



Application

04777 - 2016 Transit Expansion

05209 - Rosemount Local Service Expansion

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

07/15/2016 2:03 PM

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## Primary Contact

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	Salutation	First Name	Middle Name	Last Name
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<b>What Grant Programs are you most interested in?</b>	Regional Solicitation - Transit and TDM Projects			

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## Organization Information

<b>Name:</b>	MN VALLEY TRANSIT AUTH
<b>Jurisdictional Agency (if different):</b>	

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

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## Project Information

Project Name Rosemount Local Service Expansion

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

This application is for transit expansion in the Cities of Rosemount and Apple Valley, about 25 miles south of the Twin Cities. Rosemount and Apple Valley are suburban communities with approximately 23,000 and 50,000 residents, respectively, located in the northern half of Dakota County.

Four Minnesota Valley Transit Authority (MVTA) bus routes traverse the City of Rosemount (local #420 and express routes #476, #478, and #484) but none have frequent or geographically comprehensive service to effectively connect the Rosemount, or surrounding area, populace to local and regional employment or educational centers, such as Dakota County Technical College.

The proposed MVTA transit expansion will add a new local bus route (Route 422) with local stops and connections to existing stations such as Apple Valley Transit Station, Rosemount Transit Station and a new stop at Dakota County Technical College (DCTC). In 2016, DCTC conducted a survey that confirmed a transit need for existing students commuting from central Dakota County. The proposed route would require the purchase of three medium-duty transit buses for service during express periods. The service will operate on weekdays at 30 minute intervals based on demand, approximately 7 and 9 A.M. and 2 to 6 P.M. with stop locations planned to maximize efficiency, ridership, and make use of interconnected bike, vehicular, and pedestrian facilities. Population within ½ mile of the proposed route is nearly 42,800 and the proposed service is estimated to result in about 49,800 new annual riders.

The project will improve access to jobs, health care, and education and training opportunities by directly connecting two areas of concentrated poverty and two census tract areas that are above the regional

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

average for population in poverty or population of color to a high-frequency transit corridor (METRO Red Line). The project will also directly connect to the Dakota County Technical College campus, prioritizing connecting services based on student demand from communities such as Rosemount, Apple Valley, Eagan, and Burnsville, and thereby provide connection between areas of concentrated poverty and a source of higher education and job skill training. The Alternative Learning School at DCTC could also benefit from transit.

Refer to Figure 1 for a location map that illustrates the existing transit routes in the project area and the proposed Route 422. Refer to Figures 2, 3, 4, and 5 and Photo 4 for maps and a photo showing the excellent interconnection of pedestrian and bicycle facilities along the proposed transit route in the cities of Apple Valley and Rosemount. Refer to Photos 2 and 3 for pictures of the Dakota County Technical College entrance and the Apple Valley Transit Station.

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

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CMAQ: Minnesota Valley Transit Authority - Rosemount Local Service Expansion

**Project Length (Miles)**

19.7

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## 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**

\$1,776,000.00

**Match Amount**

\$444,000.00

*Minimum of 20% of project total*

**Project Total**

\$2,220,000.00

**Match Percentage**

20.0%

*Minimum of 20%*

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



**Source of Match Funds**

Regional Transit Capital (RTC) funds via Metropolitan Council;  
 Operating funds from MVTAs Operating budget

*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:** 2020

*For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.*

**Additional Program Years:** 2018, 2019

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

**Specific Roadway Elements**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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 (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

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

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## Transit Operating Costs

<b>Number of Platform hours</b>	13846.15
<b>Cost Per Platform hour (full loaded Cost)</b>	\$117.00

Subtotal	\$1,619,999.55
Other Costs - Administration, Overhead,etc.	\$0.00

## Totals

Total Cost	\$2,219,999.50
Construction Cost Total	\$600,000.00
Transit Operating Cost Total	\$1,619,999.50

## Project Information-Transit and TDM

County, City, or Lead Agency	Minnesota Valley Transit Authority
Zip Code where Majority of Work is Being Performed	55068
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	
Name of Park and Ride or Transit Station:	N/A

*i.e., MAPLE GROVE TRANSIT STATION*

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

From: (Intersection or Address)	Apple Valley Transit Station
To: (Intersection or Address)	Dakota County Technical College

*DO NOT INCLUDE LEGAL DESCRIPTION*

Or At:	N/A
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Primary Types of Work	Transit Expansion
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*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, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal: Access to Destinations (TPP Page 6.4)

Objective: Increase the availability of multimodal travel options, especially in congested highway corridors.

The proposed transit route will add service to a large population of underserved Rosemount and Apple Valley citizens.

Objective: Increase transit ridership and the share of trips taken using transit, bicycling and walking.

The proposed transit route adds service in areas with excellent connections to sidewalks and trail systems. These interconnecting systems will help facilitate easy transfer between modes.

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

Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

The proposed transit route will add service to an under-represented population within Rosemount and Apple Valley. The proposed route is near existing high schools, senior housing centers, and municipal service centers, and connects three census tract areas that are above the regional average for population in poverty or population of color.

Goal: Competitive Economy (TPP Page 6.5)

Objective: Invest in a multimodal transportation system to attract and retain businesses and residents.

