



Application

17065 - 2022 Transit System Modernization

17701 - Apple Valley Red Line BRT 147th St. Station Skyway

Regional Solicitation - Transit and TDM Projects

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Primary Contact

Name:* Matthew Steven Saam
Pronouns First Name Middle Name Last Name

Title: Public Works Director

Department: Public Works

Email: msaam@cityofapplevalley.org

Address: 7100 147th St. West

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

Phone:* 952-953-2412
Phone Ext.

Fax:

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 St. 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): NA

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 (Dakota County State Aid Highway 23). This transit station serves the METRO Red Line as well as local connecting service bus routes provided by the Minnesota Valley Transit Authority (MVTA). The METRO Red Line is a Bus Rapid Transit (BRT) line, providing 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 an important connector for the people of Dakota County to the greater metropolitan transit system. The transit stations at 147th Street were built with future expansion in mind; the structure framework and indoor waiting areas were constructed on each side of Cedar Avenue to allow the addition of a skyway bridge in the future. The stations were designed so that an elevator, stairs, expanded waiting area and 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. As traffic volumes continue to increase on Cedar Avenue, the importance of constructing a skyway also increases (traffic volumes increased by 10% between 2016 and 2020).

This shovel-ready project will enhance today's user experience and promote new ridership by upgrading the existing transit station with larger, indoor waiting areas, staircases, elevators, real-time passenger information signs 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 a barrier to the use of the facility. Anecdotally, through community engagement efforts, users of the METRO Red Line have indicated that they prefer to stay on the bus up to the Apple Valley Transit Station and then ride back to the 147th Street Station so they do not have to cross Cedar Avenue, a 10 - 15 minute addition to their ride.

(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

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

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 \$4,206,400.00

Match Amount \$1,051,600.00

Minimum of 20% of project total

Project Total \$5,258,000.00

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 City of Apple Valley & 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: 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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: 8

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 05/01/2027

(Approximate) End Construction Date 11/30/2027

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: 147th Street West Metro Red Line BRT Station on Cedar
(Intersection or Address) 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 A, Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C15, 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 B, Objective C, Objective D, Strategy E3, Strategy E4, Strategy E5, Strategy E6, Strategy E7

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

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 - pg.8.2-8.3; 8.29-8.32; 8.37-8.38.

- 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)

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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.ci.apple-valley.mn.us/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 and Unique Project 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. Unique projects are exempt from this qualifying requirement.

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. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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	\$4,780,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$478,000.00

Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$5,258,000.00

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	\$5,258,000.00
Construction Cost Total	\$5,258,000.00
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 8952

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

1649859387318_147thStSkyway_PopEmployMap_2022.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 440, 442, 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

1649859460493_147thStSkyway_Transit_2022.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

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

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The area within ½ mile of the 147th Street Skyway project is made up of racially and economically diverse communities. Census tracts surrounding the project location at the intersection of 147th Street West and Cedar Avenue are over 25% nonwhite and have diversified significantly since 1990. As of 2019, 11.9% of Apple Valley's residents identified as foreign-born (mostly from Central and South America), compared to 10.7% in the Minneapolis- St. Paul metro region, and 8.5% for Minnesota.

The existing METRO Red Line station is located within 1,000 feet of the Cedar Valley Learning Center. CVLC has a current enrollment of 655 students, who participate in English as a Second Language classes, GED preparation, GED testing, and more. Most classes are geared towards adults with 80 to 100 students in attendance per day.

Response:

The 147th Street Skyway has been identified in numerous City, County, and Regional planning documents, and each planning process involved extensive community engagement that allowed opportunities for residents to provide input, suggestions, and comments to plan recommendations.

One example that demonstrates the equitable community engagement efforts of Apple Valley and Dakota County is the Red Line Implementation Plan Update of 2015. Community engagement for the process involved a unique series of methods to involve populations not traditionally included in community engagement efforts. These methods included two open houses; mailers, press releases, emails, and social media, and focused communication efforts with language translation services to minority advocacy groups, Adult Basic

Education (ABE) sites, and minority congregations. Apple Valley worked with a faith-based neighborhood organizing group called La Asamblea de Derechos (Assembly for Civil Rights) to reach out to two under-represented Latino neighborhoods in northern Apple Valley about transit needs. La Asamblea, who received funding from the Corridors of Opportunity project in 2011-2013, provided leadership development and organized a neighborhood meeting and bus ride on May 16, 2015, with City, County and Transit leaders, along with over 40 residents, including families with children. The residents shared their challenges including a need for more frequent bus service and access to local jobs and opportunities. Completing the 147th Street skyway will help address a need identified by a number of residents of Apple Valley's northern Latino neighborhoods.

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 Apple Valley Comprehensive Plan update in 2020, which included public outreach to those who live along the Metro Red Line.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

The project provides benefits to the following populations:

Populations Above the Regional Poverty Average and People of 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 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:

Low Income, Senior, and Other Residents: There are nearly 500 publicly subsidized rental housing units within ½ mile of the project. 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 developments pedestrian and bike-only access across Cedar Avenue, the proposed skyway will decrease their travel times as well as enhance their safety.

Vulnerable Populations: The skyway will provide a safe crossing across Cedar Avenue, a nine-lane

Principal Arterial with more than 50,000 ADT. 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 increase safety for existing users and encourage new users.

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):

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

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 in order to provide equitable access to trails, bikeways, and transit opportunities. The project is an opportunity to safely link people between existing neighborhoods and transit routes that lead to critical services, employment, and amenities (e.g., Dakota County Western Service Center and library, 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, 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.

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 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649860504547_147thStSkyway_SocioEconomic_2022.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.

Response:

The 165 new daily transit riders multiplied by 9.1 miles to the Mall of America Terminal would result in a reduction of approximately 1,500 Daily VMT. This would result in CO reduction of 3,585 units per day, NOX reduction of 240 units per day, CO2e reduction of 549,900 units per day, PM2.5 reduction of 7.5 units per day, and VOCs reduction of 45 units per day.

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

(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 improve the existing facilities at the 147th Street Station of the METRO Red Line in Apple Valley. The existing stations were built as 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 development of an 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 users' 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 users transferring between the northbound and southbound transit stations. Currently, transferring between these stations is time consuming 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 improved 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 the customer experience by providing more comfortable waiting areas, safe access across Cedar Avenue, and 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 and more than 50,000 ADT). The project area (1 mile buffer) has experienced a high number of pedestrian/bicycle crashes, including two fatalities and 54 crashes since 2013. Most of these crashes and both fatalities 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 currently 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 safely cross.

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 provide a safe crossing for pedestrians and bicyclists to overcome these transportation barriers.

Transit Users - Transit users who are also pedestrians at the beginning and end of their trips will have a safer 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 provide a safer experience for vehicles along the corridor, creating fewer 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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Significant community engagement surrounding this project has been conducted since the 2013 opening of the METRO Red Line. The City of Apple Valley worked with MnDOT to develop a public engagement plan for a Congestion Mitigation Plan for the Cedar Avenue (TH 77) corridor. MnDOT is leading the effort, which will explore multimodal options to reduce traffic congestion along the corridor. Apple Valley used 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, MNDOT hosted online open houses over the course of several months (August-September and January- February) to accommodate for social distancing protocols. An online survey was available to allow for input from community members after targeted outreach.

Response:

The Red Line Implementation Plan Update (2015) was conducted to reflect on the operational experience since 2013. The process involved two open houses and communication through mailers, press releases, email, and social media. There was also a series of three meetings with La Asamblea, a hispanic/latino advocacy organization. La Asamblea assisted in conducting a bus tour with 40 residents and their families. In addition to confirming transit needs, input focused on transit user experience needs such as this skyway.

Also, the Apple Valley Pedestrian and Bicycle Plan (2010) established a task force for public input. The task force was comprised of representatives of the Planning Commission, Parks and Recreation Advisory Committee, Traffic Safety Advisory Committee, and other stakeholder groups to garner support, review and analyze data, and provide

guidance on directions and priorities for policies on connectivity and filling of gaps in the city's trail and sidewalk system. City Staff and a team of consultants worked with the task force to conduct interviews, meetings, and workshops with pedestrians and bicyclists. Results of this engagement identified that Cedar Avenue is a barrier to safe pedestrian and bicycle commuting, and that a skyway at 147th Street should accommodate all bike and pedestrian use.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649861584367_147th Skyway Layout.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$48,000.00
Total Annual Capital Cost of Project	\$75,000.00
Total Annual Project Cost	\$123,000.00

Annual capital operating cost is calculated by taking the \$5.258 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
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Other Attachments

File Name	Description	File Size
Att1b_Existing Conditions Images_147th Street Station.pdf	Existing conditions photographs	983 KB
Att2a_Map Exhibit_147th Street Station Skyway.pdf	Map identifying project location	3.3 MB
County Board Resolution No. 22-144.pdf	Dakota County resolution	79 KB
Letter Of Support_ Metro Transit.pdf	Letter of support from Metro Transit	172 KB
Letter Of Support_Dakota County to Apple Valley 147th 4.11.22.pdf	Dakota County letter of support	490 KB
One-page Project Summary_147th St Station.pdf	One page project summary	1.3 MB
Resolution - Support for 2022 Regional Solicitation Grant Applications.pdf	AV Council Resolution of Support	39 KB

