



Application

01975 - 2014 Transit System Modernization

01999 - Apple Valley Transit Station Modernization

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

Name:* Jane Kansier
Salutation First Name Middle Name Last Name

Title: Senior Project Manager

Department: Minnesota Valley Transit Authority

Email: jkansier@mvta.com

Address: 100 East Highway 13

***:** Burnsville Minnesota 55337
City State/Province Postal Code/Zip

Phone:* 952-230-1256
Phone Ext.

Fax: 952-882-7600

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

Organization Information

Name: MN VALLEY TRANSIT AUTH

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: 100 E HWY 13

* BURNSVILLE Minnesota 55337
City State/Province Postal Code/Zip

County: Dakota

Phone:* 612-882-7500
Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Apple Valley Transit Station Modernization

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

Apple Valley Transit Station (AVTS) is a transit station with a park-and-ride facility located along Cedar Avenue in the City of Apple Valley. METRO Red Line, a service jointly operated by the Metropolitan Council, Dakota County and Minnesota Valley Transit Authority (MVTA), along with six other MVTA local and express bus routes serve the facility. Bus routes that connect to AVTS serve over 814,000 passengers per year. This project proposes to add two levels to the park-and-ride facility, expanding its capacity by 330 spaces.

The facility has a total of 768 spaces in a combination of structured and surface parking. In recent years AVTS has operated near capacity, with typical usage rates over 98 percent. With the commencement of the Red Line BRT service in June 2013, AVTS is consistently operating beyond its design capacity for park-and-ride users.

Therefore, park-and-ride users must rely on less convenient overflow lots and bus layover facilities adjacent to the site, or must continue their trip via automobile if they cannot find adequate parking. According to the 2030 Regional Park-and-Ride Plan, demand for express bus service on the TH 77 corridor will increase by 108 percent between now and 2030 (current park-and-ride capacity on TH 77 express bus corridors is 1,692, with a forecasted demand for 3,500 spaces in 2030). Investing in AVTS will meet both immediate and future needs on the corridor. As part of the project, improvements will be made to the lighting of the facility, and pedestrian connections will be added to surrounding retail areas.

AVTS offers express service, including reverse commute trips, to the regions three largest job centers (downtown Minneapolis, downtown St. Paul, and the I-494 Corridor), and the University of Minnesota. Local service connects to neighboring cities and the VA Medical Center, and provides a

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

direct link to the regional transitway network via METRO Red Line which allows transfers to the METRO Blue Line at Mall of America Transit Station and connections to MSP Airport. There are links to major employers, schools, and community facilities via local bus or by walking, including Fairview Ridges Hospital, downtown Burnsville, and City of Apple Valley Facilities (library, city hall, high school). AVTS is a key connection point for people that need to access economically vital resources, and affords them the flexibility to do so without access to an automobile.

Improvements at AVTS will also catalyze planned transit-oriented development in Apple Valley, by allowing MVTA to vacate the Gaslight Site immediately to the southeast. AVTS also serves areas with relatively high proportions of people who rely on transit, and its services provide meaningful access to those that commute both to and from Dakota County.

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

Project Length (Miles) 0.36

Connection to Local Planning:

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 MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

1) 2030 Transportation Policy Plan, Chapter 8, Section 12d, p.117 Transit providers will work with cities to expand regional park-and-ride facilities to support service expansion as expected growth occurs within express corridor areas and along dedicated transitways." 2) 2030 Regional Park-and-Ride Plan, Chapter 2, p. 15, demand forecasts for Hwy 77 South.

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$5,288,000.00

Match Amount \$1,322,000.00

Minimum of 20% of project total

Project Total \$6,610,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Metropolitan Council Regional Transit Capital Funds

Preferred Program Year

Select one: 2019

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency Minnesota Valley Transit Authority

Zip Code where Majority of Work is Being Performed 55124

(Approximate) Begin Construction Date 03/01/2019

(Approximate) End Construction Date 12/31/2019

LOCATION

From:
(Intersection or Address) 15450 Cedar Avenue, Apple Valley, MN 55124

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address) 15450 Cedar Avenue, Apple Valley, MN 55124

Type of Work Park-and-Ride, Ped Ramps, Sidewalk, Lighting

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

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	\$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	\$10,000.00
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	\$10,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$6,600,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$6,600,000.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$6,610,000.00
Construction Cost Total	\$6,610,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

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

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000.

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

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

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

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

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

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

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

Transit and TDM Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

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

For Transit Expansion Projects Only

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

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

3. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial funding period.

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

4. 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. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

Other Attachments

File Name	Description	File Size
2014 11 24 RTC Match Letter - MVTA AVTS Expansion (2).pdf	Letter of support affirming non-federal share of funding, Metropolitan Council RTC.	2.1 MB
Apple Valley Letter of Support.pdf	Letter of support from City of Apple Valley.	72 KB
AVTS Letter of Support.pdf	MVTA Letter of Support	248 KB
AVTS.pdf	AVTS signed environmental documentation and attachments	2.0 MB
AVTS_PandR Market.pdf	Metropolitan Council generated maps showing the population/markets served by Apple Valley Transit Station service.	3.4 MB
AVTS_site.pdf	Metropolitan Council generated maps showing the Apple Valley Transit Station project site.	2.3 MB
Figure01_AVTS_ConnectingRoutes.pdf	Map of transit routes connecting to Apple Valley Transit Station.	811 KB
Figure02_AVTS_Site.pdf	AVTS Modernization -- Project Location Map	950 KB
Figure03_AVTS_ParknRideUsers.pdf	Map of Apple Valley Transit Station users.	695 KB
Final DCRRRA Support Letter.pdf	Letter of Support from Dakota County Regional Rail Authority	69 KB

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

Select all that apply:

Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Job Concentration	Yes
Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of a Manufacturing/Distribution Location	Yes
Direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an Educational Institution	Yes
Project provides a direct connection to or within 1/4 mile (bus stop) or 1/2 mile (transitway station) of an existing local activity center identified in an adopted county or city plan	Yes

City or County Plan Reference

Note: Transitways offer travel time advantages for transit vehicles, improve transit service reliability, and increase the convenience and attractiveness of transit service. Transitways are defined in the 2030 Transportation Policy Plan to include commuter rail, light rail, highway and arterial bus rapid transit, and express bus with transit advantages. Eligible transitway projects are those that have a mode and alignment identified in the 2030 Transportation Policy Plan.

Response (Limit 700 characters; approximately 100 words)

The City of Apple Valley 2030 Comprehensive Plan identifies the site of AVTS as a mixed-use area that will continue to serve as an activity center for the community. Retail centers and civic facilities are accessible to the station and within ¼ mile.

Upload Map

ParkandRide3_Economy.pdf

Measure B: Project Location Relative to Population

Completed by Metropolitan Council Staff

Existing Population (Integer Only)

220,117

Upload Map

ParkandRide_PopEmp2.pdf

Measure C: Transit Ridership

Existing transit routes directly connected to the project

420, 440, 442, 475, 476, 477, 479, 480, METRO Red Line

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2030 TPP)

N/A

Upload Map

PandRSite_Transit.pdf

Response

Met Council Staff Data Entry Only

Route Ridership

965188.0

Transitway Ridership

803000.0

Measure A: Total Annual Project Cost per Rider

Total Annual Operating Cost

\$0.00

Total Annual Capital Cost of Project

\$132,200.00

Total Annual Project Cost

\$132,200.00

Cost Effectiveness

\$0.12

Service Type, Methodology, and Annual Ridership

Service Type	Express Routes, Transitways, Urban and Suburban Local Routes
Annual Ridership (Integer Only)	1103155
Urban and Suburban Local Routes Peer Route Selection (Limit 1,400 characters; approximately 200 words)	<p>Ridership estimates include forecast data for METRO Red Line BRT, and 2020 demand estimates for express bus service at Apple Valley Transit Station. Suburban local service is also included, and the methodology is as follows:</p> <p>The existing routes (Route 420, Route 440, and Route 442) were used as peer routes because these routes are established local routes that capture the trends from the three cities with the most transit access to AVTS (Burnsville, Apple Valley, and Rosemount). Year-to-year, Minnesota Valley Transit Authority has experienced a one percent growth in ridership on its suburban local routes. Therefore, the ridership estimates represent a five percent increase from existing conditions to make it consistent with methodology that requests that an hourly rate derived from peer transit routes. The ridership estimates apply a one percent growth rate to the existing passengers per in service hour.</p>

Measure B: Total Annual Project Operating Cost per New Rider

New Annual Operating Cost	\$244,768.00
Cost Effectiveness	\$0.53

Service Type, Methodology, and New Annual Ridership

Service Type	Express Routes
New Annual Ridership (Integer Only)	462422

Ridership estimates include forecast data for METRO Red Line BRT, and 2020 demand estimates for express bus service at Apple Valley Transit Station. Suburban local service is also included, and the methodology is as follows:

The existing routes (Route 420, Route 440, and Route 442) were used as peer routes because these routes are established local routes that capture the trends from the three cities with the most transit access to AVTS (Burnsville, Apple Valley, and Rosemount). Year-to-year, Minnesota Valley Transit Authority has experienced a one percent growth in ridership on its suburban local routes. Therefore, the ridership estimates represent a five percent increase from existing conditions to make it consistent with methodology that requests that an hourly rate derived from peer transit routes. The ridership estimates apply a one percent growth rate to the existing passengers per in service hour.

Urban and Suburban Local Routes
Peer Route Selection
(Limit 1,400 characters;
approximately 200 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

Projects service directly connects to Racially Concentrated Area of Poverty Yes

Projects service directly connects to Concentrated Area of Poverty

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

Projects service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area

Response (Limit 1,400 characters; approximately 200 words)

AVTS provides a benefit to key population groups, and the construction of the facility will have no impact on them as transit operations will maintain continuity. Transit routes serving AVTS 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 the core cities. A direct connection is made from AVTS to an RCAP in the Fort Snelling area, as well as the VA Medical Center, benefiting older adults and those seeking veterans services. Connections to other RCAPs are also made via regional transitways. Bordering AVTS are several medium-to-high density housing complexes, and census block groups with high minority populations compared to the regional average (24 percent) and the MVTA system average (21 percent). East of AVTS, the minority population is approximately 34 percent, and west of AVTS the minority population is approximately 25 percent. These neighborhoods have pedestrian access to AVTS. Dakota County operates senior housing complexes, and 50 units of affordable senior housing are located 0.4 miles southeast of AVTS. Ten K-12 schools in are connected directly to AVTS via transit, and an elementary school within safe walking distance.

Upload Map

ParkandRide_Equity2.pdf

Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
Apple Valley	197.0
Burnsville	46.0
Rosemount	24.0
Eagan	24.0
Minneapolis	34.0
St. Paul	12.0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Number of Stops in City/Township	Total Number of Stops	Score	Number of Stops/Total Number of Stops	Housing Score Multiplied by Segment percent
Apple Valley	197.0	339.0	80.0	0.581	46.49
Burnsville	46.0	339.0	88.0	0.136	11.941
Rosemount	24.0	339.0	61.0	0.071	4.319
Eagan	24.0	339.0	82.0	0.071	5.805
Minneapolis	34.0	339.0	97.0	0.1	9.729
St. Paul	12.0	339.0	98.0	0.035	3.469
Lakeville	2.0	339.0	61.0	0.0060	0.36
		2373	567	1	82

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	339.0
Total Housing Score	82.113

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

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

Apple Valley Transit Station (AVTS) is currently operating beyond its design capacity for park-and-ride users (see Project Description). Modernizing AVTS is a strategic investment in supporting transit use among the communities along TH 77. Many, potential AVTS users must often find other transportation options if they are traveling from the AVTS market area to key destinations (see Project Description). This would mean driving to another park-and-ride facility or continuing their trip via SOV. Demand at AVTS is forecasted to increase by approximately 180 users by 2020, according to the Regional Park-and-Ride Plan. The expansion of the facility to accommodate new express bus users eliminates potential SOV trips and associated VMT on congested corridors, including the crossing of the Minnesota River. Park-and-ride users also rely on Red Line 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. AVTS users benefit from transit advantages that increase travel speeds and reliability in the Cedar Avenue corridor. These include bus-on-shoulder lanes to bypass freeway congestion, dedicated lanes in downtown Minneapolis, a bus bypass lane at TH 77/TH 62, and transit signal priority. These features make travel time to and from job centers faster than the automobile during times of congestion. These advantages, along with level boarding and off-board fare collection, minimize dwell time and reduce idling at stoplights. Additionally, improvements like real-time signage, high frequency service, the availability of local connections, and ensuring adequate facilities make transit more attractive to users and a more likely choice, further reducing emissions. Improvements to AVTS will include energy efficient lighting that will further reduce the emissions impact of the physical facility. AVTS 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.

