenue northbound, showing project area for future skyway

Population/Employment Summary

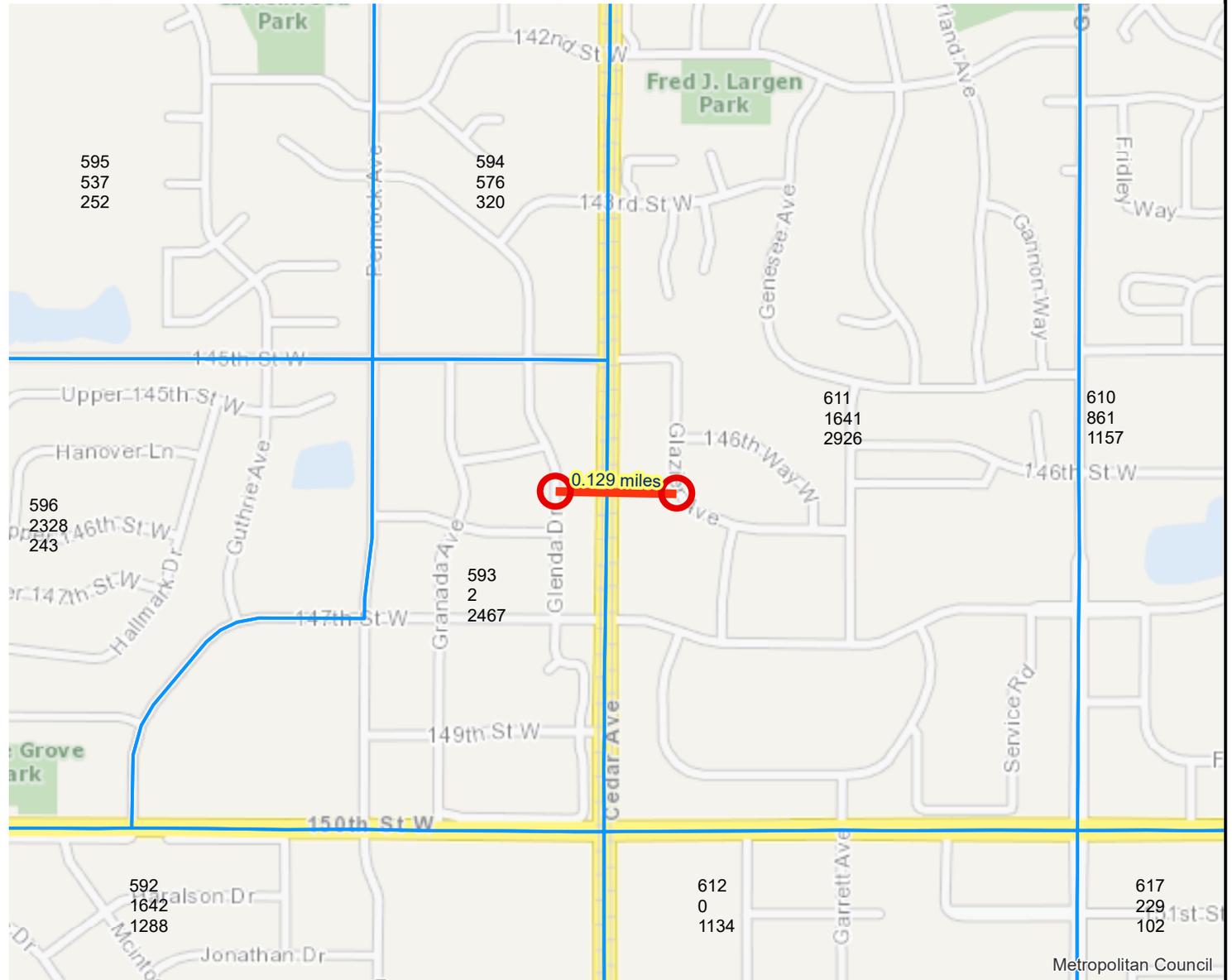
Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

Results

Within QTR Mile of project:
 Total Population: 5084
 Total Employment: 6208
 Postsecondary Students: 0

Within HALF Mile of project:
 Total Population: 7587
 Total Employment: 9787
 Postsecondary Students: 0