Population/Employment Summary

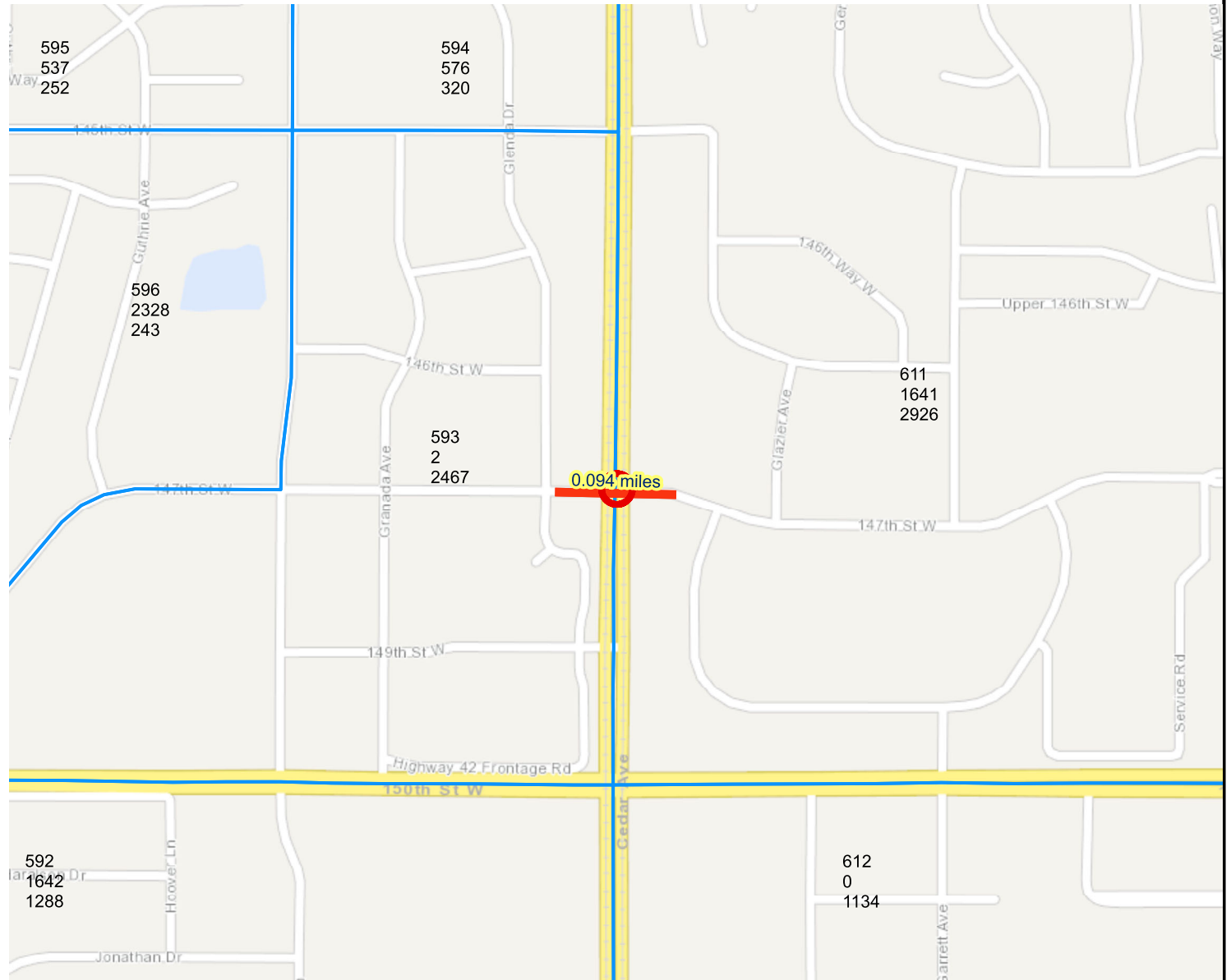
Transit Modernization Project: Apple Valley Red Line BRT 147th St. Station Skyway | Map ID: 1649273072582

Results

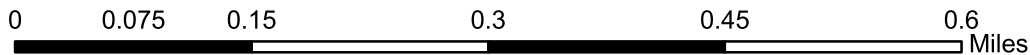
Within QTR Mile of project:
 Total Population: 3285
 Total Employment: 7815
 Postsecondary Students: 0

Within HALF Mile of project:
 Total Population: 7213
 Total Employment: 8952
 Postsecondary Students: 0

Within ONE Mile of project:
 Total Population: 24715
 Total Employment: 11361



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/6/2022
 LandscapeRSA4

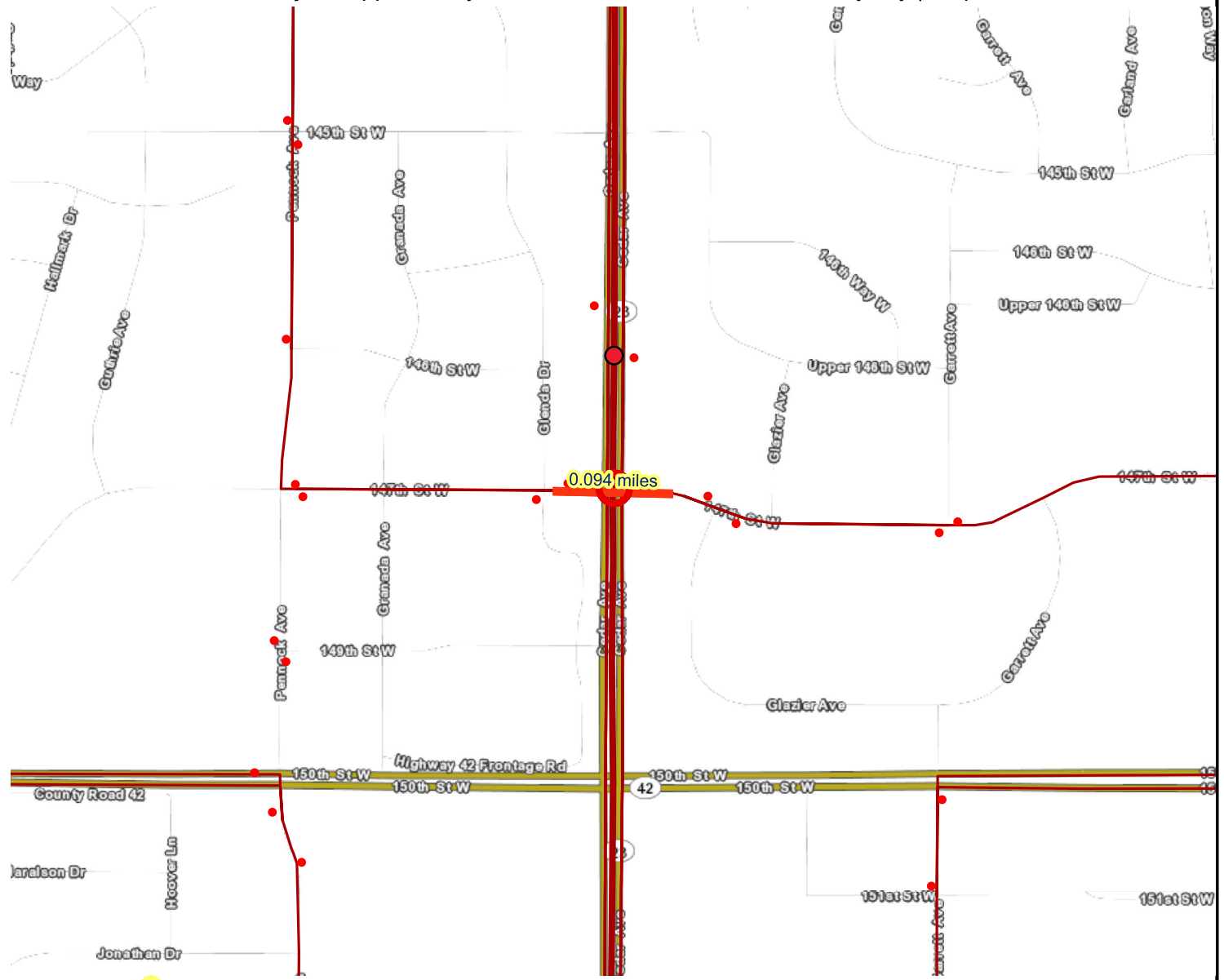


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Modernization Project: Apple Valley Red Line BRT 147th St. Station Skyway | Map ID: 1649273072582