The proposed service connects to the region via METRO Red Line. This transit connection will allow the municipalities to offer better commuter transit options for attracting businesses to the area.

Objective: Improve multimodal access to regional job and activity centers identified in Thrive MSP 2040.

The proposed service is a critical transit connection between under-served areas of Rosemount and Apple Valley to the METRO Red Line that connects to larger job centers than are available locally. The connection to DCTC will allow transit access to jobs and job skill training.

Goal: Healthy Environment (TPP Page 6.5)

Objective: Reduce transportation related air emissions.

The proposed transit route is expected to reduce Vehicle Miles Traveled (VMT) by approximately 4,000 per day. This VMT reduction will directly reduce a wide range of transportation-related emissions.

Objective: Increase the availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car free lifestyles.

The proposed transit route adds service in areas with excellent connections to sidewalks and trail systems. These interconnecting systems will help facilitate easy transfer between modes.

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.

City of Rosemount Transit Plan, July 2008 (pages 7, 15, 16)

Rosemount/Empire/Umore Area Transportation System Study, June 2010 (page 37)

Cedar Avenue Transitway, Implementation Plan Update, December 2015 (page 11, 32)

Robert Street Corridor Transit Feasibility Study, November 2008 (page viii)

Apple Valley 2030 Comprehensive Plan, October 2009 (page A1-27)

List the applicable documents and pages:

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

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

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

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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Transit Expansion:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$75,000 to \$300,000

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

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

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

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

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

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

*10. 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**

*11. 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**

*12. 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**

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

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

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

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

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

*2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.*

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

*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.*

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

### **Transit Expansion and Transit System Modernization projects only:**

*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**

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 12459

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 5486

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

*Upload the "Letter of Commitment" on the 'Other Attachments' Form.*

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

*Upload the "Letter of Commitment" on the 'Other Attachments' Form.*

Explanation of last-mile service, if necessary (Limit 1,400 characters; approximately 200 words):

Upload Map 1467833564660\_population summary.pdf

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## Measure B: Transit Ridership

*Select multiple routes*

Existing transit routes directly connected to the project 420, 440, 442, 475, 476, 477, 478, 479, 480, 484, 903-METRO Red Line

Planned Transitways directly connect to the project (mode and alignment determined and identified in the 2040 TPP)

Upload Map 1467833338964\_transit connections.pdf

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## Response

*Met Council Staff Data Entry Only*

Average number of weekday trips 0

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## A Measure:

Service Type Urban and Suburban Local Routes

New Annual Ridership (Integer Only) 49800

Assumptions Used (Limit 2,800 characters; approximately 400 words)



**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated and which Urban and Suburban Local Route(s) were selected**  
(Limit 2,800 characters; approximately 400 words)

Ridership was determined by comparing Passengers per In-Service Hour (PPISH) of comparative peer routes MVTA #442, #445, and Shakopee local services (#497 and #499). These routes were selected due to similar densities and local service type and show average PPISH ranging from 3 to 15.

From this analysis we estimate the proposed Rosemount Local Service Expansion to have 10 riders per in-service hour. This ridership will be enhanced by coordination with the Dakota County Technical College. To arrive at final annual ridership, we applied a 3% growth each year from 2020 to 2023.

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select One:

Projects service directly connects to Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50)

Projects service directly connects to Area of Concentrated Poverty

Yes

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

Project's service directly connects to a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly

The proposed project will improve access to jobs, health care, and education and training by directly connecting two areas of concentrated poverty and two census tract areas that are above the regional average for population in poverty or population of color. The project will directly connect the Dakota County Technical College campus and METRO Red Line to areas of concentrated poverty. Refer to Photos 2 and 3 for pictures of the Dakota County Technical College entrance and the Apple Valley Transit Station.

Primary job and school-commuting occurs during the morning and evening hours generally in the 7 A.M. to 9 A.M. and 2 P.M. to 6 P.M. ranges. Current transit serving the concentrated poverty districts of the project area do not adequately provide transit within these timeframes. Rosemount Local Service Expansion will provide 30 minute headways throughout the peak hours connecting the Dakota County Technical College (DCTC) and areas of concentrated poverty within Rosemount and Apple Valley to the METRO Red Line which provides 15 minute headway service throughout the peak hours. This service improvement will expand access to the Twin Cities region. The link between these communities and job opportunities is critical for economic equity. Additionally, the link from the greater region to DCTC provides access to jobs and specialized job training.

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

The proposed system will provide direct connection between three census tract areas that are above the regional average for population in poverty or population of color to the Dakota County Technical College, one of the largest technical colleges in the region with an enrollment of nearly 3,000 students, 15% of which is comprised of students of color. Enrollment at the college increased 25% between

1998 and 2003.

The City of Rosemount comprehensive plan includes a pledge to provide workforce and affordable housing opportunities through cooperative effort with other agencies. This plan describes cooperation and coordination with the Dakota County Community Development Agency (DCCDA) and Habitat for Humanity to provide affordable housing opportunities throughout the City. The DCCDA owns land in the Akron Avenue/CR 42 area, adjacent to the proposed service expansion, with the intention of building workforce housing. Additional landholdings will be made available for a partner who will provide high density multi-family housing with some affordable units. The proposed Rosemount Local Service Expansion will help the community in this continued effort to provide housing for low-income residents.