Measure A: Travel Time

Current Passenger Travel Time (Minutes)	46.0
Proposed Passenger Travel Time (Minutes)	36.0
Reduction in Travel Time	22.0%

Measure B: Operating Costs

Current Annual Transit Operating Costs	3142875.0
Proposed Annual Transit Operating Costs	3132875.0
Reduction in Operating Cost	0%

Measure C: Improvements and Amenities

Response (Limit 1,400 characters; approximately 200 words)

The modernization of Apple Valley Transit Station (AVTS) will connect users with a variety of amenities that improve the use of transit and attract new riders. The project will add two levels of structured parking that are closer to the passenger boarding areas, and connected to a skyway overpass. The covered parking area protects park-and-ride users from inclement weather and eases access to transit service. MVTAs standards for transit stations define them as climate controlled, enclosed facilities with seating, trash receptacles, lighting, bike racks, video surveillance, ADA accessible features, and posted route information. The addition of covered parking space at the station improves access to these features. Specific improvements that will be funded by this project include energy efficient lighting that uses motion sensors, and additional security cameras that will provide a safe environment for park-and-ride users and aid law enforcement by monitoring the station for 24 hours. MVTA continuously monitors the usage of bike racks and bike lockers at AVTS, and will add capacity to these features as part of the project if there is unmet need at the time of funding. The modernization project will also include improved sidewalks to the nearby Cub Foods shopping complex.

Measure A: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

Apple Valley Transit Station (AVTS) has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development. Parallel to Cedar Avenue there is a multi-use trail and existing sidewalks that make a direct connection to AVTS (map). AVTS is in an area with intense land uses and a robust sidewalk network, making it one of the most significant activity centers in Apple Valley. The parcels that border AVTS are designated in the City of Apple Valley Comprehensive Plan as future mixed-use sites (areas with urban development emphasizing pedestrian scale infill). The vision for Cedar Village, east of AVTS, is a combination of commercial, civic, and residential buildings ranging from four to 12 stories. The redevelopment of this area will be advanced by MVTA vacating the Gaslight site, after project completion.

Express buses connect AVTS to designated high pedestrian-traffic areas in Minneapolis, St. Paul, the U of M, and the VA Medical Center Blue Line LRT station. Direct connections are available to Red Line BRT station areas and to locations of retail and entertainment centers, including Twin Cities Premium Outlets and the Mall of America. Local bus connections are made to Heart of the City in Burnsville, which includes additional regional transit connections and compact, mixed use development.

Measure B: Roadway, Bicycle, and Pedestrian Improvements

Response (Limit 1,400 characters; approximately 200 words)

The AVTS modernization project greatly improves the safe and efficient movements of pedestrians to and from the transit boarding areas. As levels are added to the parking deck, lighting and wayfinding will be added. To the north of the project site, an improved sidewalk connection will be made to the Cub Foods complex to make the pedestrian path more direct and eliminate some conflicts with automobile traffic. As designated in the Transit Oriented Development in the Cedar Avenue Corridor study (2011), the Cub Foods site is targeted for redevelopment from its current design to one with a smaller setback and realigned parking that is more pedestrian oriented. Bicyclists and pedestrians benefit from a trail that parallels Cedar Avenue and is directly connected to AVTS. Existing bicycle and pedestrian station features include accessible ramps, level boarding, and bicycle racks/lockers.

The project enables MVRTA to vacate the adjacent Gaslight bus layover site, which is a lot currently used for overflow parking and bus staging during the peak period. This is a catalytic redevelopment opportunity for central Apple Valley, and future transit oriented uses at this site will strengthen pedestrian activity and economic development in the area. Finally, this area has civic, institutional, and commercial uses that benefit from efficient access across all transportation modes

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 02/13/2009

3) Environmental Documentation (10 Percent of Points)

EIS

EA Yes

PM

Document Status:

Document approved (include copy of signed cover sheet) AVTSEnvironmentalDocumentation.zip

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 11/30/2015

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

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

80%

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

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 07/06/2011

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

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

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

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

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

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

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

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

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

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

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

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 08/31/2018

9)Letting

Anticipated Letting Date 01/30/2019

November 24, 2014

Beverley Miller
Minnesota Valley Transit Authority
100 East Highway 13
Burnsville, MN 55337

Dear Ms. Miller,

The Met Council has received MVTA's request to provide the 20% local match to the Apple Valley Transit Station park-and-ride facility expansion if the project is selected for 2018-2019 Regional Solicitation Transit funds.

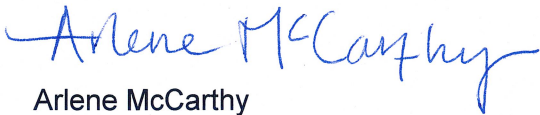
Our understanding of this project is that it will add two decks increasing the capacity by approximately 330 parking spaces. The estimated total cost of the project is \$6.61 million. MVTA is applying for a \$5.288 million Regional Solicitation Transit grant with \$1.322 million in matching funds needed.

Given that today this park-and-ride cannot handle existing demand evidenced by the overflow parking occurring adjacent to the Apple Valley Transit Station, the Council considers this facility expansion a high priority project.

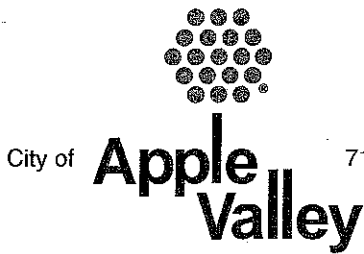
While the Council cannot guarantee that operating funds will be available for any service expansion at the Apple Valley Transit Station, the fact that the Apple Valley Transit Station is already served by many express trips and the METRO Red Line minimizes the need for service expansion with this facility expansion.

Given the above, the Council agrees to provide up to \$1.322 million in regional transit capital (RTC) funds as local match for the Apple Valley Transit Station if it is awarded Regional Solicitation Transit funds.

Sincerely,



Arlene McCarthy
Director, Metropolitan Transportation Services



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

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

November 13, 2014

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

RE: Minnesota Valley Transit Authority's Regional Solicitation Application for the Expansion of the Apple Valley Transit Station Parking Facility Expansion

Dear Ms. Koutsoukos:

On behalf of the Apple Valley City Council and myself, this letter is being written as an offer of our support for the submittal of grant application for the Apple Valley Transit Station expansion project under the Regional Solicitation for federal transportation project funding.

The Apple Valley Transit Station (AVTS) is a transit station with a park-and-ride facility located along Cedar Avenue in the City of Apple Valley. METRO Red Line and Minnesota Valley Transit Authority (MVTA) bus routes serve the facility. Bus routes that connect to AVTS serve over 668,000 passengers per year. The expansion project proposes to add two levels to the existing two-level park-and-ride facility, expanding its capacity by approximately 330 spaces.

The facility currently has a total of 768 spaces in a combination of structured and surface parking. In recent years, the AVTS has operated near capacity, with typical utilization rates over 95 percent. With the commencement of the Red Line BRT service in June 2013, the AVTS is consistently operating beyond its design capacity for park-and-ride users. Park-and-ride users are forced to use less convenient overflow lots and bus layover facilities adjacent to the site, or must continue their trip via automobile if they cannot find adequate parking. According to the 2030 Regional Park-and-Ride Plan, demand for express bus service on the Minnesota State Trunk Highway 77 corridor will increase by 108 percent between now and 2030 (current park-and-ride capacity on Trunk Highway 77 express bus corridors is 1,692, with a forecasted demand for 3,500 spaces in 2030). Investing in the AVTS will meet both immediate and future needs on the corridor. As part of the project, improvements will be made to the lighting of the facility, and pedestrian connections will be added to surrounding retail areas.

The AVTS provides express service, including reverse commute trips, to the region's three largest job centers (downtown Minneapolis, downtown St. Paul, and the I-494 Corridor), and the University of Minnesota. The station also connects to the regional transitway network via METRO Red Line (METRO Blue Line at Mall of America Station), and there is express bus

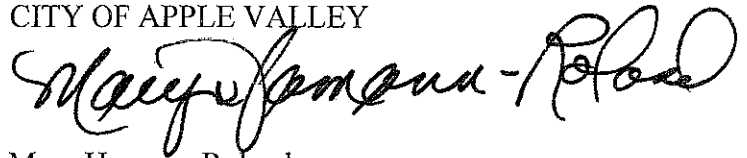
service from the AVTS to the VA Medical Center. There are links to major employers, schools, and community facilities via suburban local routes or by walking, including Fairview Ridges Hospital, downtown Burnsville, City of Apple Valley Facilities (library, city hall, high school), and the commercial areas surrounding the station. The AVTS is a key connection point for people that need to access economically vital resources, and affords them the flexibility to do so without access to an automobile.

Expansion of the AVTS will also be a catalyst for future development in Apple Valley, by allowing MVTA to vacate the Gaslight surface parking lot immediately to the southeast of the station, which is currently used for bus layovers and overflow parking.

In conclusion, expansion of the AVTS structured parking facility will accommodate current need, allow for future demand, enable the MVTA to be more space efficient, and create redevelopment opportunities in the city on property directly adjacent to the AVTS.

Sincerely

CITY OF APPLE VALLEY

A handwritten signature in black ink, appearing to read "Mary Hamann-Roland". The signature is written in a cursive, flowing style with a large initial "M".

Mary Hamann-Roland
Mayor



November 7, 2014

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

RE: Regional Solicitation Application for Expansion of the Apple Valley Transit Station

Dear Ms. Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is submitting an application for the expansion of the Apple Valley Transit Station (AVTS) as part of the 2014 Regional Solicitation. AVTS is a transit station with a park-and-ride facility located along Cedar Avenue in the City of Apple Valley. METRO Red Line, a service jointly operated by the Metropolitan Council, Dakota County and MVTA, along with six other MVTA local and express bus routes serve the facility. Bus routes that connect to AVTS serve over 668,000 passengers per year. The facility currently operates at or over capacity on a daily basis. This proposed project adds two levels to the existing facility, expanding its capacity by approximately 330 spaces.

MVTA is the public transportation provider for the businesses and residents of several cities in the southern Twin Cities Metro Area, including Apple Valley. We presently operate eleven transit stations and park and ride facilities in our service area, and will soon be responsible for three additional facilities in Scott County in 2015. 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.

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

Sincerely,

A handwritten signature in black ink that reads "Beverley Miller". The signature is written in a cursive, flowing style.

Beverley Miller
Executive Director



U.S. Department
of Transportation
Federal Transit
Administration

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606
312-353-2789
312-625-0367 (fax)

July 23, 2008

Ms. Susan K. Stensland
Grants Manager
Metropolitan Council
560 Sixth Avenue North
Minneapolis, MN 55411

Re: Environmental Review for the Apple Valley Transit Station

Dear Ms. Stensland:

The Federal Transit Administration has reviewed the Metropolitan Council's Environmental Review document for the proposed Park and Ride project. We find that the proposed project is an action which meets the criteria for a NHPA categorical exclusion in accordance with 23 CFR Part 771.117(d)(4), transportation corridor fringe parking.