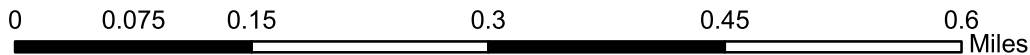
Results

Transit with a Direct Connection to project:
440 442 475 477 480 903

*indicates Planned Alignments

Transit Market areas: 8

- | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | |



Created: 4/6/2022
LandscapeRSA3



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



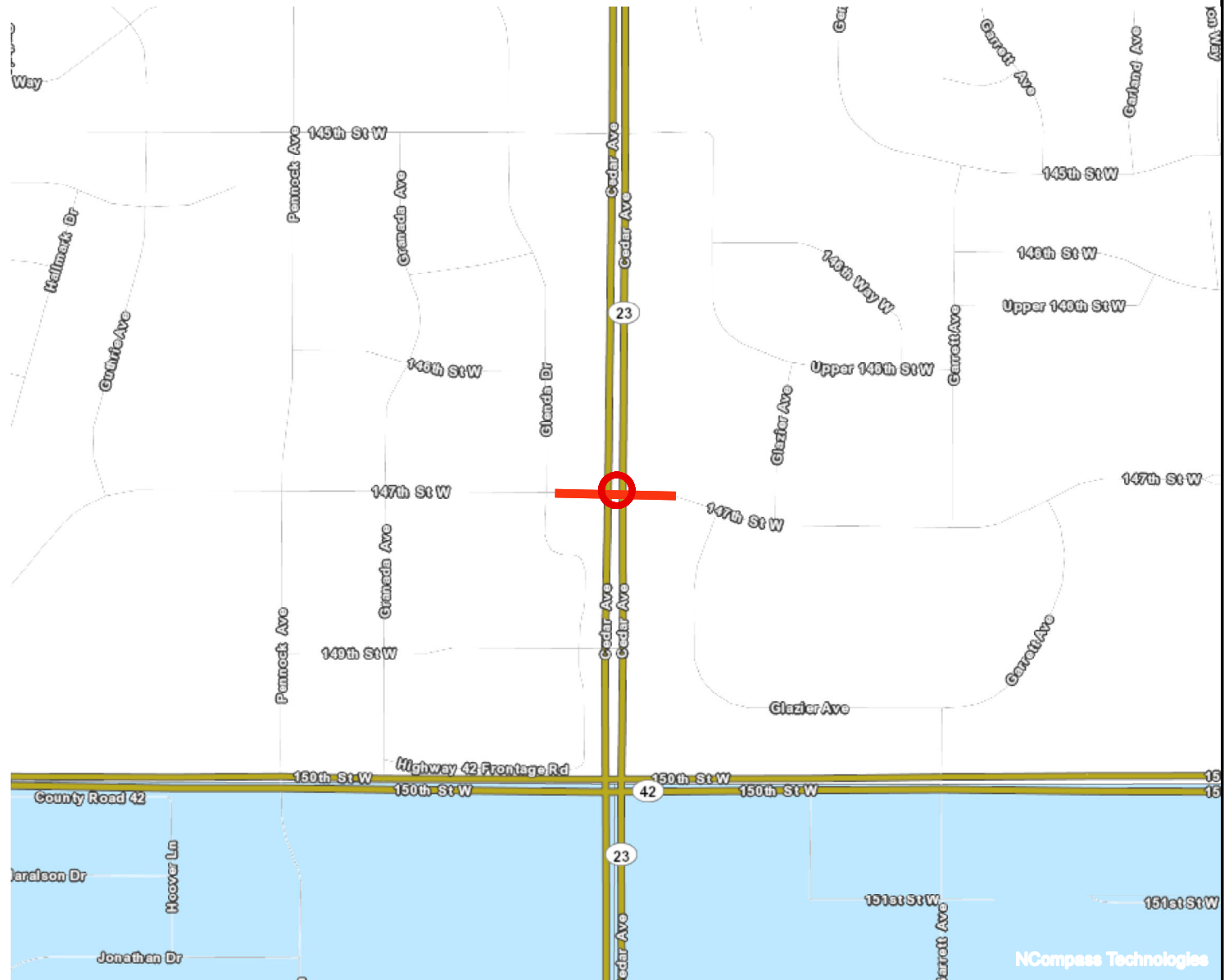
Socio-Economic Conditions





Transit Modernization Project: Apple Valley Red Line BRT 147th St. Station Skyway | Map ID: 1649273072582

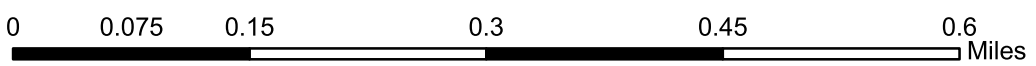
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 495