Within ONE Mile of project:
 Total Population: 24489
 Total Employment: 11292



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 3/10/2020
 LandscapeRSA4



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



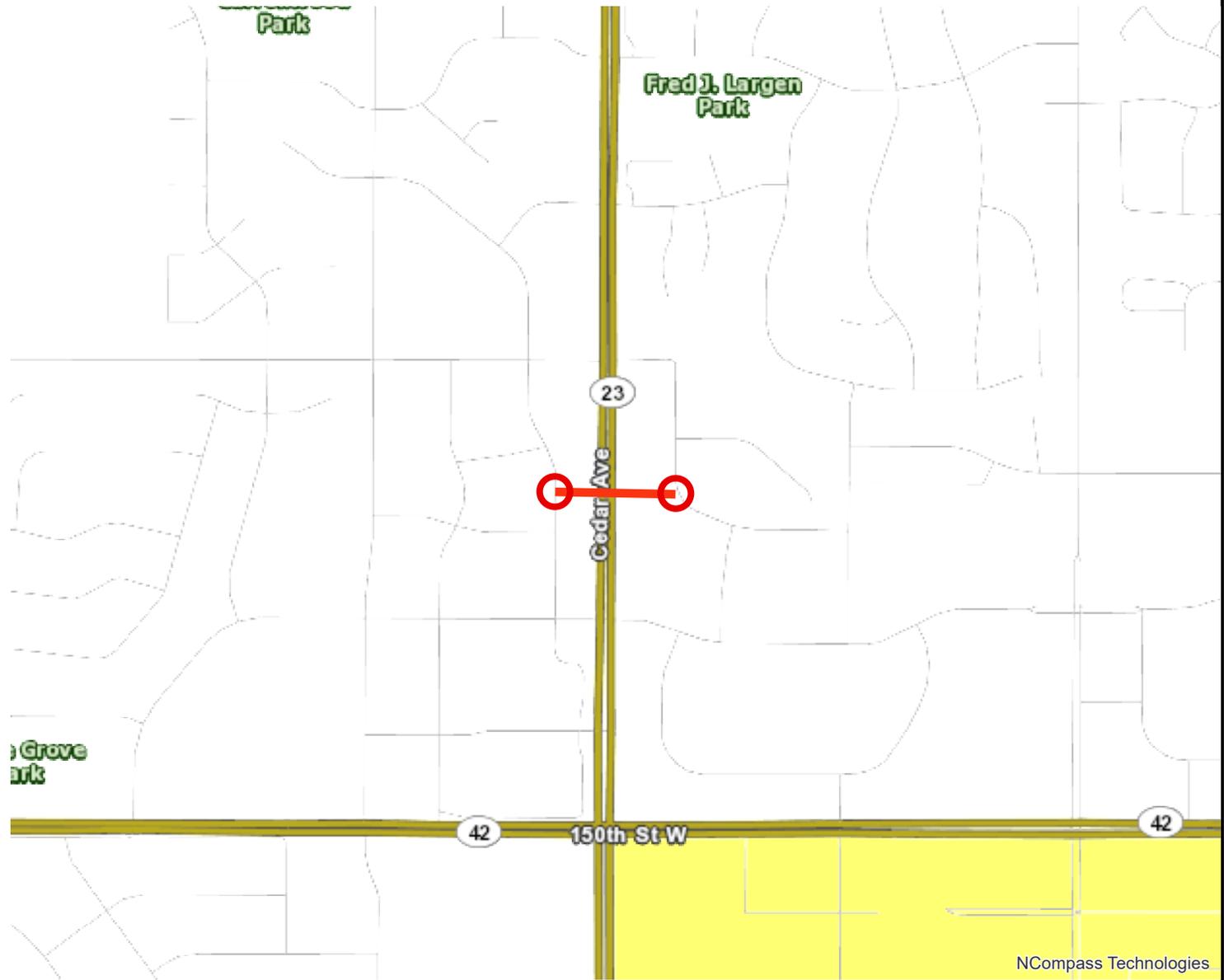
Socio-Economic Conditions

Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

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:
60811 60812 60823
60824 60828