If you have further questions regarding this determination, please contact Bill Wheeler at (312) 353-2639.

Sincerely,

Marisol R. Simer
Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606
312-353-2789
312-886-0351 (fax)

July 6, 2011

Ms. Mary Gustafson
Grants Manager
Metropolitan Council
560 Sixth Avenue North
Minneapolis, MN 55411

Re: Environmental Review for the Apple Valley Transit Station Expansion, Apple Valley,
Minnesota

Dear Ms. Gustafson:

The Federal Transit Administration (FTA) has reviewed the Metropolitan Council's updated environmental documents for the proposed expansion of the Apple Valley Transit Station (AVTS) located in Apple Valley, Minnesota. This expansion is contained within the footprint of the originally proposed facility. Based on the information provided regarding the proposed AVTS expansion, we find that there are no new environmental impacts attributable to the expansion, and no further environmental documentation is needed. FTA considers the expansion to be an action which meets the criteria for a National Environmental Policy Act categorical exclusion in accordance with 23 CFR Part 771.117(d)(9), Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities.

This letter serves as an update to the July 23, 2008 FTA documented categorical exclusion (DCE) approval letter for the original project, which consisted of the construction of northbound and southbound station buildings and loading platform areas, and included a parking deck. The proposed AVTS expansion components are outlined below:

Northbound Station

- The existing covered, open-air passenger loading area will be fully enclosed and incorporated into the existing station building, adding approximately 1,100 sq. ft. The new station building will have a total of approximately 2,900 sq. ft. (17' x 170') after the enclosure. The new glass-enclosed space will provide a southern extension of the existing glass-enclosed portion of the station.
- There will be a new covered, open-air canopy for passenger waiting to the south of the present canopy. This open-air canopy will be approximately 885 sq. ft. (15' x 59').
- The loading platform area will be increased to accommodate additional buses of varying sizes.

Southbound Station

- There are no proposed changes to the existing building or canopy.
- There will be an extended loading platform area measuring 250' x 15'. The new platform will be incorporated into the roadway and pedestrian pathway.

The environmental documents reviewed include the "AVTS Platform Extension Project Description", floor plans, station renderings and exterior station designs. These documents were provided to FTA in an email from Metropolitan Council dated June 1, 2011, as a supplement to the original DCE checklist, dated June 10, 2008, and supporting documents.

This action applies only to the project as described in the updated environmental review documents and the original DCE checklist and supporting materials. Any changes to the proposed action which would result in significant environmental impacts not outlined in the updated environmental review documents or DCE checklist, including the disclosure of new information or previously unidentified environmental concerns, will require re-evaluation of this action.

This confirmation of a categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

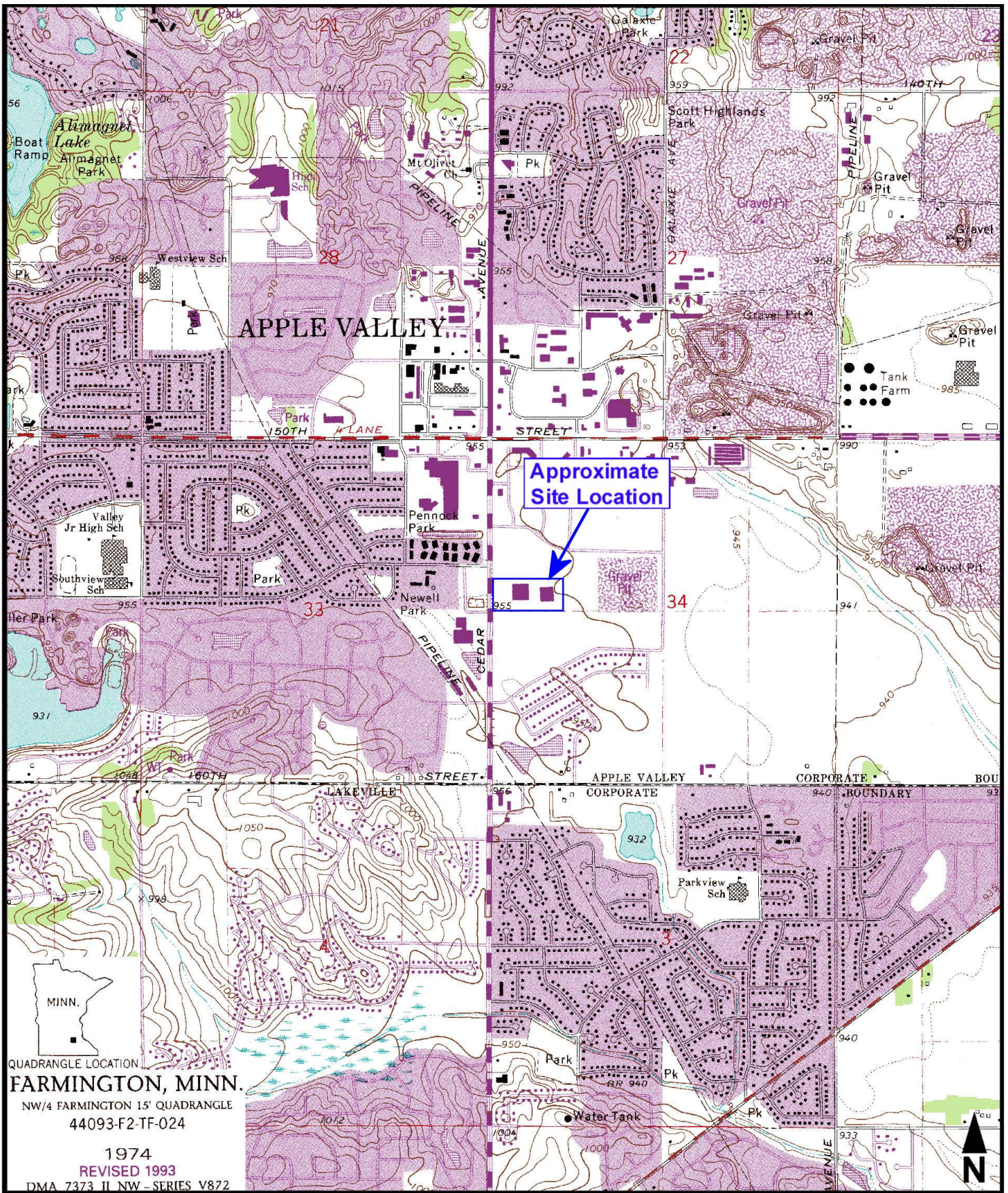
If you have further questions regarding this determination, please contact Bill Wheeler at (312) 353-2639.


Sincerely,



Marisol R. Simon
Regional Administrator

cc: Lisa Joiner
Lois Kimmelman
Bill Wheeler



	Site Location Map Proposed Apple Valley Park and Ride Facility 15450 Cedar Avenue Apple Valley, Minnesota		USGS TOPOGRAPHIC MAP Farmington, MN	
	DATE:	4/14/2008		
JOB NO:	SP-08-01412			
SCALE:	1 : 24,000	FIGURE NO.:	1	
DRAWN BY:	JMJ			



Minnesota Department of Natural Resources

Division of Ecological Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5107 Fax: (651) 296-1811 E-mail: krista.larson@dnr.state.mn.us

May 7, 2008

Ms. Susan Stensland
Metropolitan Council
560 Sixth Avenue North
Minneapolis, MN 55411

Re: Request for Natural Heritage information for vicinity of proposed Apple Valley Park and Ride Facility,
T115N R20W Sections 33 & 34, Dakota County
Correspondence #: ERDB 20080715

Dear Ms. Stensland,

As requested, the Minnesota Natural Heritage Information System has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, there are no known occurrences of rare features in the area searched.

The Natural Heritage Information System (NHIS), a collection of databases that contain information about Minnesota's rare natural features, is maintained by the Division of Ecological Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist on the project area.

Please be aware that this letter focuses only on potential effects to *rare natural features*; there may be other natural resource concerns associated with the proposed project. This letter does not constitute review or approval by the Department of Natural Resources as a whole. If you would like further information on the environmental review process, please contact your Regional Environmental Assessment Ecologist, Wayne Barstad, at (651) 259-5738. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

Krista A. Larson
Endangered Species Environmental Review Technician



STATE HISTORIC PRESERVATION OFFICE

May 19, 2008

Ms. Susan Stensland
MetroTransit
560 6th Avenue North
Minneapolis, MN 55411-4398

RE: Apple Valley Park & Ride Facility, 15450 Cedar Avenue
Apple Valley, Dakota County
SHPO Number: 2008-1886

Dear Ms. Stensland:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800), and to the responsibilities given the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

Based on available information, we conclude that no historic properties listed on or eligible for the National Register of Historic Places will be affected by the proposed project.

Please contact our Compliance Section at (651) 259-3455 if you have any questions regarding our review of this project.

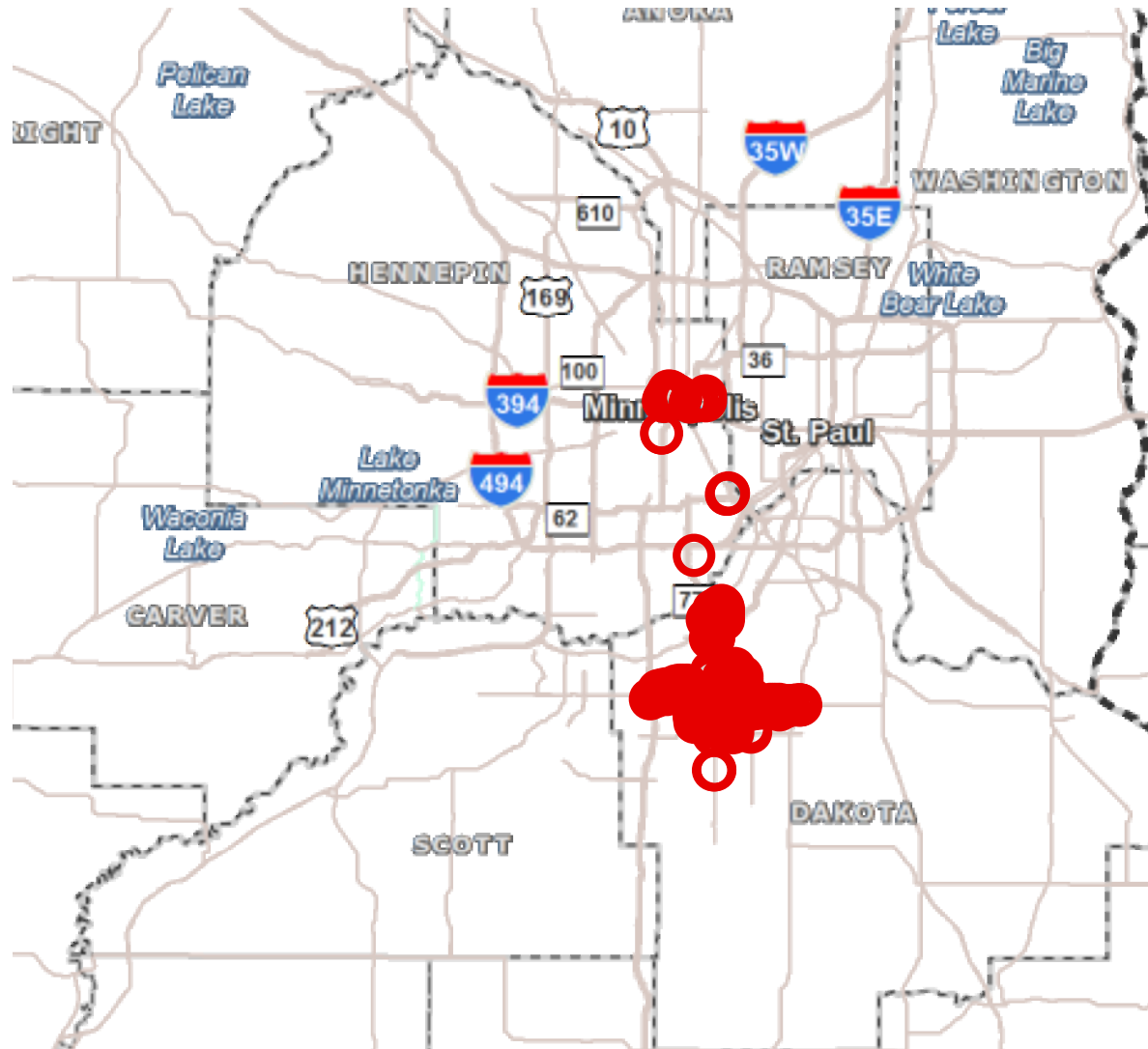
Sincerely,

A handwritten signature in black ink, appearing to read 'Britta L. Bloomberg'.