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area

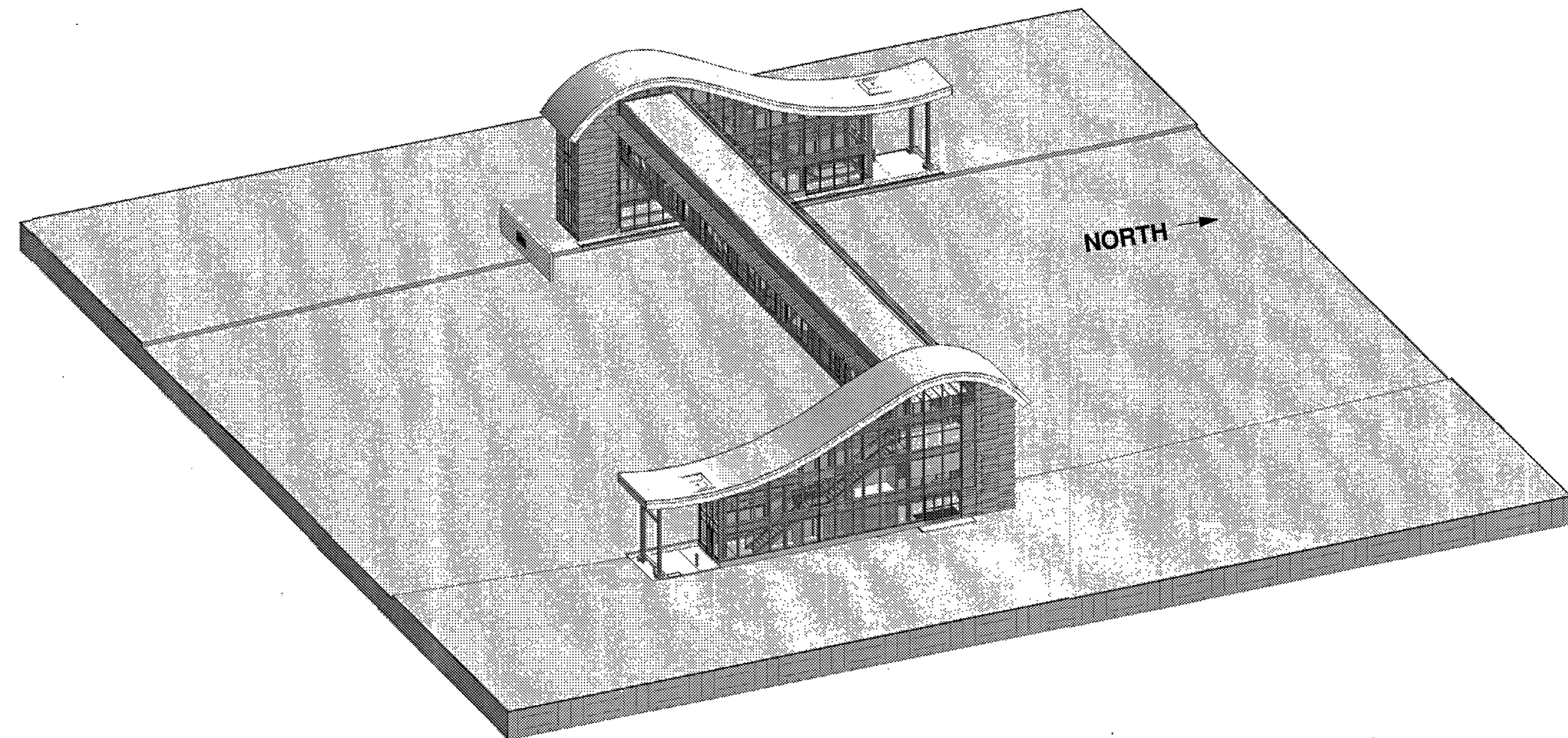


Created: 4/6/2022
LandscapeRSA2

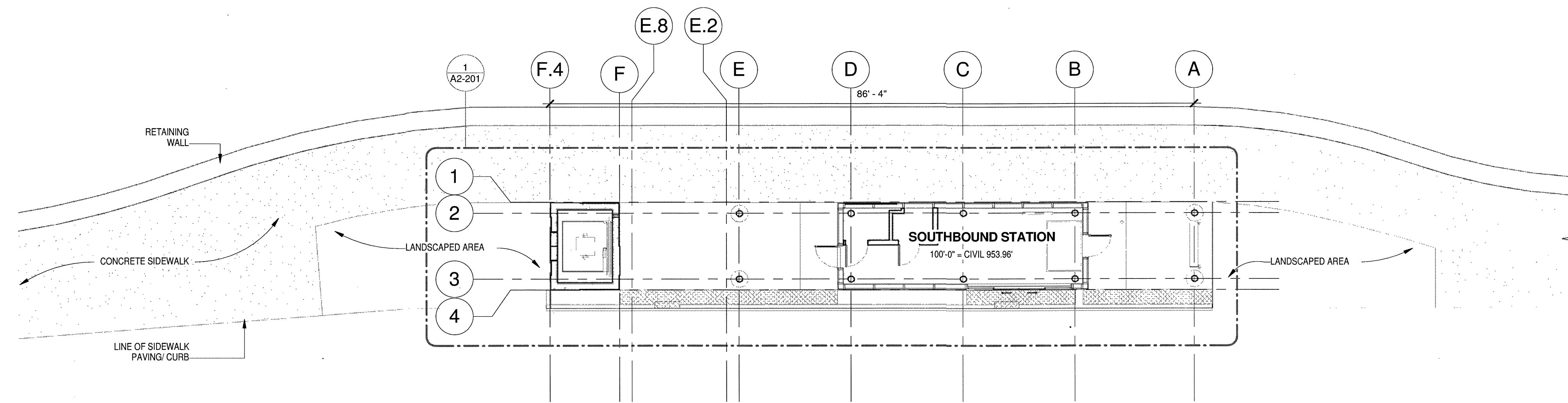


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissite/notice.aspx>



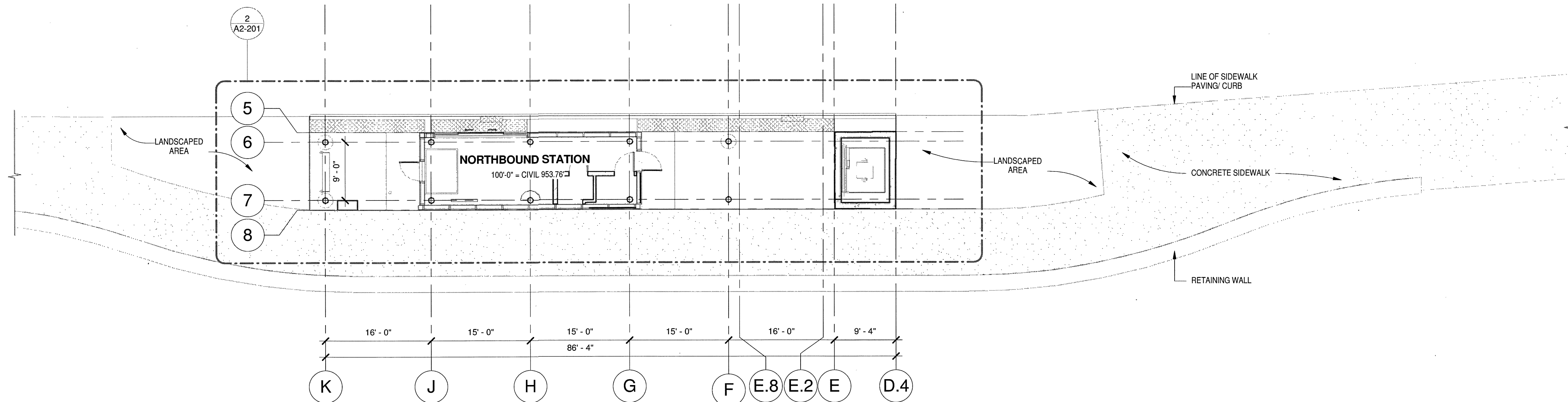


1 si001 3D - SITE IMAGE (Shown w/ Skyway Alternate)
A2-012 SCALE:



CEDAR AVENUE

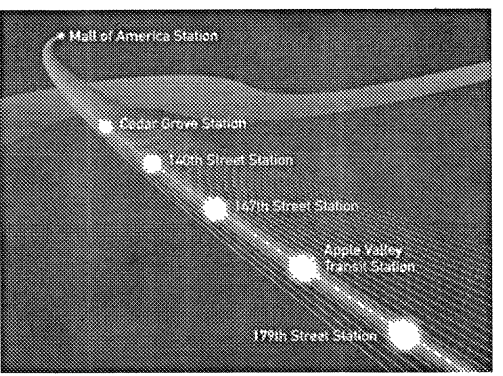
DASHED LINES INDICATE FUTURE SKYWAY (STREET WIDTH NOT TO SCALE)



2 KEY SITE PLAN
A2-012 SCALE: 1" = 10'-0"

RED LINE - BRT 140th AND 147th STATION STOPS

MTC PROJECT NO. 95793



Lukon 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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Signature: *William D. Hickey*
Name: William D. Hickey, AIA
Date: 8.8.2012 Reg. No.: 20111

Revisions	

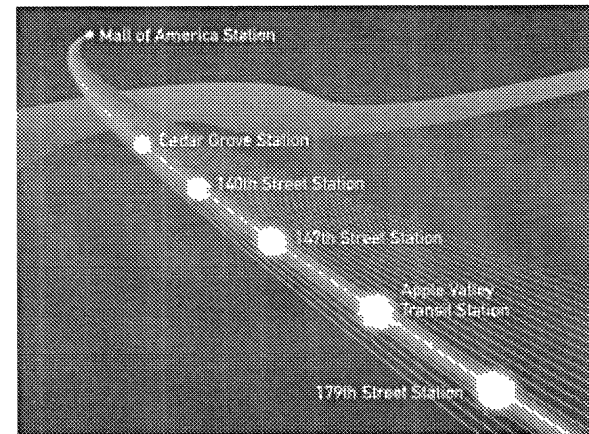
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1 ISSUED FOR BID	8/8/2012
NO. ISSUE DATE	
Date	
Job Number	11102.00
Drawn	jsk
Checked	jsk
Approved	

ARCHITECTURAL
SITE KEY PLAN,
147th

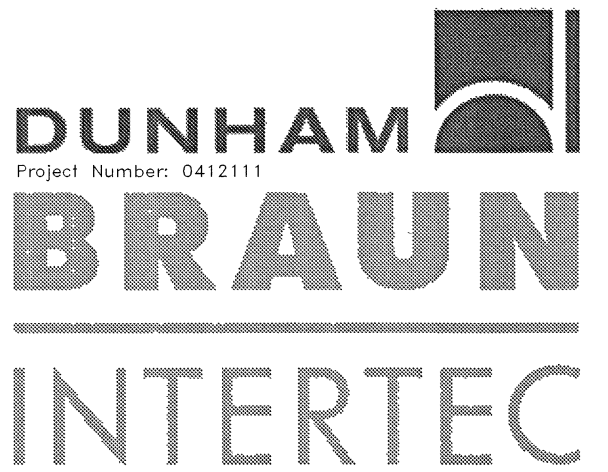
Sheet
A2-012

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

MTC PROJECT NO. 35793



Lukan Architecture



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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:

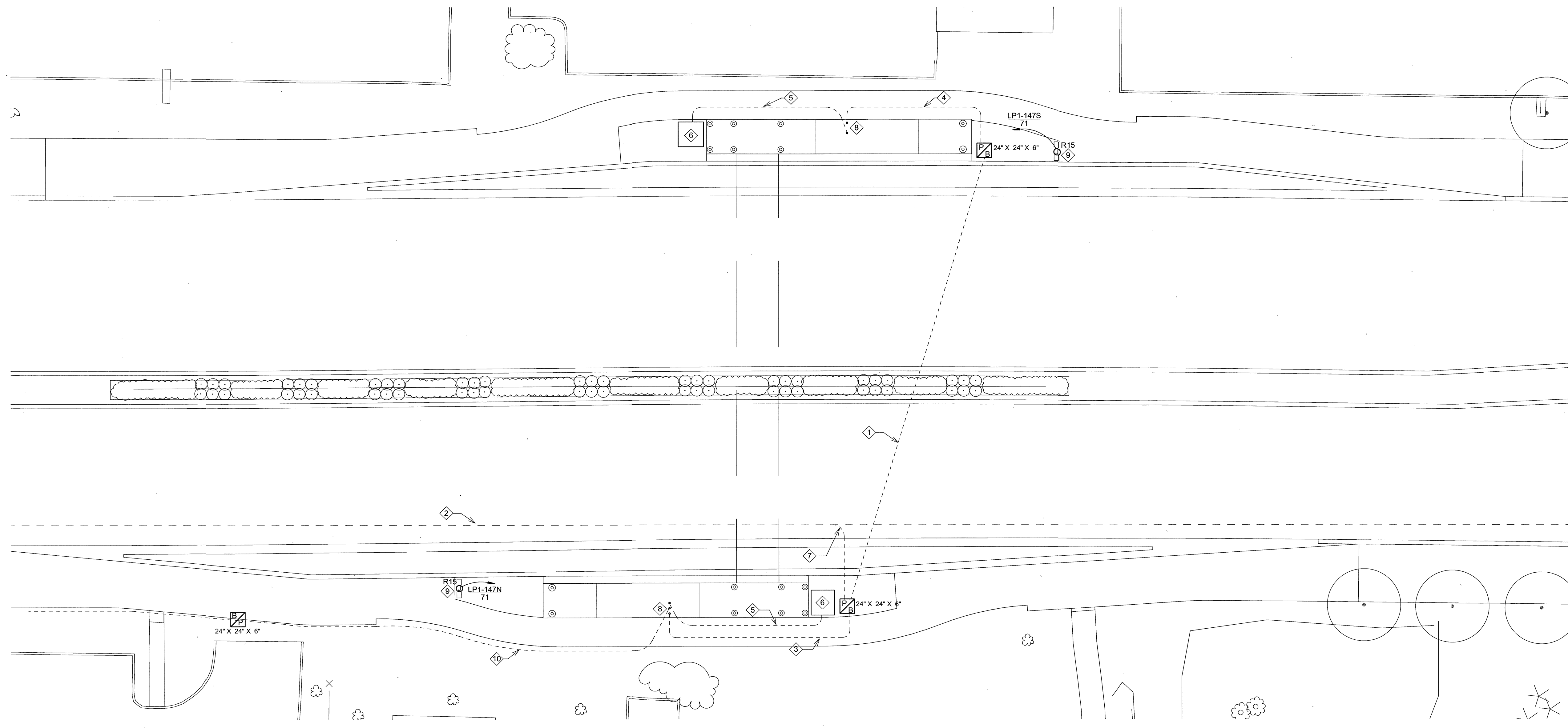
- ⑧ PROVIDE SLEEVES THROUGH STRUCTURAL FOUNDATION. COORDINATE WITH GENERAL CONTRACTOR.
- ⑨ APPROXIMATE LOCATION OF MONUMENT SIGN. PROVIDE (1) 1" C STUBBED UP BELOW ASSOCIATED COMMUNICATIONS CABINET FOR DATA CONNECTION. PROVIDE (1) 1" C-2#10-#10 GND TO ASSOCIATED ELECTRICAL PANEL. CIRCUIT TO ROUTE VIA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

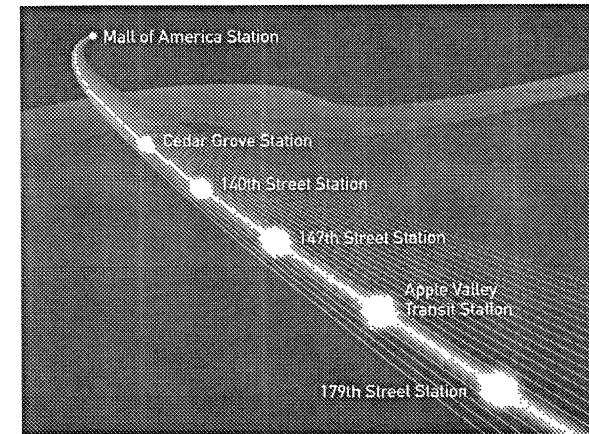
- A. INFORMATION SHOWN REGARDING WORK PROVIDED AS PART OF THE ROADWAY PROJECT IS FOR REFERENCE ONLY. VERIFY FINAL INSTALLATION REQUIREMENTS, SIZES, AND LOCATIONS.
- B. STUB UP LOCATIONS SHOWN ON SITE PLAN ARE APPROXIMATE. SEE ELECTRICAL POWER AND SIGNAL PLANS FOR FINAL LOCATIONS.