 Points

 Lines

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 3/10/2020
LandscapeRSA2



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



Transit Connections

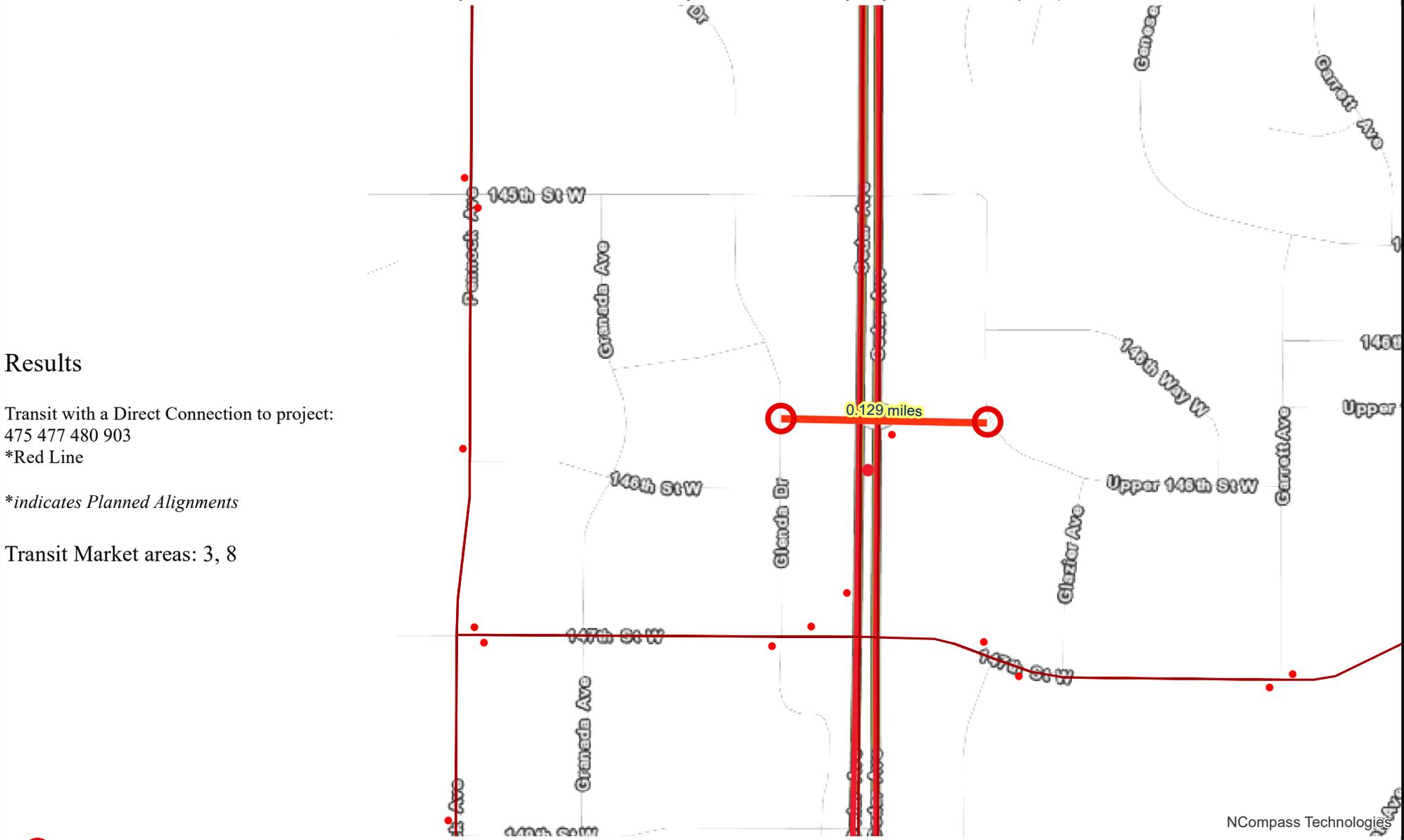
Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

Results

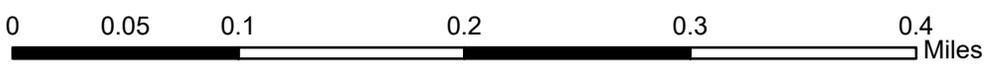
Transit with a Direct Connection to project:
475 477 480 903
*Red Line

*indicates Planned Alignments

Transit Market areas: 3, 8



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



Created: 3/10/2020
LandscapeRSA3



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



NCompass Technologies

Regional Economy

Transit System Modernization Project: 147th St. Skyway for Red Line | Map ID: 1583866567986