Britta L. Bloomberg
Deputy State Historic Preservation Officer

Regional Economy

Transit System Modernization Project: Apple Valley Transit Station -- Project Inbound Service Area | Map ID: 1415399885266



Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.

NCompass Technologies

 Project Points

 Project



Created: 11/7/2014
LandscapeRSA5

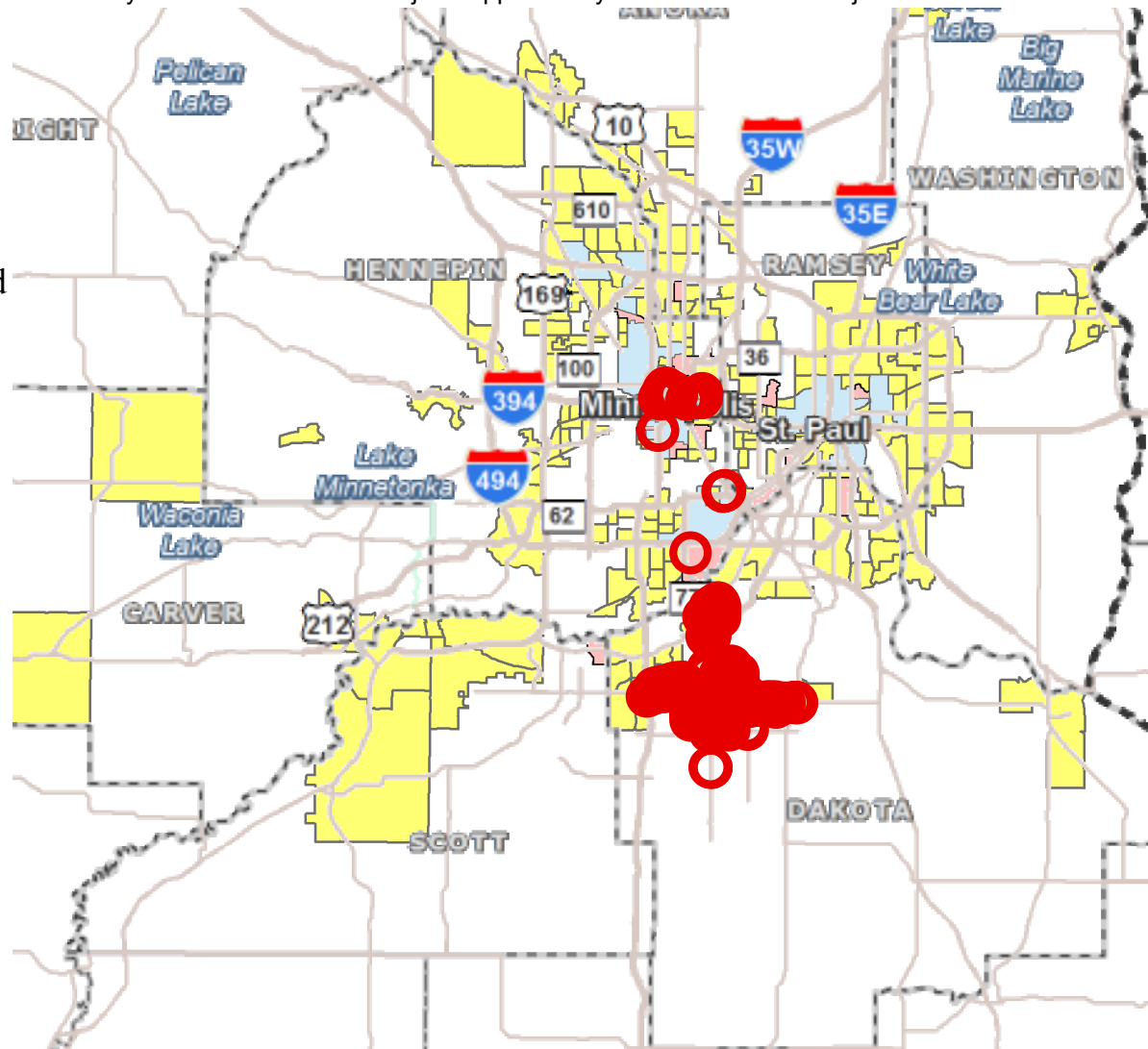


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN a racially concentrated area of poverty.



NCompass Technologies

- Project Points
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Project
- Concentrated area of poverty



Created: 11/7/2014
LandscapeRSA2



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



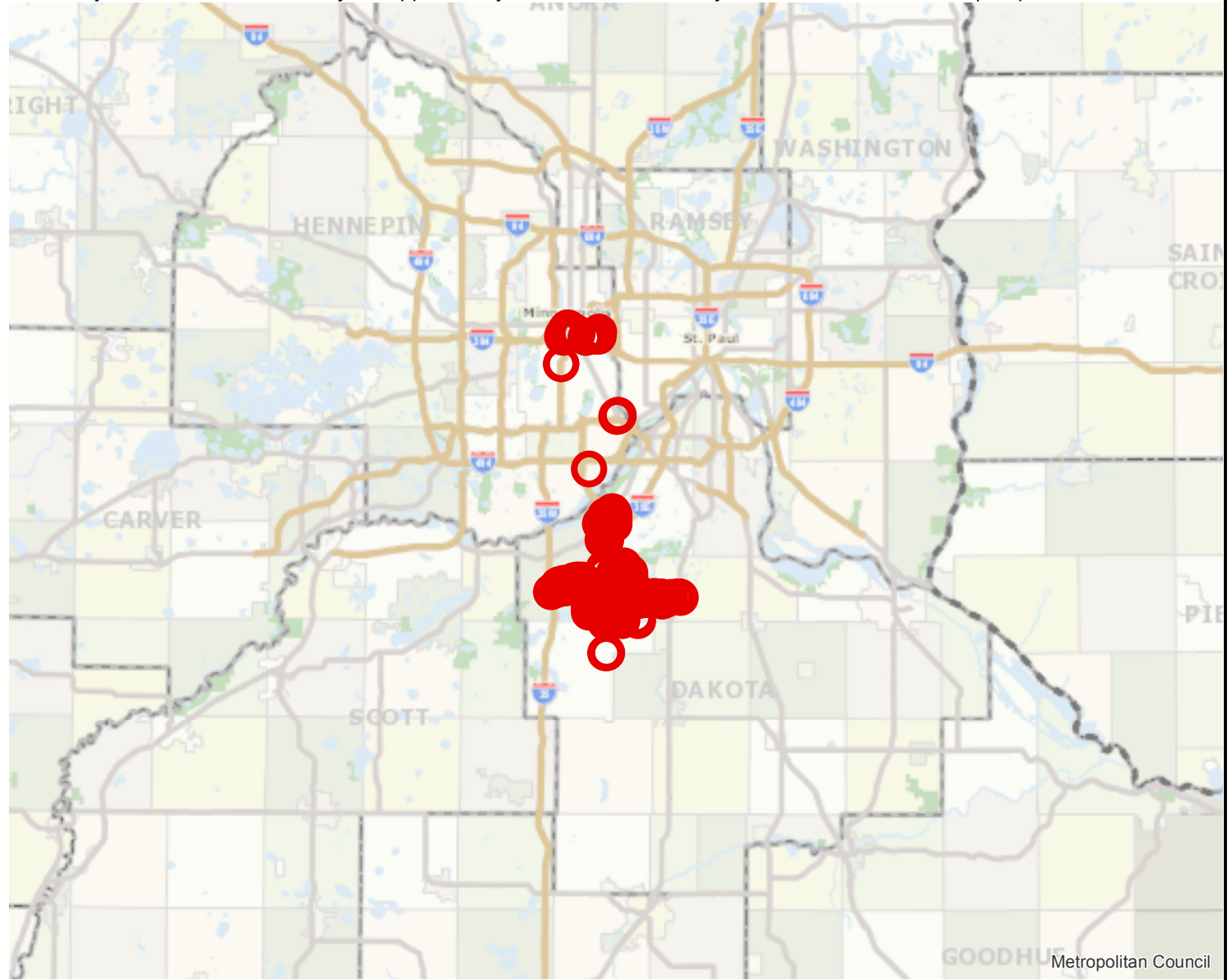
Population Summary

Transit System Modernization Project: Apple Valley Transit Station -- Project Inbound Service Area | Map ID: 1415399885266

Results

Within QTR Mile of project:
Total Population: 155007
Total Employment: 189714

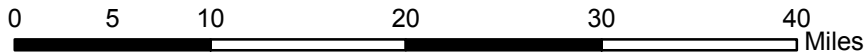
Within HALF Mile of project:
Total Population: 220117
Total Employment: 232232