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**

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

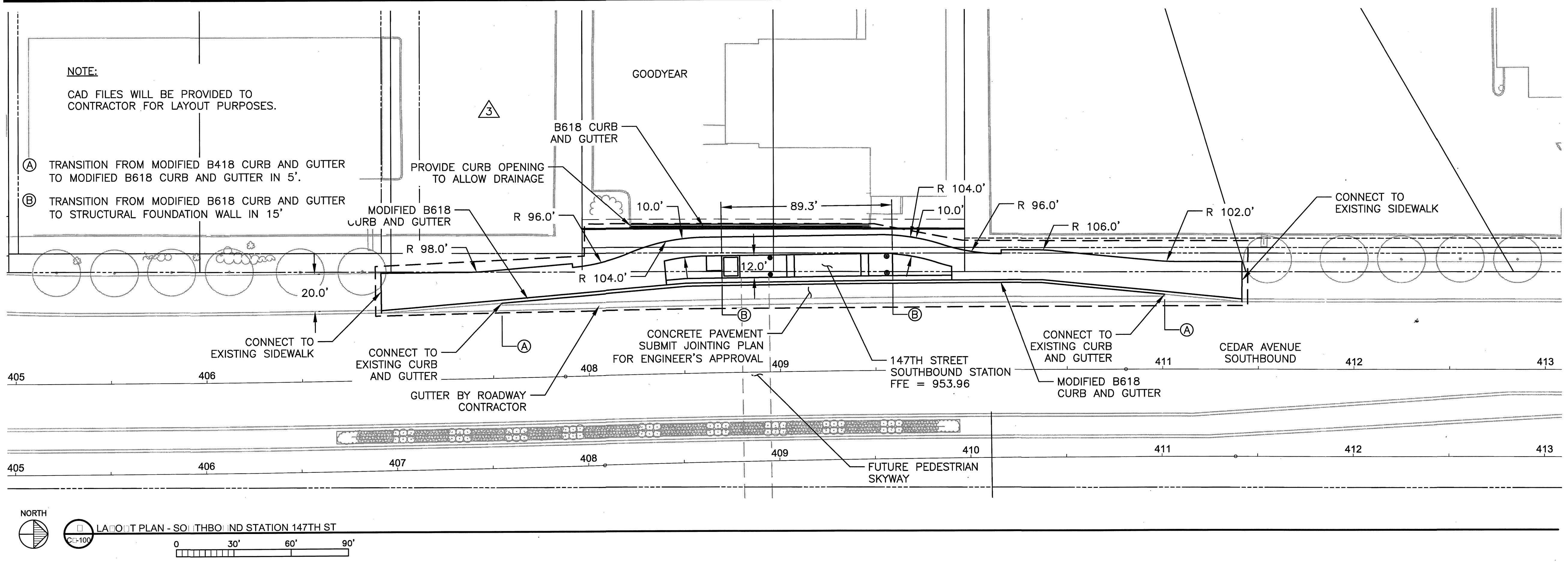
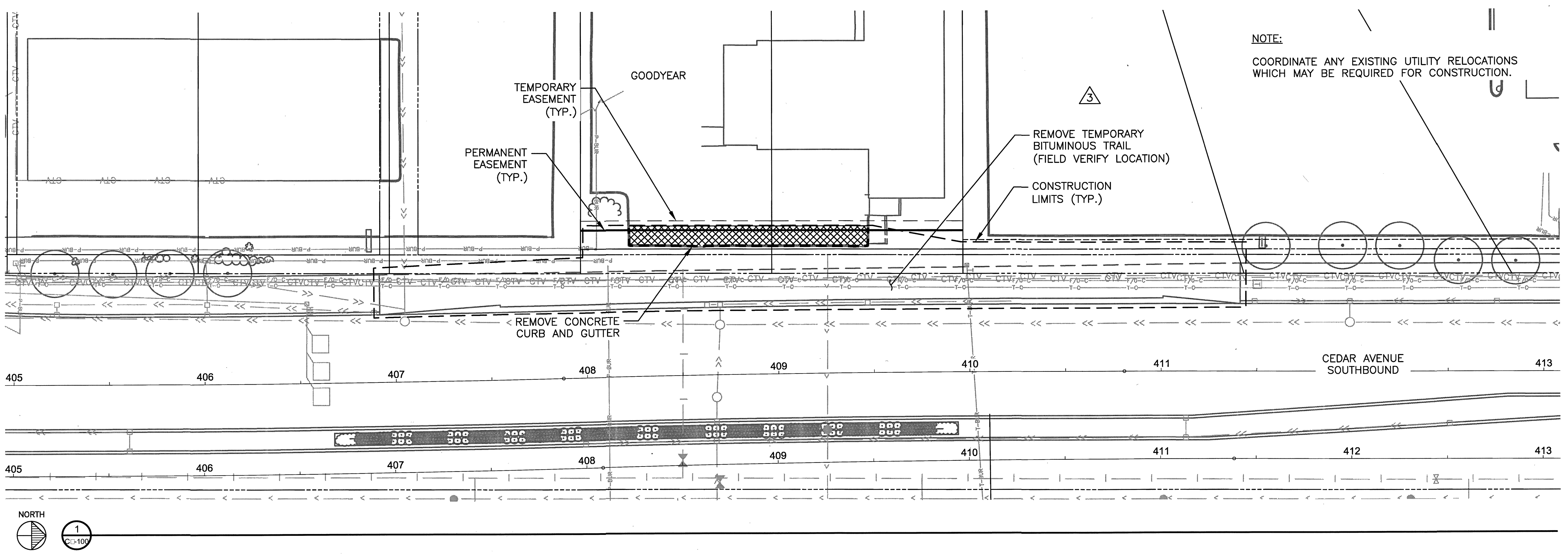
Revisions	
No.	Issue
4	CONFORMED SET 9/21/12
3	ADDENDUM 1 8/21/12
2	ISSUED FOR BID 8/08/12
1	REVIEW 7/25/12

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

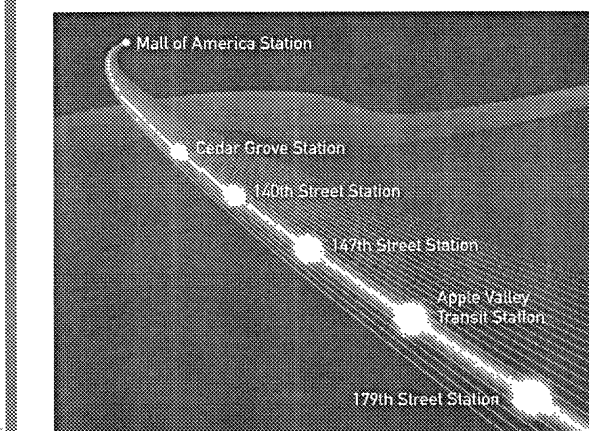


- NOTE:**
CAD FILES WILL BE PROVIDED TO CONTRACTOR FOR LAYOUT PURPOSES.
- (A) TRANSITION FROM MODIFIED B418 CURB AND GUTTER TO MODIFIED B618 CURB AND GUTTER IN 5'.
 - (B) TRANSITION FROM MODIFIED B618 CURB AND GUTTER TO STRUCTURAL FOUNDATION WALL IN 15'.

Sep 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



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Consulting Group, Inc.



Lukem Architecture

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BRAUN
INTERTEC**

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Signature: *Michael C. Aaron*
Name: MICHAEL C. AARON
Date: 8/08/2012 Reg. No.: 23721