Results

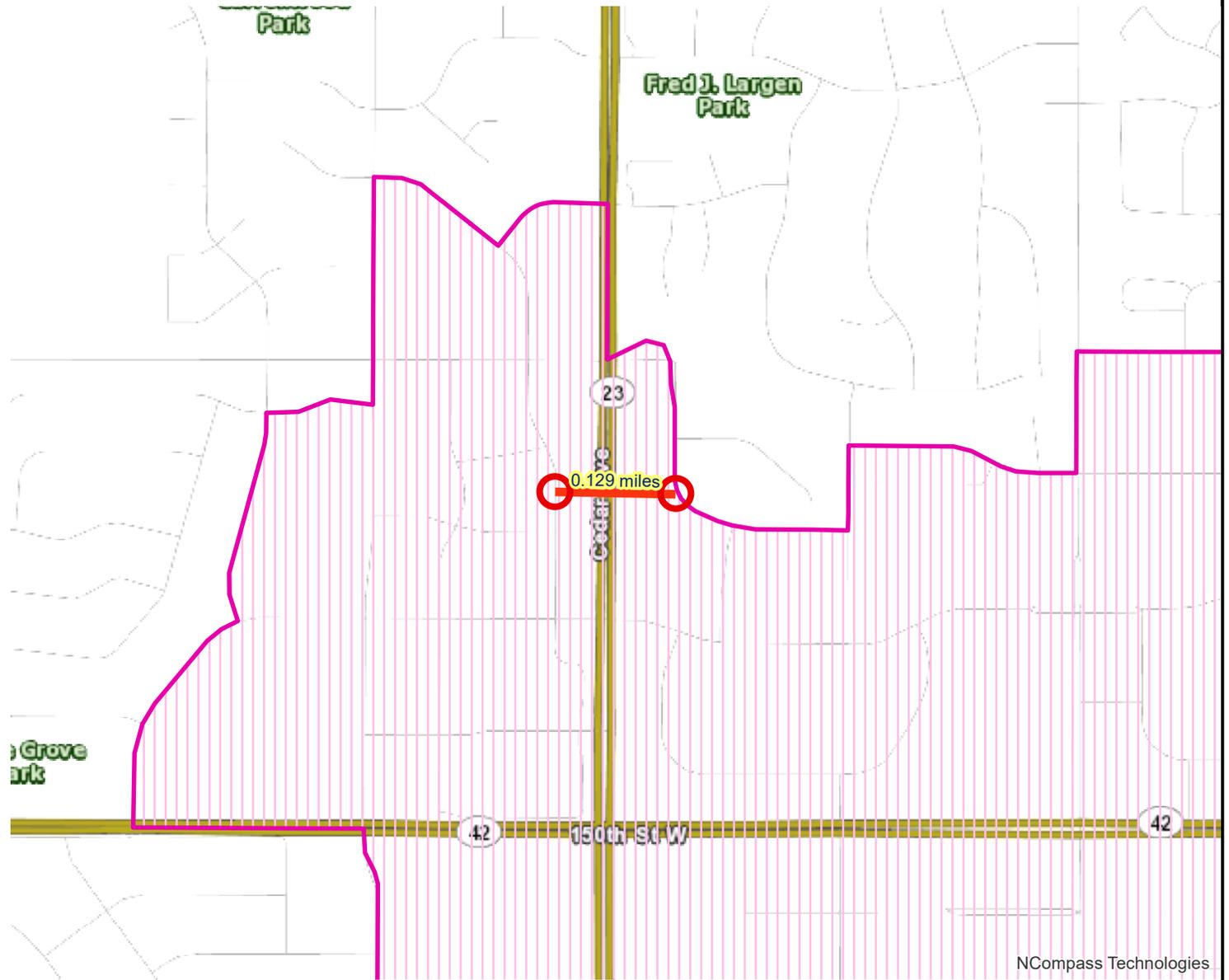
WITHIN ONE MI of project:

Postsecondary Students: 0

Total Population: 24489

Total Employment: 11292

Mfg and Dist Employment: 415



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



Created: 3/10/2020
LandscapeRSA5



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



April 22, 2020
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 2020 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 Aaron Bartling at 952-882-7500 if you have any questions.

Sincerely,



Luther Wynder
Chief Executive Officer
Minnesota Valley Transit Authority



Physical Development Division
Steven C. Mielke, Director

April 24, 2020

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

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

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

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

RE: 2020 Regional Solicitation Application Letter of Support for
Pedestrian Skyway over CSAH 23 at 147th Street BRT Station

Dear Ms. Koutsoukos:

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

The City has shared with us an attached layout of the project.