Metropolitan Council

 Project Points

 Project



Created: 11/7/2014
LandscapeRSA4





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

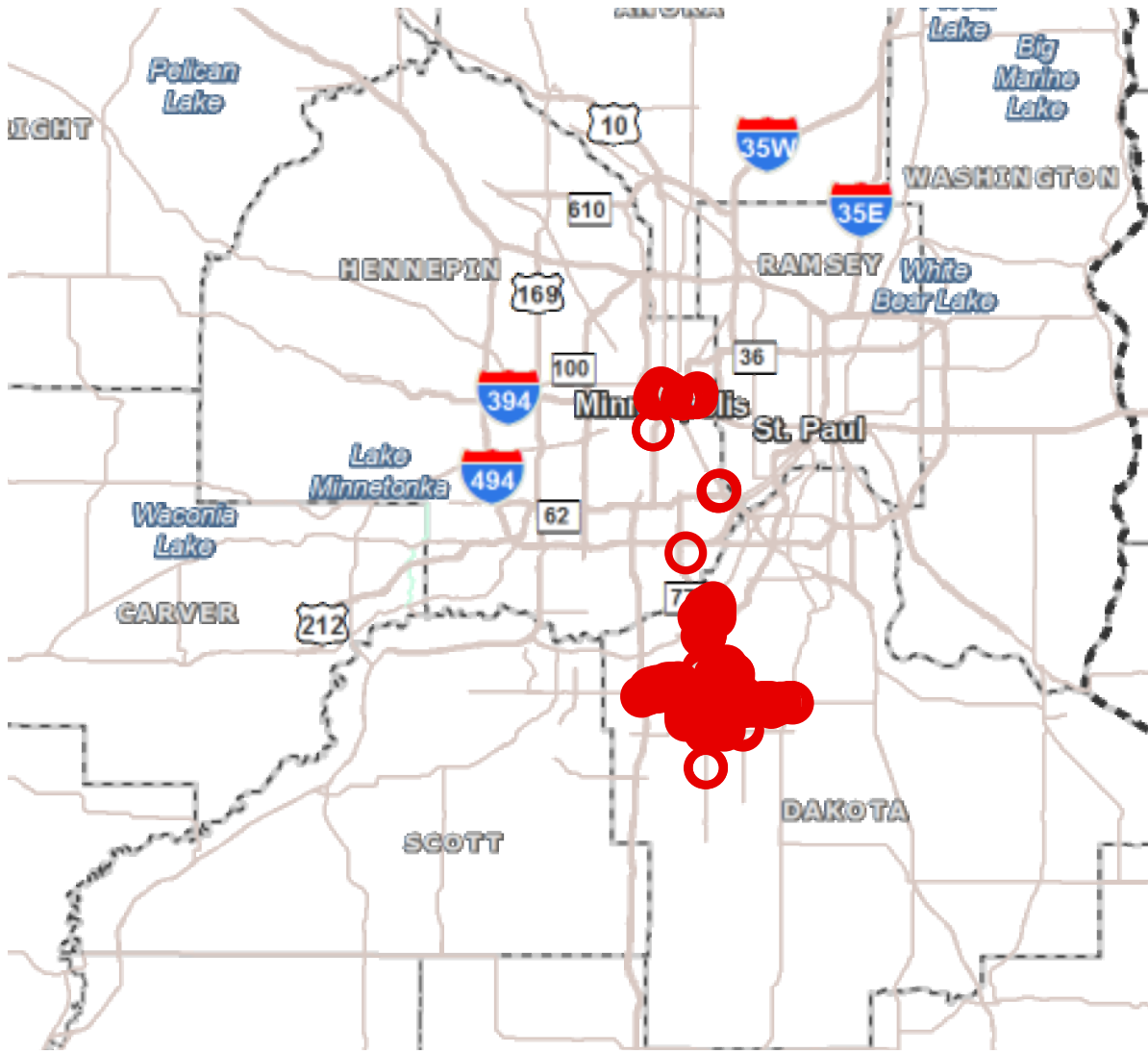


156 3 4 5 6 7 9 10 11 12 14
 61 94 111 113 250 252 261 263 264 270 272
 288 353 355 375 375 415 420 426 436 437 438
 440 442 444 445 446 452 460 464 465 467 470
 472 475 476 477 478 479 480 484 490 491 492
 515 535 538 539 540 542 552 553 554 558 568
 578 579 587 588 589 597 643 649 652 663 664
 667 668 670 671 672 673 674 675 677 684 690
 691 692 695 697 698 699 721 724 742 747 755
 756 758 760 761 762 763 764 765 766 767 768
 772 774 776 777 780 781 782 783 785 789 790
 793 795 824 825 850 852 854 865 901 902 903

- *Orange Line
- *Red Line - Phase 2
- *American
- *West Broadway
- *Central
- *Chicago-Fremont
- *Hennepin
- *Lake
- *Nicollet
- *C Line
- *B Line

Transit within HALF mile of project:
 17 18 19 20 21 22 25 27 39 53 54
 59 2 114 115 118 129 133 134 135 141 146
 156 3 4 5 6 7 9 10 11 12 14
 16 61 94 111 113 250 252 261 263 264 270
 272 288 353 355 365 375 415 420 426 436 437
 438 440 442 444 445 446 452 460 464 465 467
 470 472 475 476 477 478 479 480 484 490 491
 492 515 535 538 539 540 542 552 553 554 558
 568 578 579 587 588 589 597 643 649 652 663
 664 667 668 670 671 672 673 674 675 677 679
 684 690 691 692 695 697 698 699 721 724 742
 747 755 756 758 760 761 762 763 764 765 766
 767 768 772 774 776 777 780 781 782 783 785
 789 790 793 795 824 825 850 852 854 865 887
 888 901 902 903

- *Orange Line
- *Red Line - Phase 2
- *American
- *West Broadway
-  Project Points
- *Central
- *Chicago-Fremont
-  Project
- *Hennepin
- *Lake
- *Nicollet
- *C Line
- *B Line
- *Blue Line Extension



NCompass Technologies



Created: 11/7/2014
 LandscapeRSA3



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



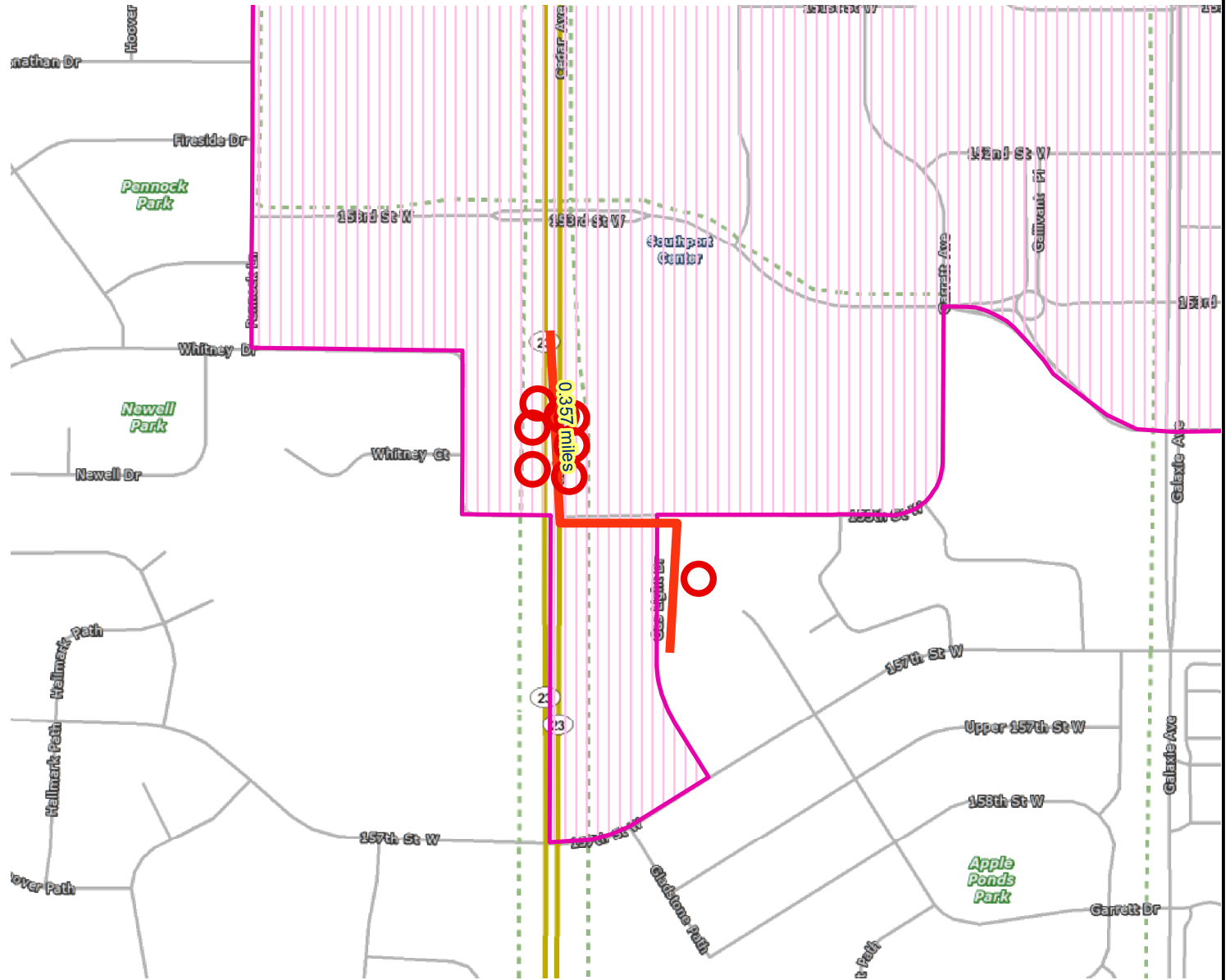
Regional Economy

Results

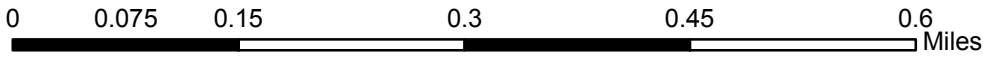
Project **IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



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



Created: 11/7/2014
LandscapeRSA5

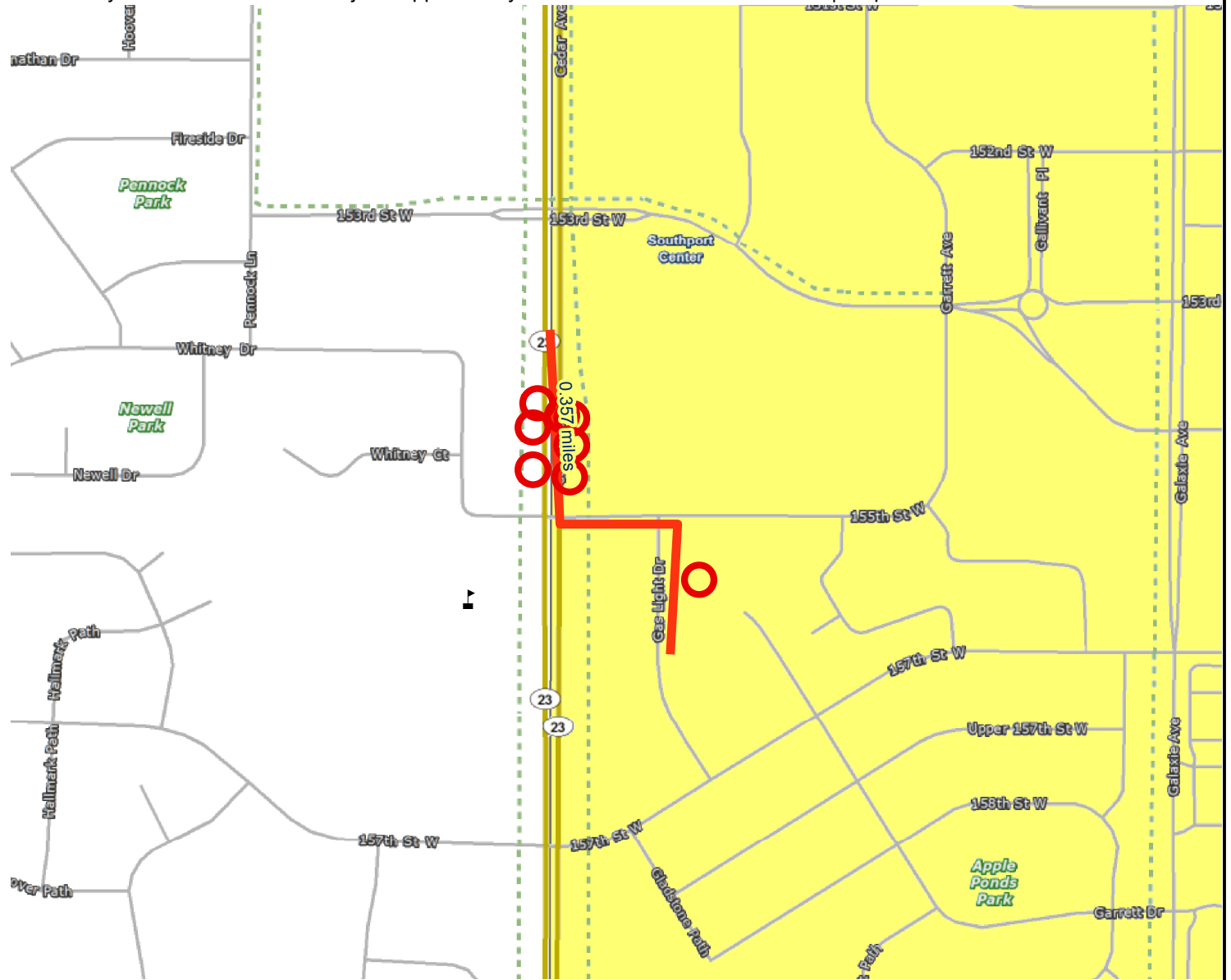


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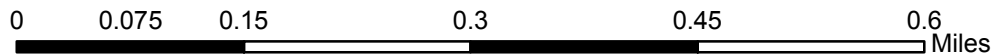


Results

Project IN area of above average concentration of race or poverty.