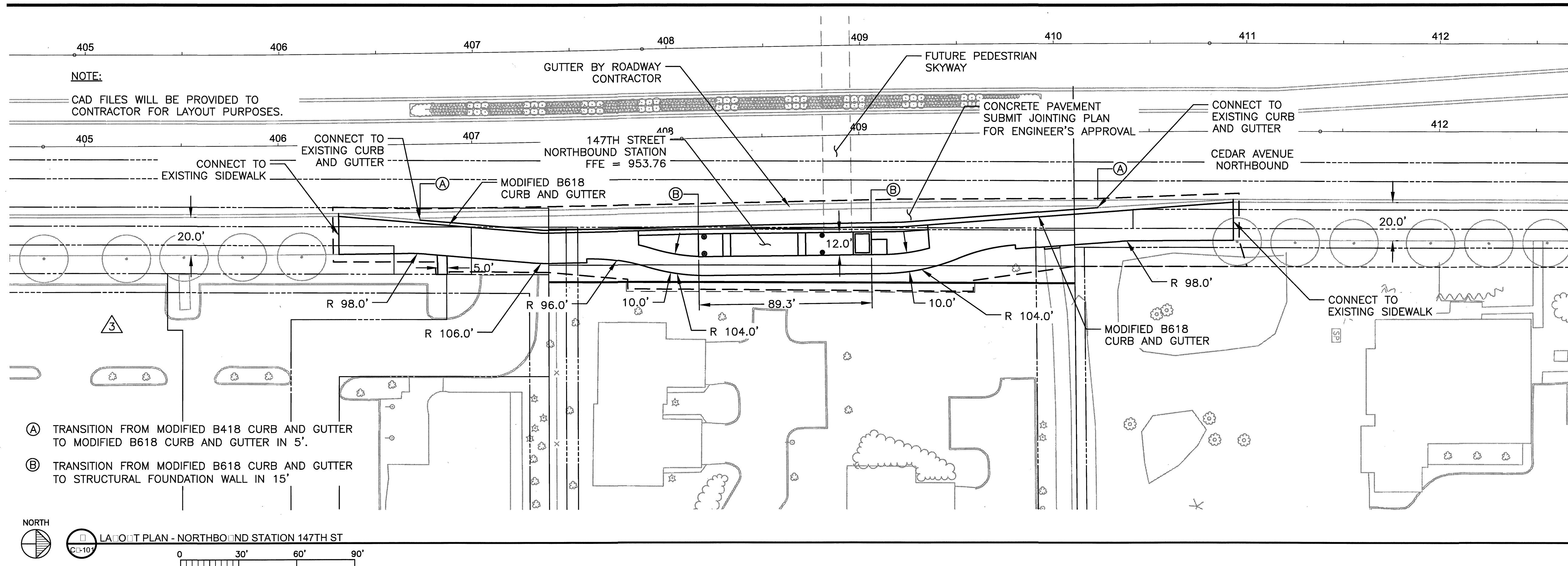
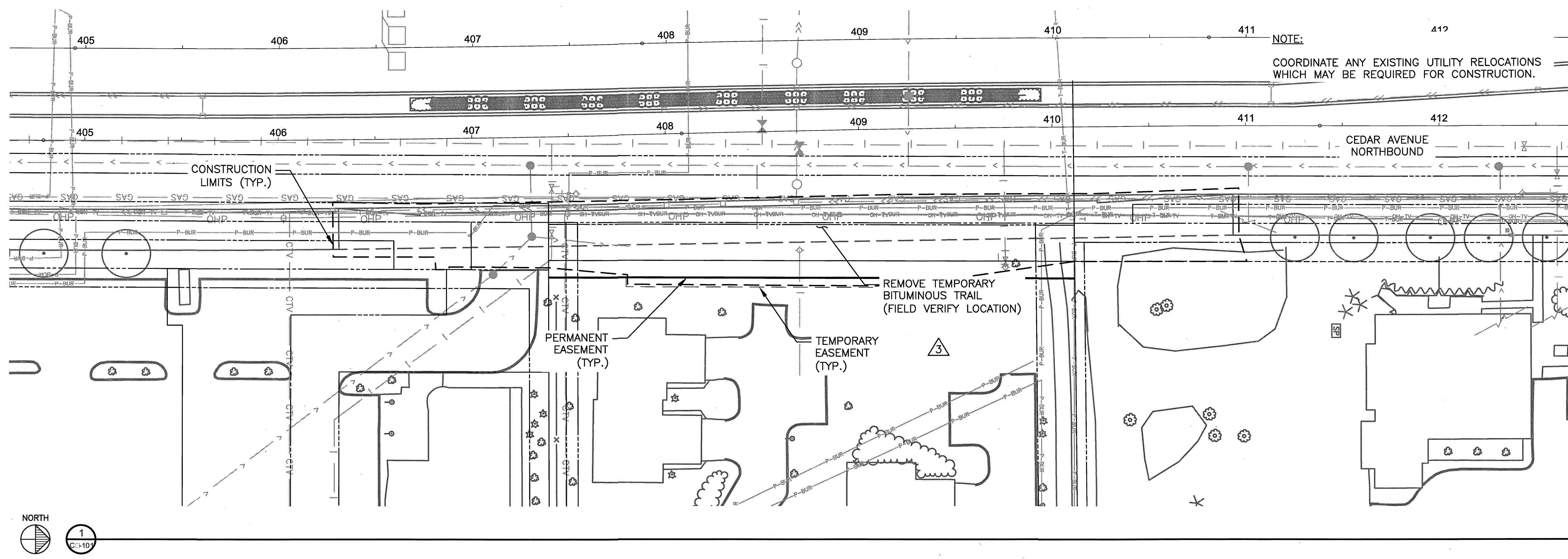
Revisions		
NO.	ISSUE	DATE
4	CONFORMED SET	9/21/12
3	ADDENDUM 1	8/21/12
2	ISSUED FOR BID	8/08/12
1	REVIEW	7/25/12

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

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

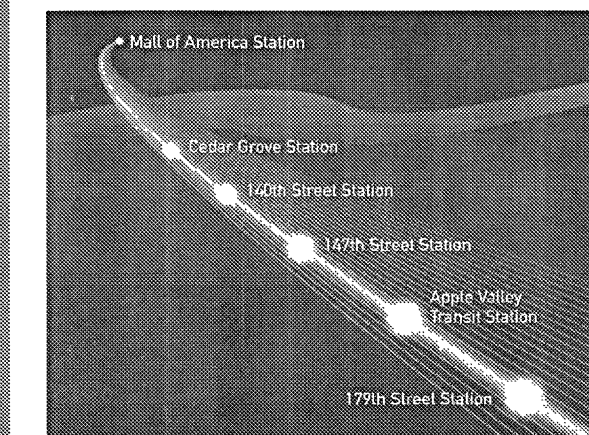
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C2-101

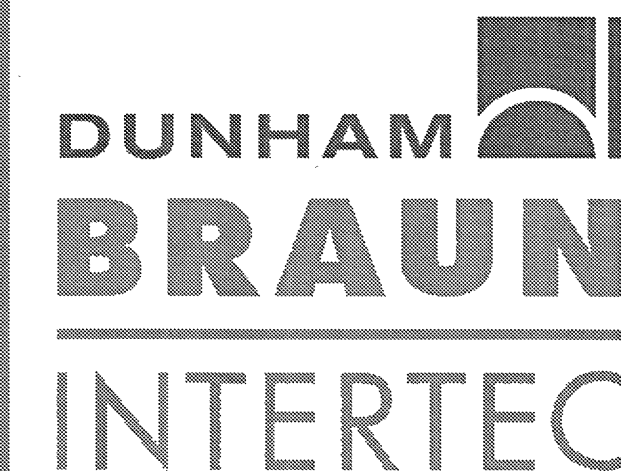


**RED LINE - BRT
140TH AND 147TH
STATION
STOPS**

MTC PROJECT NO. 35793



Lubken Architecture



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

Revisions

NO.	ISSUE	DATE
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3	ADDENDUM 1	8/21/12
2	ISSUED FOR BID	8/08/12
1	REVIEW	7/25/12

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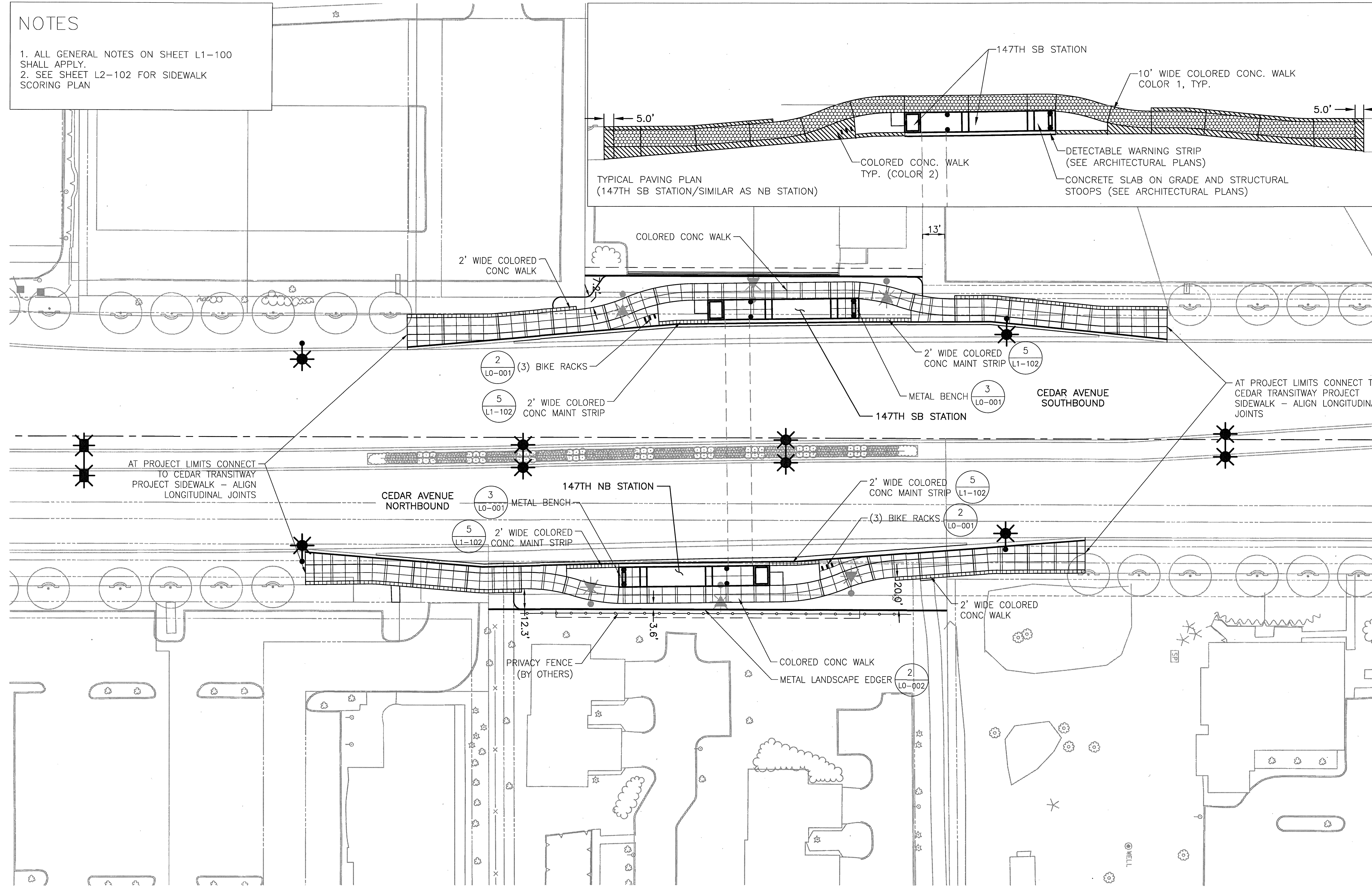
Date	9/21/2012
Job Number	0117858
Drawn	SJ
Checked	TW
Approved	MJ