Dakota County has jurisdiction over Cedar Avenue and would work with the City of Apple Valley if funds are provided for this project. Any potential cost participation by the County would be for capital costs of the project. We approve the layout of the project. The County would not participate in any ongoing operations or maintenance costs for the skyway.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in black ink that reads "Mark J. Krebsbach".

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

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

March 24, 2020

Resolution No. 20-154

Motion by Commissioner Thomas A. Egan

Second by Commissioner Liz Workman

Approval Of Grant Application Submittals For Transportation Advisory Board 2020 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 April 16, 2020; 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) 86 (280th Street) from westerly Dakota County line to CSAH 23 (Galaxie Avenue) in Eureka and Greenvale Townships
2. CSAH 32 (Cliff Road) from CSAH 43 (Lexington Avenue) to Trunk Highway (TH) 3 in Eagan
3. New Alignment of CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
4. Roundabout at CSAH 11 and Burnsville Parkway in Burnsville
5. CSAH 23 (Cedar Avenue) Grade Separated Trail north of 140th Street in Apple Valley
6. Vermilion Highlands Greenway: CSAH 42 Trail and Dakota County Technical College Underpass in Rosemount
7. River to River Greenway: Trunk Highway 149 Trail & Trunk Highway 149 Underpass in Mendota Heights
8. Minnesota River Greenway: Railroad Overpass in Eagan

; and

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

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	X	Slavik	_____
Gaylord	X	Gaylord	_____
Egan	X	Egan	_____
Atkins	X	Atkins	_____
Workman	X	Workman	_____
Holberg	X	Holberg	_____
Gerlach	X	Gerlach	_____

I, Jeni 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 24th day of March 2020, 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 24th day of March 2020.

Jeni Reynolds

Clerk to the Board

9. CSAH 23 (Cedar Avenue) Pedestrian Overpass at 147th Street Station—Lead Agency: Apple Valley
10. Egan Transit Station: Installation of Elevator—Lead Agency: MVTA
11. Burnsville Transit Station: Installation of Elevator and Enclosure; Backup Generator; Construction of Utility Room—Lead Agency: MVTA
12. County Road (CR) 60 extension from CSAH 9 (Dodd Blvd.) Highview Avenue—Lead Agency: Lakeville
13. Trail on CSAH 73 (Oakdale Avenue) from CSAH 8 (Wentworth Avenue) to CR 4 (Butler Avenue) and on CR 6 (Thompson Avenue) from CSAH 73 (Oakdale Avenue) to TH 52—Lead Agency: West St Paul
14. CSAH 73 (Oakdale Avenue) Trail from I-494 to Upper 55th Street—Lead Agency: Inver Grove Heights
15. CSAH 38 (McAndrews Road) Trail from Gardenview Drive to Galaxie Avenue—Lead Agency: Apple Valley
16. North Creek Greenway from 195th to Downtown Farmington—Lead Agency: Farmington
17. Nicollet Avenue Trail from TH 13 to CSAH 32 (Cliff Road) —Lead Agency: Burnsville
18. I-35W Trail from Black Dog Trail to the South—Lead Agency: Burnsville
19. Marie Avenue Sidewalk, Bike Lanes, and ADA Improvements from 3rd Avenue North to 9th Avenue North—Lead Agency: South St Paul
20. Bidwell Avenue Sidewalk from Thompson Avenue To CR 4 (Butler Avenue) —Lead Agency: West St Paul
21. ADA Improvements at several locations in the City of Inver Grove Heights—Lead Agency: Inver Grove Heights
22. Establish a Transportation Management Association (TMA) in Dakota County to coordinate the transportation needs of employers with existing services and service providers—Lead Agency: Dakota County Regional Chamber of Commerce.

; 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

YES		NO	
Slavik	<u> X </u>	Slavik	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Atkins	<u> X </u>	Atkins	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Holberg	<u> X </u>	Holberg	<u> </u>
Gerlach	<u> X </u>	Gerlach	<u> </u>

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Clerk to the Board



Physical Development Division
Steven C. Mielke, Director

April 24, 2020

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

952.891.7000
Fax 952.891.7031
www.dakotacounty.us

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

Office of Planning

Operations Management
Facilities Management
Fleet Management
Parks

Transportation
Highways
Surveyor's Office
Transit Office

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
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Mark J. Krebsbach, P.E.
Transportation Director/County Engineer