- Project Points
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Project
- Concentrated area of poverty
- School



Created: 11/7/2014
LandscapeRSA2



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



Population Summary





Transit System Modernization Project: Apple Valley Transit Station - Modernization | Map ID: 1415382697491

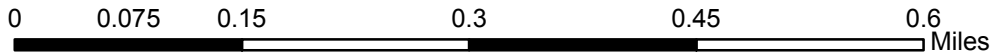
Results

Within QTR Mile of project:
 Total Population: 6373
 Total Employment: 2669

Within HALF Mile of project:
 Total Population: 15459
 Total Employment: 7613



-  Project Points
-  2010 TAZ
-  Project
-  School

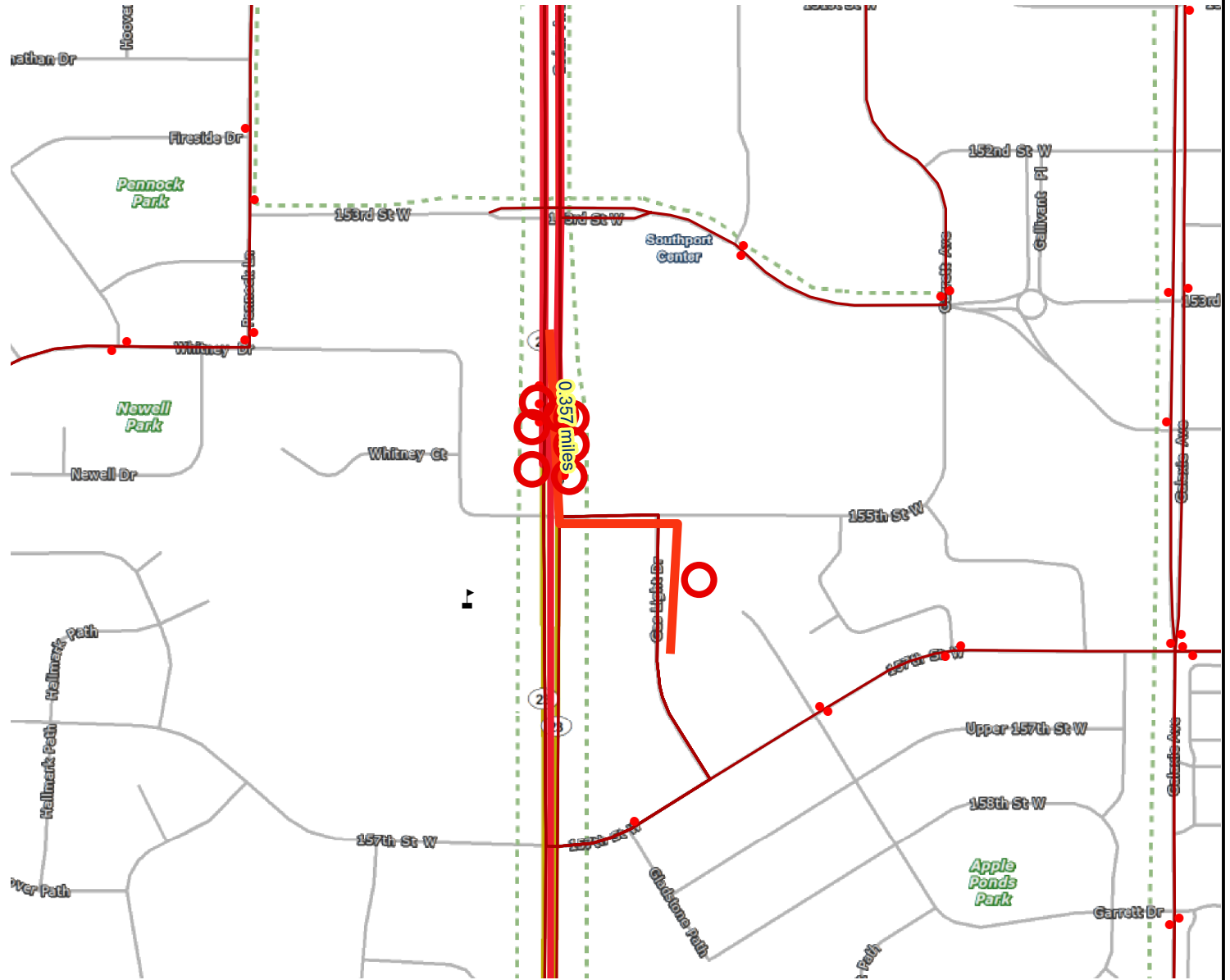


Created: 11/7/2014
 LandscapeRSA4



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





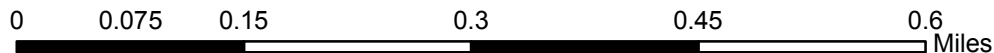
Results

Transit within QTR mile of project:
420 440 442 475 477 479 480 903
*Red Line - Phase 2

Transit within HALF mile of project:
420 440 442 475 476 477 479 480 903
*Red Line - Phase 2

*indicates Planned Alignments

	Project Points		Active Stop		BRT, Red Line		Transitway		Planned Alignments
	Project		School		Transit Routes		Red Line		BRT, Red Line - Phase 2

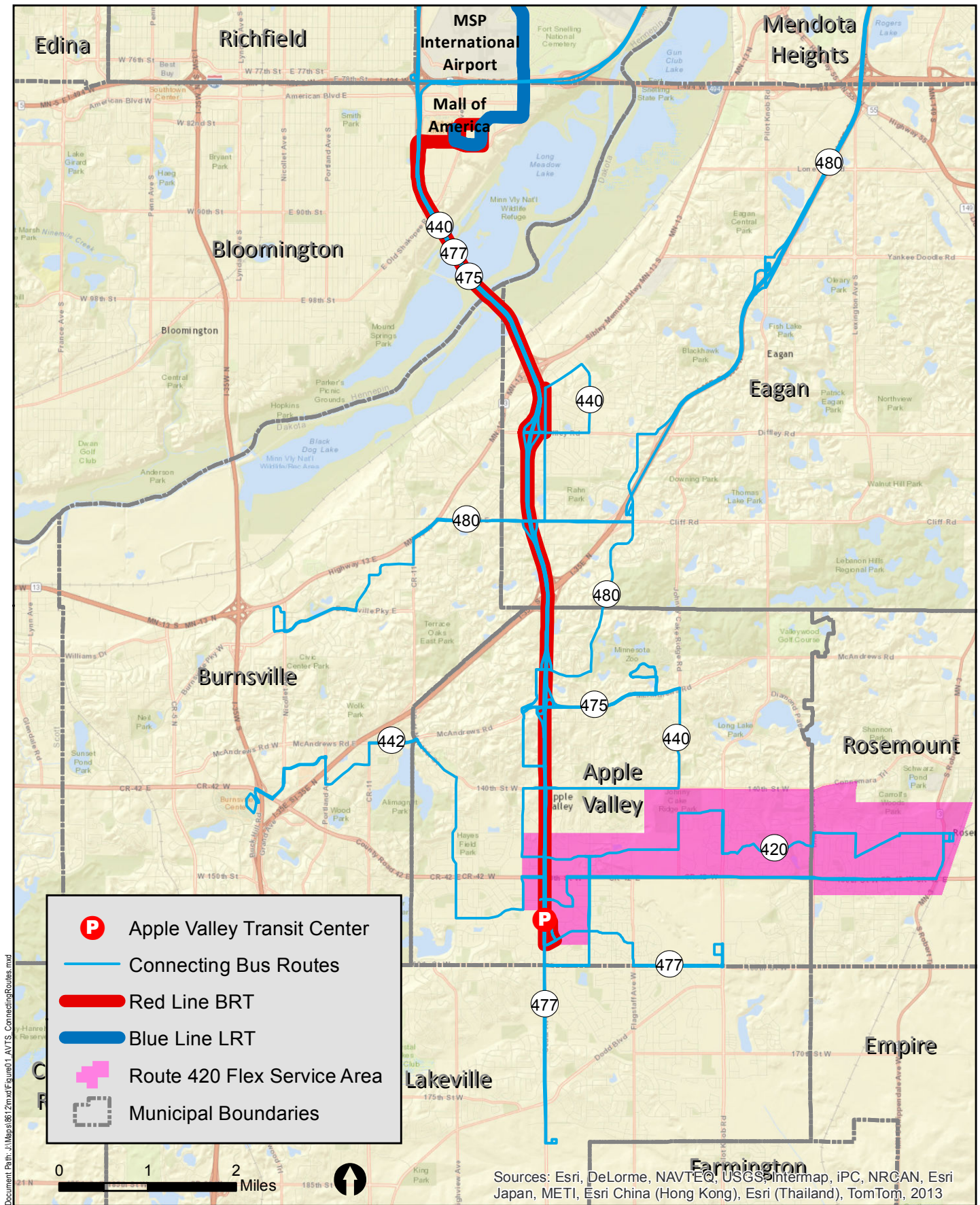


Created: 11/7/2014
LandscapeRSA3



For complete disclaimer of accuracy, please visit
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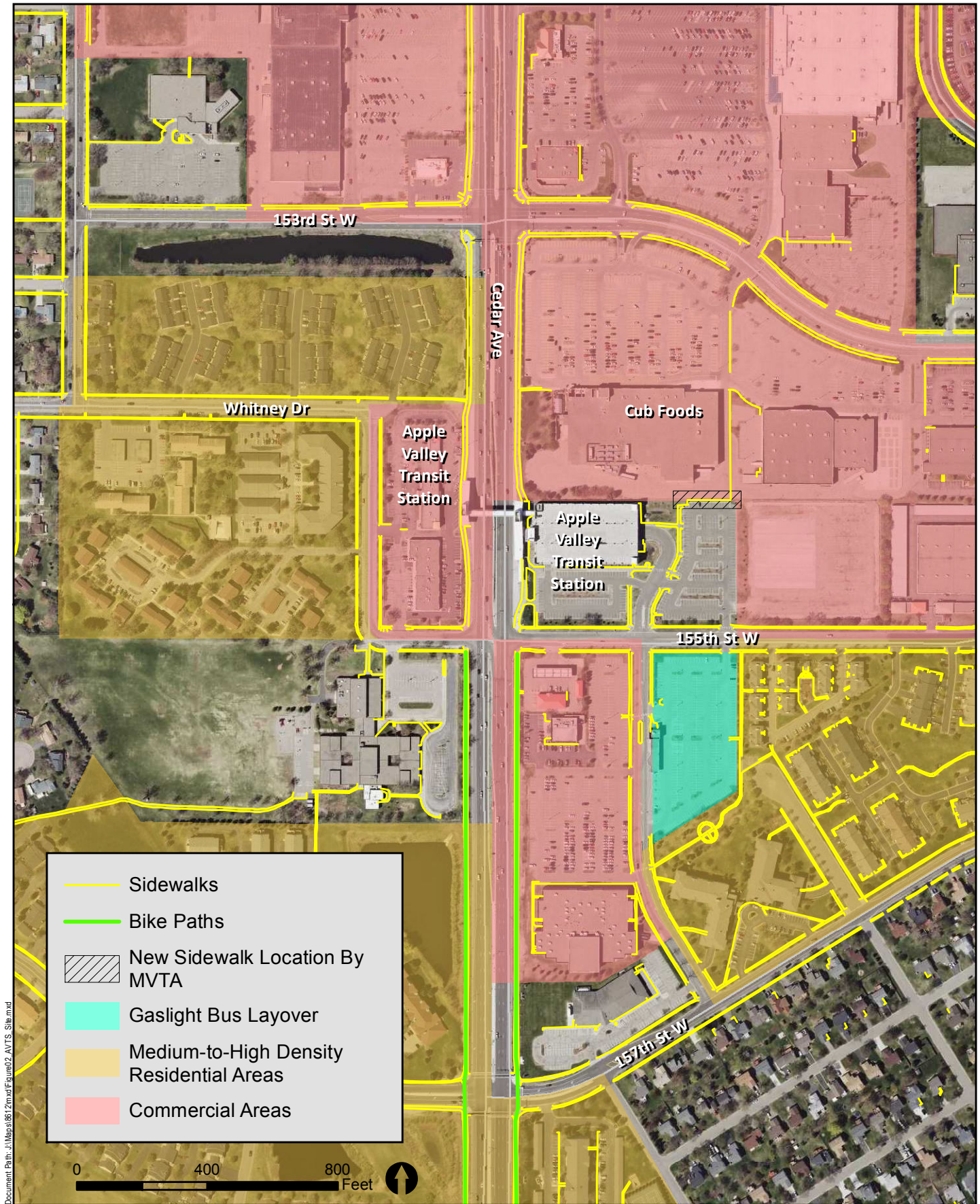