**STREETSCAPE PLAN
147TH STREET
STATIONS**

Sheet

L2-100

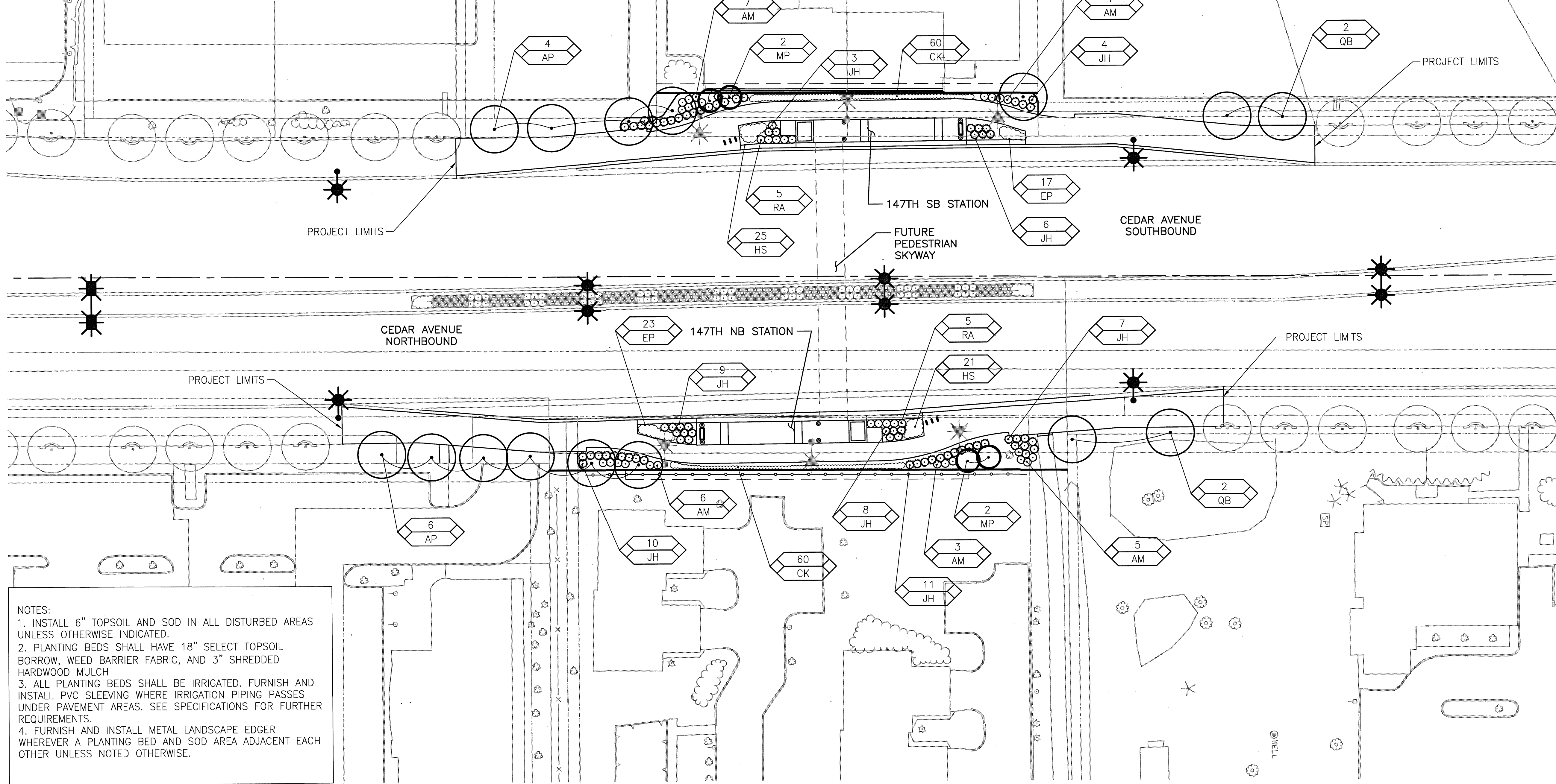
NOTES
1. ALL GENERAL NOTES ON SHEET L1-100 SHALL APPLY.
2. SEE SHEET L2-102 FOR SIDEWALK SCORING PLAN



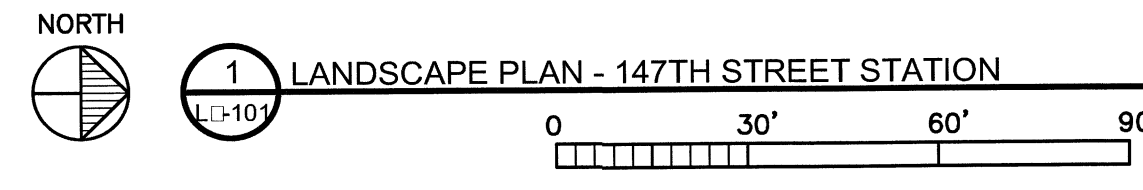
1 STREETSCAPE PLAN - 147TH STREET STATION
Scale: 0 30' 60' 90'

Sep 19, 2012 - 8:00am
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ppb01

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



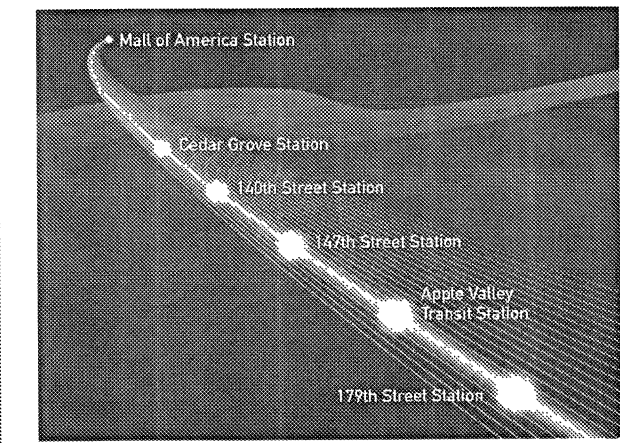
NOTES:
 1. INSTALL 6" TOPSOIL AND SOD IN ALL DISTURBED AREAS UNLESS OTHERWISE INDICATED.
 2. PLANTING BEDS SHALL HAVE 18" SELECT TOPSOIL BORROW, WEED BARRIER FABRIC, AND 3" SHREDDED HARDWOOD MULCH
 3. ALL PLANTING BEDS SHALL BE IRRIGATED. FURNISH AND INSTALL PVC SLEEVING WHERE IRRIGATION PIPING PASSES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



Sep 19, 2012 - 8:02am
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 pfganz