Apple Valley Transit Station and Connecting Routes

Apple Valley Transit Station Expansion
 Minnesota Valley Transit Authority

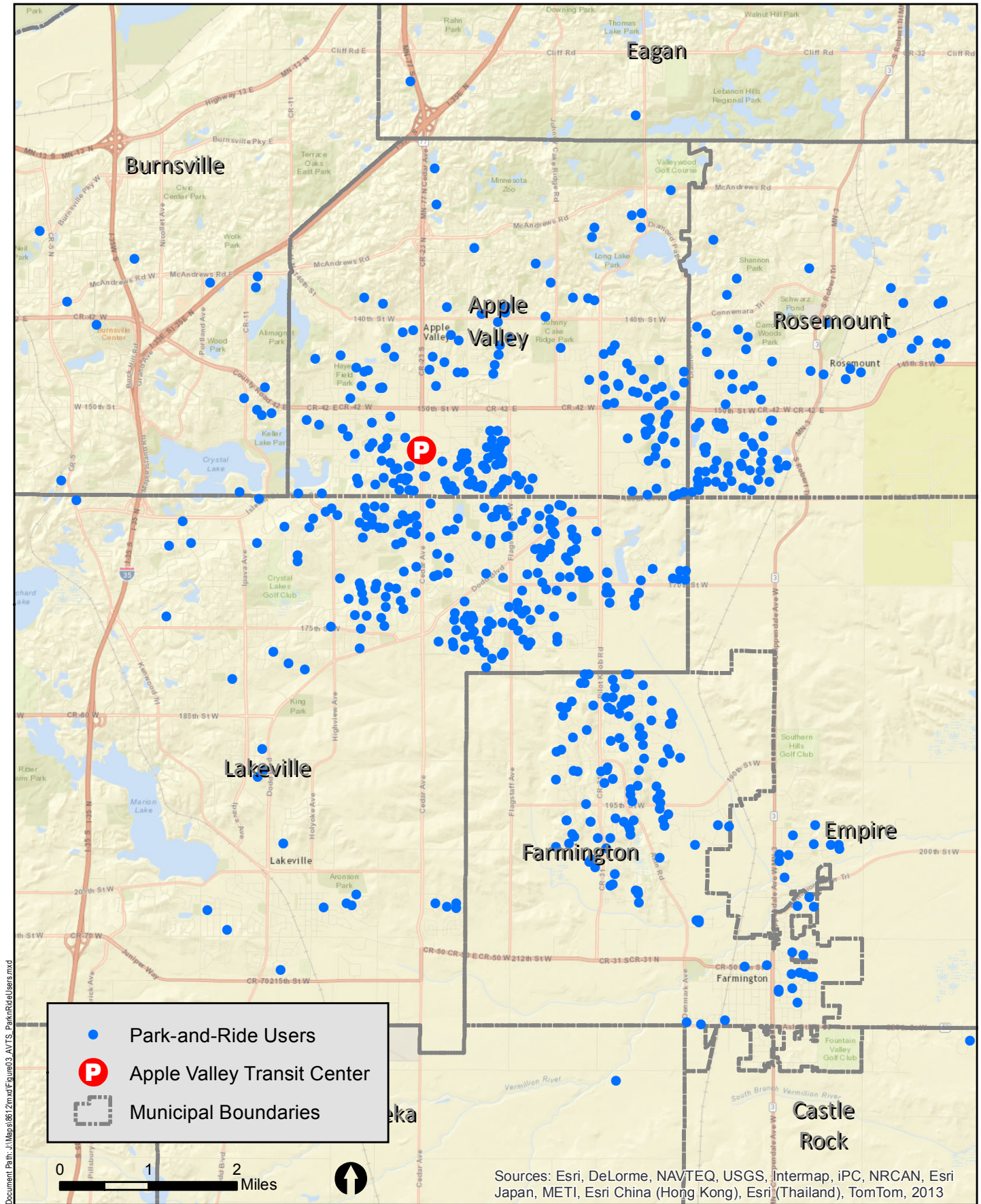
Figure 1



Apple Valley Transit Station

Apple Valley Transit Station Expansion
 Minnesota Valley Transit Authority

Figure 2



Document Path: J:\Map\0812.mxd\Figure03_AVTS_ParkandRideUsers.mxd

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Apple Valley Transit Station Park-and-Ride Users

Apple Valley Transit Station Expansion
 Minnesota Valley Transit Authority

Figure 3

November 25, 2014

Beverley Miller, Executive Director
Minnesota Valley Transit Authority
100 East Highway 13
Burnsville, MN 55337

Dear Beverley,

On behalf of Dakota County Regional Railroad Authority (DCRRA) I am pleased to provide this letter indicating our support for Minnesota Valley Transit Authority's application for expansion of parking at the Apple Valley Transit Station on the METRO Red Line. The Red Line provides Dakota County citizens with enhanced connections to important regional destinations.

Construction of this project is a high priority for the DCRRA for several reasons. The project provides benefits to riders, creates jobs, and supports economic development. Since the launch of METRO Red Line there has been an increase in express riders using Cedar Avenue. Apple Valley Transit Station serves express, station to station, and local service, bringing multiple transit services to one location which has improved customer service and travel options. Providing these transit options has increased ridership and has created the increased parking demand. Currently riders are forced to park in an overflow lot across 155th Street. We support improvements to provide space for all riders to park at AVTS.

The DCRRA supports MVTA's regional solicitation grant application requesting 80% federal funds and the request for a local match of 20% of Regional Transit Capital funds for the expansion of parking at AVTS.

The DCRRA looks forward to working with MVTA to continue to improve the Red Line. Please contact me or Kristine Elwood, Transit Office Manager, at 952-891-7104 if you need further information.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Krause". The signature is written in a cursive, flowing style.

Paul J. Krause, Chair
Dakota County Regional Railroad Authority

c: Arlene McCarthy, Metropolitan Council

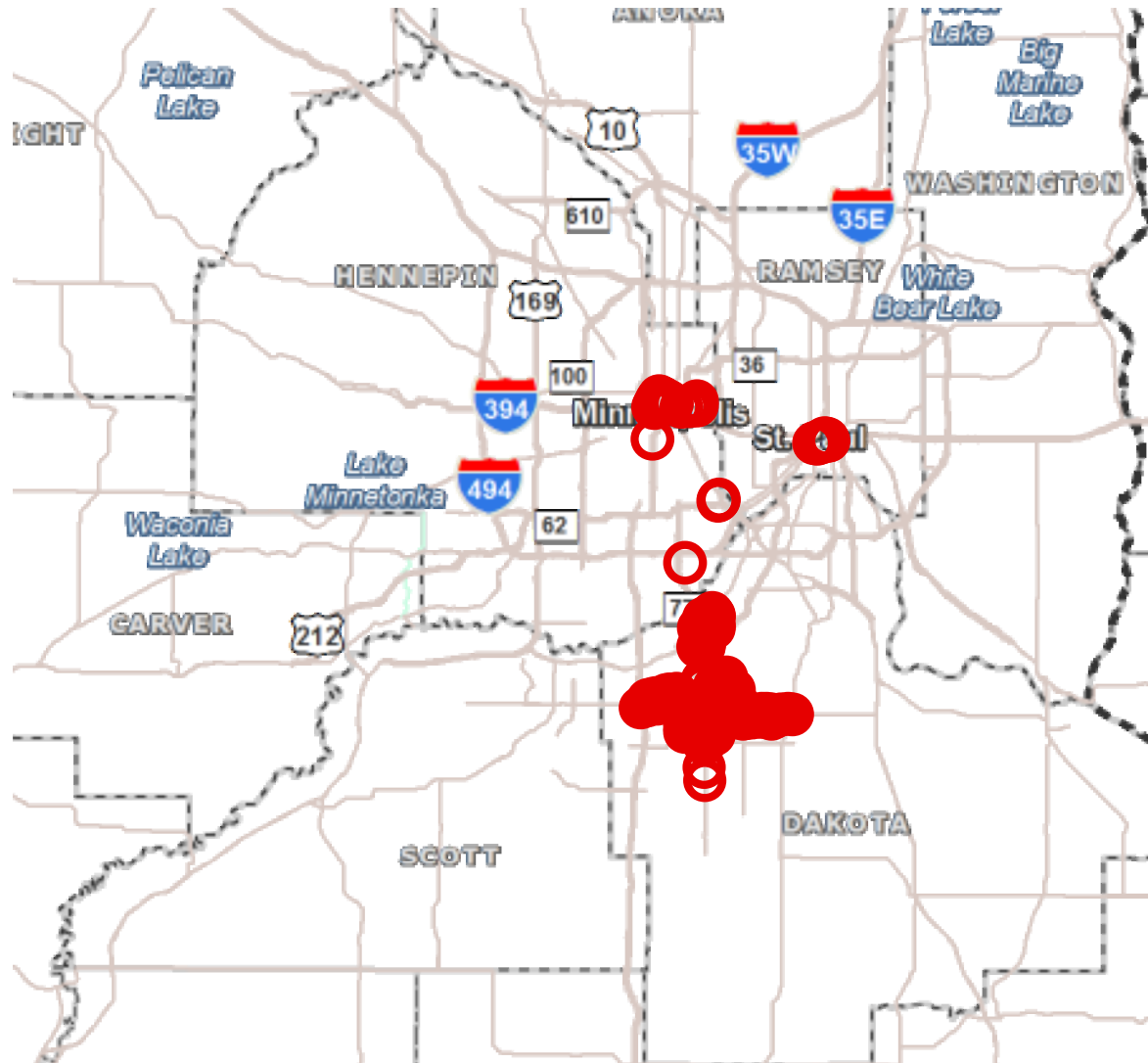
Regional Economy

Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

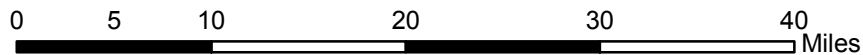
Project **CONNECTED** to area of Education Institutions.



NCompass Technologies

 Project Points

 Project



Created: 11/7/2014
LandscapeRSA5



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

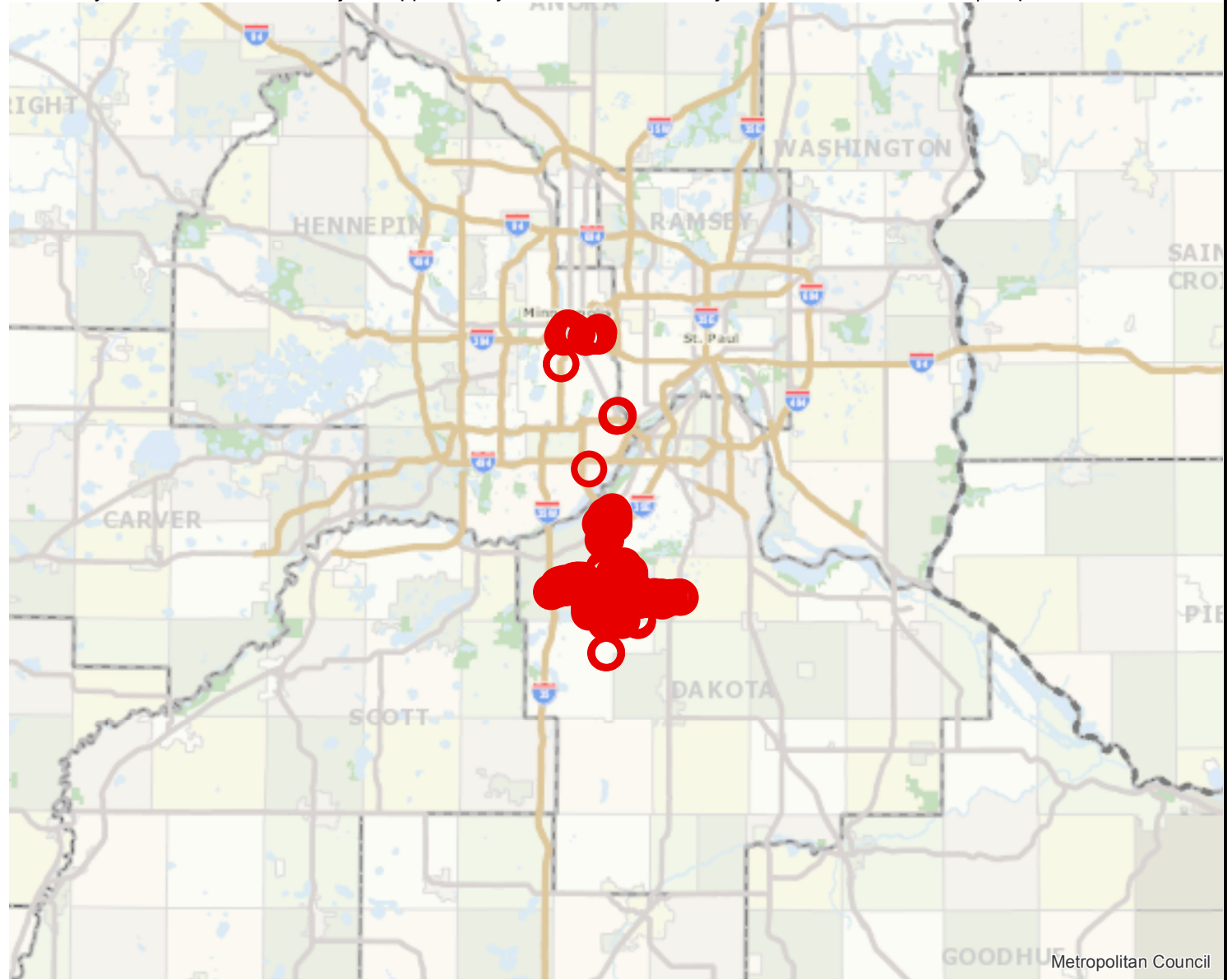


Population Summary

Results

Within QTR Mile of project:
Total Population: 155007
Total Employment: 189714

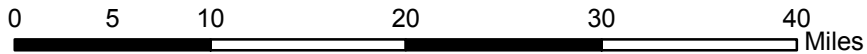
Within HALF Mile of project:
Total Population: 220117
Total Employment: 232232



Metropolitan Council

 Project Points

 Project

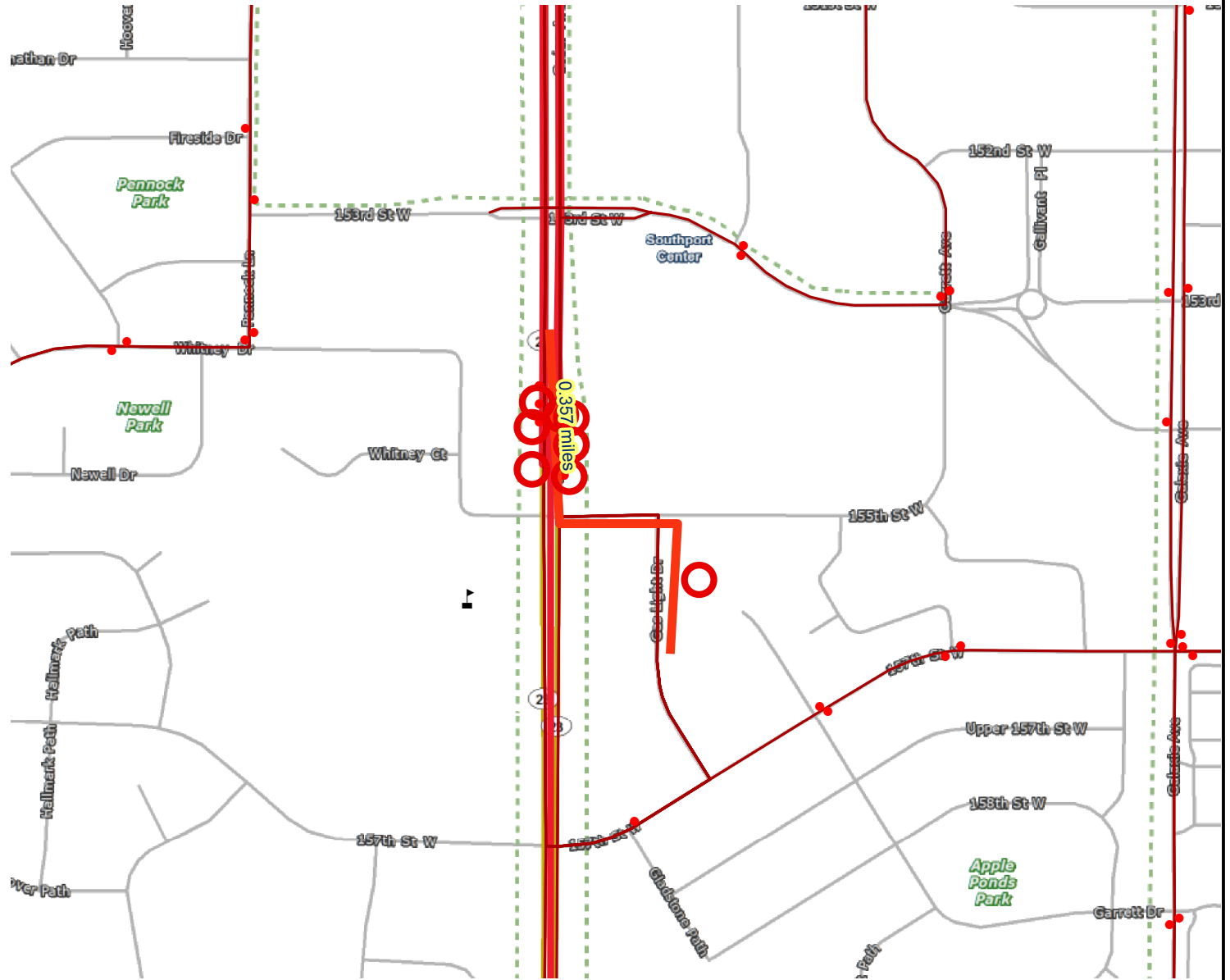


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LandscapeRSA4



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





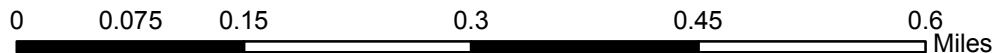
Results

Transit within QTR mile of project:
 420 440 442 475 477 479 480 903
 *Red Line - Phase 2

Transit within HALF mile of project:
 420 440 442 475 476 477 479 480 903
 *Red Line - Phase 2

*indicates Planned Alignments

	Project Points		Active Stop		BRT, Red Line		Transitway		Planned Alignments
	Project		School		Transit Routes		Red Line		BRT, Red Line - Phase 2



Created: 11/7/2014
 LandscapeRSA3

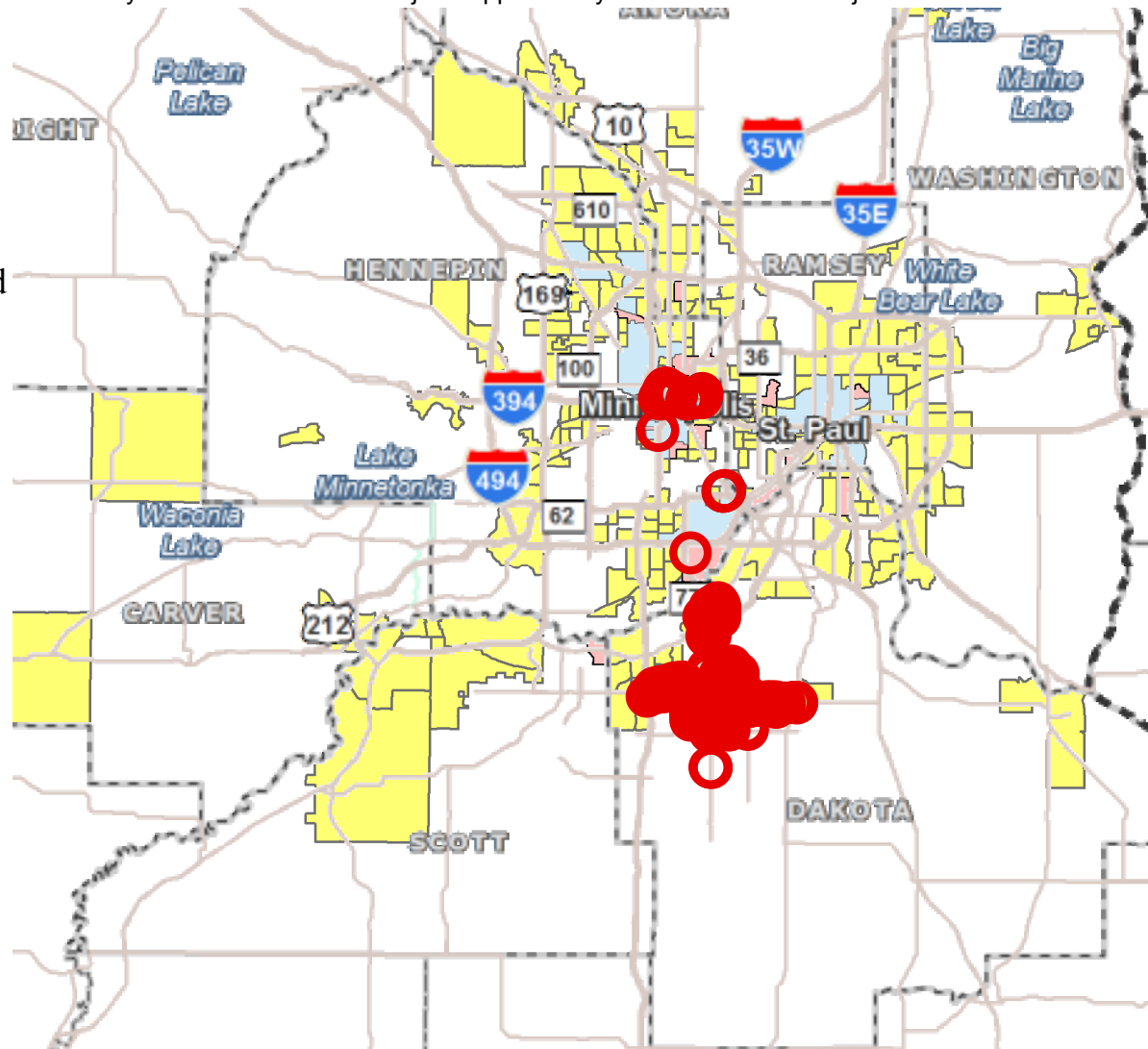


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN a racially concentrated area of poverty.



NCompass Technologies

- Project Points
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Project
- Concentrated area of poverty



Created: 11/7/2014
LandscapeRSA2



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