**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

Apple Valley Red Line BRT 147th Street Station Skyway

Transit Modernization



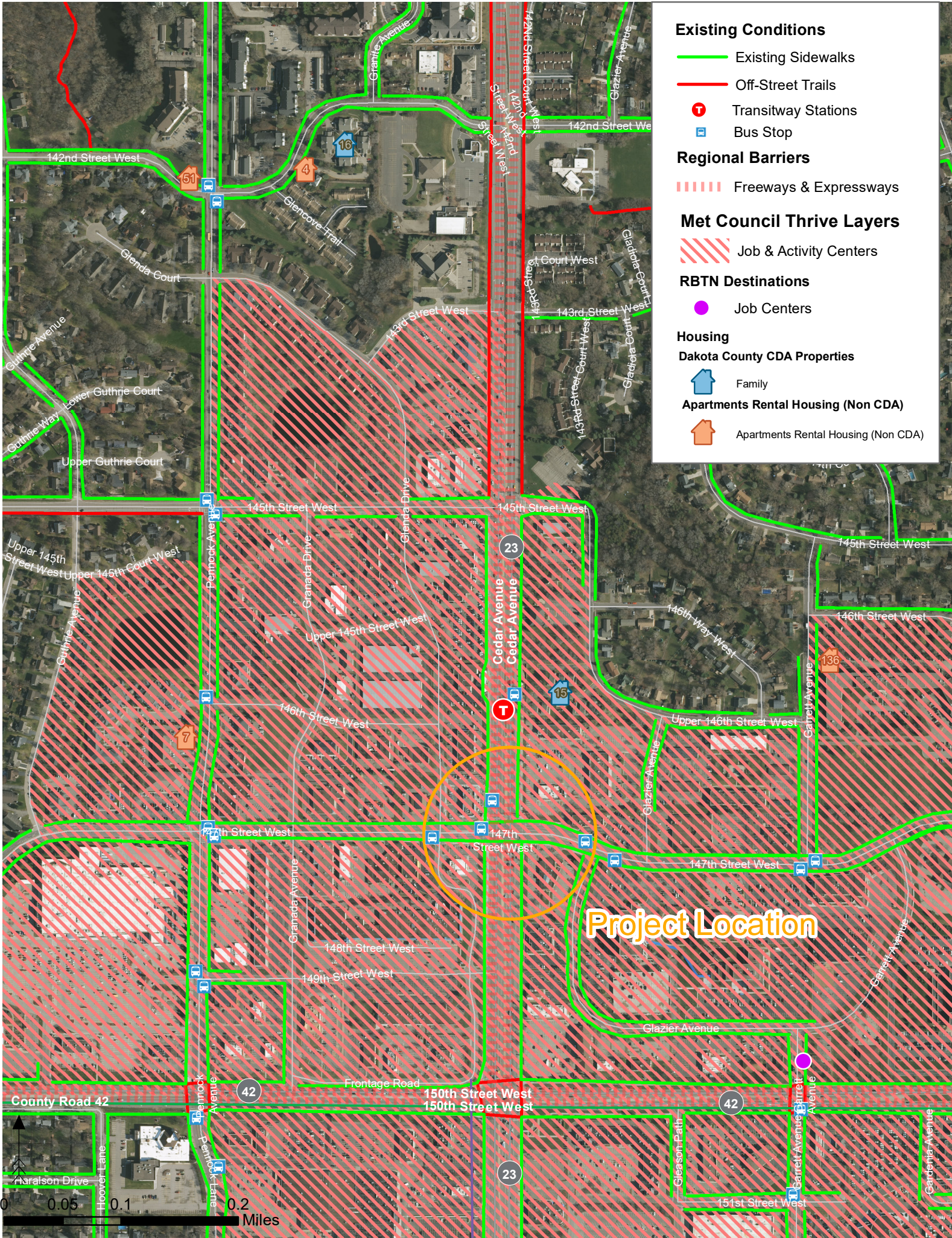
Existing Conditions: Cedar Avenue southbound, approaching 147th Street Station



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



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

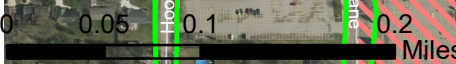
Dakota County CDA Properties

- Family

Apartments Rental Housing (Non CDA)

- Apartments Rental Housing (Non CDA)

Project Location



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

April 5, 2022

Resolution No. 22-144

Motion by Commissioner Hamann-Roland

Second by Commissioner Atkins

Approval Of Grant Application Submittals For 2022 Regional Federal Funding Solicitation And Rebuilding American Infrastructure With Sustainability And Equity Grant Program

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

WHEREAS, the U.S. Department of Transportation is requesting project submittals for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program; and

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

WHEREAS, the RAISE federal grant program in rural areas funds up to 100 percent of project costs and 80 percent of project costs in urban areas; and

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

WHEREAS, project submittals are due on April 14, 2022; 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 TAB for federal funding:

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township and Rosemount
- 2) CSAH 46 (160th Street) from 1,300 feet west of General Sieben Drive to Highway 61 in Hastings
- 3) CSAH 42 (150th Street) from Redwood Drive to 147th Street in Apple Valley
- 4) CSAH 26 (Lone Oak Road) from TH 13 to Interstate 35E in Eagan
- 5) CSAH 46 (160th Street) at CSAH 85 (Goodwin Avenue) in Nininger and Vermillion Townships
- 6) CSAH 60 (185th Street) from CSAH 50 (Kenwood Trail) to Ipava Avenue in Lakeville
- 7) CSAH 63 (Delaware Avenue) Trail from TH 62 to Marie Avenue in Mendota Heights and West St. Paul
– Safe Routes To School

STATE OF MINNESOTA
County of Dakota

	YES		NO
Slavik	<u> X </u>	Slavik	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

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 5th day of April 2022, 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 5th day of April 2022.

Jeni Reynolds

Clerk to the Board

- 8) CSAH 63 (Delaware Avenue) Trail from Marie Avenue to TH 149 (Dodd Road) in Mendota Heights and West St. Paul
- 9) Minnesota River Greenway – Railroad Overpass in Eagan
- 10) River to River Greenway from TH 149 trail and TH 149 underpass in Mendota Heights
- 11) Mendota to Lebanon Hills Greenway - TH 149 South in Mendota Heights
- 12) Veterans Memorial Greenway from TH 3 to CSAH 32 (Cliff Road) in Eagan and Inver Grove Heights
- 13) CSAH 23 (Cedar Avenue) pedestrian overpass at 140th Street in Apple Valley
- 14) CSAH 42 Trail and Underpass from 145th Street to Dakota County Technical College in Rosemount

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittals to TAB for federal funding:

- 1) Nicollet Avenue and TH 13 interchange in Burnsville
- 2) CSAH 23 (Cedar Avenue) pedestrian overpass at 147th Street in Apple Valley – Transit Modernization
- 3) CSAH 9 (Dodd Boulevard) Trail from 210th Street to CSAH 50 (Kenwood Trail) in Lakeville
- 4) CSAH 73 (Babcock Trail) Trail from Upper 55th St. to I-494 in Inver Grove Heights
- 5) Lake Marion Greenway from Sunset Park to Rose Bluffs in Burnsville
- 6) Lake Marion Greenway from Ritter Farm to downtown in Lakeville
- 7) North Creek Greenway from 199th St. W to Rambling River Park in Farmington

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led project for submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) County State Aid Highway (CSAH) 46 (160th Street/Brandel Drive) from Trunk Highway (TH) 3 to TH 52 in Coates, Empire Township, and Rosemount
- 2) Mississippi River Greenway Trail, Rosemount east segment

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following city led submittal to U.S. Department of Transportation for the RAISE grant program:

- 1) TH 13 and Nicollet Avenue grade-separated intersection in Burnsville

; 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	_____
Gaylord	<u> X </u>	Gaylord	_____
Halverson	<u> X </u>	Halverson	_____
Atkins	<u> X </u>	Atkins	_____
Workman	<u> Absent </u>	Workman	_____
Holberg	<u> X </u>	Holberg	_____
Hamann-Roland	<u> X </u>	Hamann-Roland	_____

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 5th day of April 2022, 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 5th day of April 2022.



Clerk to the Board



Physical Development Division
Steven C. Mielke, Director

April 11, 2022

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: 2022 Regional Solicitation Application Letter of Support for
Pedestrian Skyway over CSAH 23 at 147th Street BRT Station

Dear Ms. Koutsoukos:

Dakota County supports 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. Attached is the County Board resolution supporting the project.

The City has shared with us and the County approves the layout of the project.

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

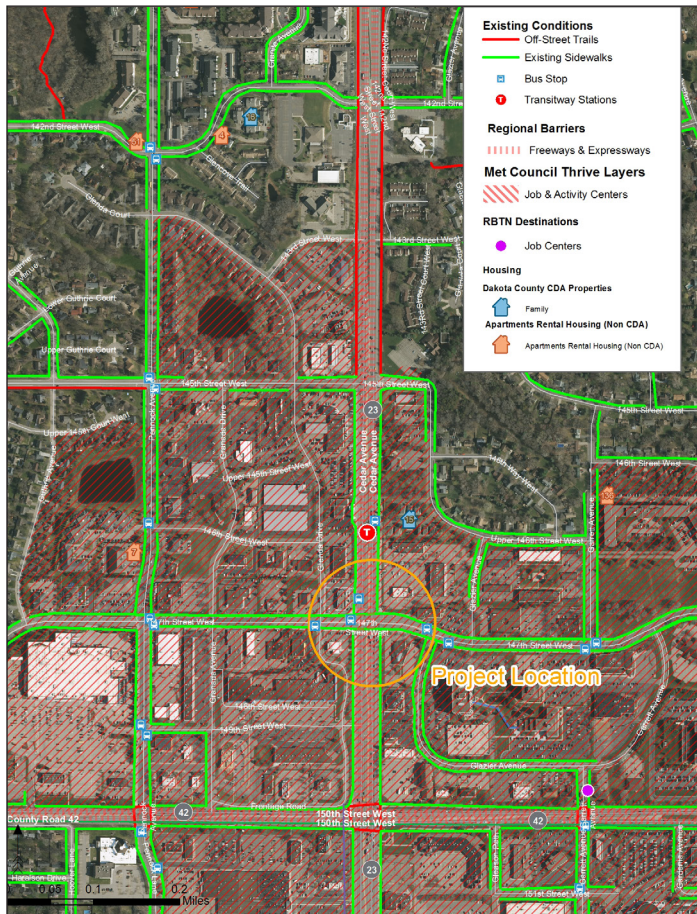
Sincerely,

A handwritten signature in blue ink that reads "Erin Laberee".

Erin Laberee
County Engineer

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	\$4,206,400
Total Project Cost:	\$5,258,000

PROJECT DESCRIPTION

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, 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 to connect the two stations, thus providing transit riders and pedestrians a safe way to cross Cedar Avenue (49,000 – 55,000 ADT) without interacting with traffic.

PROJECT BENEFITS

- » The “shovel ready” 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users.
- » The skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.
- » The skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.
- » The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development.



Renderings/Concepts

CITY OF APPLE VALLEY
RESOLUTION NO. 2022-41

APPROVE RESOLUTION OF SUPPORT FOR 2022 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. Red Line BRT Skyway at the 147th Street Station
2. Red Line BRT Pedestrian Bridge at 140th Street
3. CSAH 42 (150th Street) from Redwood Drive to 147th Street

ADOPTED this 24th day of March, 2022.



Clint Hooppaw, Mayor

ATTEST:



Pamela J. Gackstetter, City Clerk