The proposed project does not inflict negative impacts on any population. The project does not reduce access to, or frequency of, existing transit service and will operate along existing roadways.

[Upload Map](#)

1467838264189\_socio economic conditions.pdf

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## Measure B: Affordable Housing

City/Township	Number of Stops in City/Township
City of Rosemount	5.0
City of Apple Valley	13.0
	<b>18</b>

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**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
		0	0	0	0

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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Number of Stops in City	18.0
Total Housing Score	0

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### Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	200
Distance from Terminal to Terminal (Miles)	20.0
VMT Reduction	4000.0
CO Reduced	9560.0
NOx Reduced	640.0
CO2e Reduced	1466400.0
PM2.5 Reduced	20.0
VOCs Reduced	120.0
Total Emissions Reduced	1476740.0

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

The proposed service expansion offers excellent interconnection between modes. The Rosemount Local Service Expansion would provide interconnection between other local and regional transit systems. The proposed improvements would connect to 12 transit routes, including the METRO Red Line at the Apple Valley Transit Station, the 444 and 442 to Burnsville, and the 445 to Eagan. These interconnections are important because based on a recent Dakota County Technical College student survey, most of the respondents that were interested in transit were based in the zip codes represented by these municipalities and connected by these transit lines.

There are three designated park and ride areas within the project area; Apple Valley Transit Station, Rosemount Transit Station, and the 157th Street station located at Pilot Knob Road and CR 46. These park and ride facilities offer safe and efficient access to the proposed service expansion. Refer to Photo 1 and Photo 3 for pictures of the Rosemount and Apple Valley Transit Stations, respectively.

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

There is an extensive system of on and off-street bike routes and sidewalks in Rosemount and Apple Valley. Of particular note is the proximity of Minnesota's Mississippi River Trail, a state trail system that travels 620 miles within Minnesota. This trail and path system traverses Rosemount and is immediately adjacent to the Rosemount Transit Station for easy access to the proposed transit route to bicyclists and other trail users. Of additional importance is the classification of 150th Street (CSAH 42) as a Dakota County Bike Route and the fact that all MVTA vehicles are equipped with bike racks. This significant east-west bike route in the County provides additional interconnection points for bicyclists and transit riders. Refer to Photo 4 for a picture view along the

proposed route on 150th Street and note the adjacent sidewalk system. Refer to Figures 2-5 for maps showing pedestrian and bicycle facilities interconnecting with the proposed Rosemount Local Service Expansion.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM 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** Yes

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## Measure A: Risk Assessment

### 1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

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

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

### 3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

**Document Status:**

Document approved (include copy of signed cover sheet)

100%

**Document submitted to State Aid for review**

75%

date submitted

**Document in progress; environmental impacts identified; review request letters sent**

50%

**Document not started**

0%

**Anticipated date or date of completion/approval**

#### **4)Review of Section 106 Historic Resources (10 Percent of Points)**

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

100%

**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%

**Unsure if there are any historic/archaeological resources in the project area**

0%

**Anticipated date or date of completion of historic/archeological review:**

**Project is located on an identified historic bridge**

#### **5)Review of Section 4f/6f Resources (10 Percent of Points)**

*4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?*

*6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?*

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

100%

**No impact to 4f property. The 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%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

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

**Right-of-way, permanent or temporary easements not required**

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

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

25%

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

0%

**Right-of-way, permanent or temporary 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**

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)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps**

100%

**Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

100%

**Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

0%

**9)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**

0%

**Anticipated date or date of completion**

**10)Letting**

**Anticipated Letting Date**

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**Measure: Cost Effectiveness of Emissions Reduction**

**Total Annual Operating Cost:** \$540,000.00

**Total Annual Capital Cost of Project** \$85,714.00

**Total Annual Project Cost** \$625,714.00

**Assumption Used (Limit 1400 Characters; approximately 200 words):**

Annual project costs assume the purchase of 3 medium duty transit buses with a 7 year useful life.

*(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
Apple Valley Support Letter-Rosemount Service.pdf	Letter of Support from the City of Apple Valley	322 KB
Dakota County_Letter of Support for DCTC Route.pdf	Letter of Support from Dakota County	1014 KB
DCTC LOS_201607.pdf	Letter of Support from College (DCTC)	48 KB
MVTA Route 422 Match Request 2016.07.13.pdf	Match Letter from Met Council	527 KB
Rosemount Local Service - City of Rosemount Letter of Support.pdf	Letter of Support from the City of Rosemount	315 KB
Rosemount Local Service - MVTA Letter of Commitment.pdf	Statement of Commitment from MVTA	478 KB
Rosemount Local Service Application Figures.pdf	Figures referenced throughout the application.	18.4 MB
Rosemount Local Service Application Maps.pdf	Application Data Figures	764 KB
Rosemount Local Service Application Photos.pdf	Photos referenced throughout the application materials.	694 KB

# Population Summary

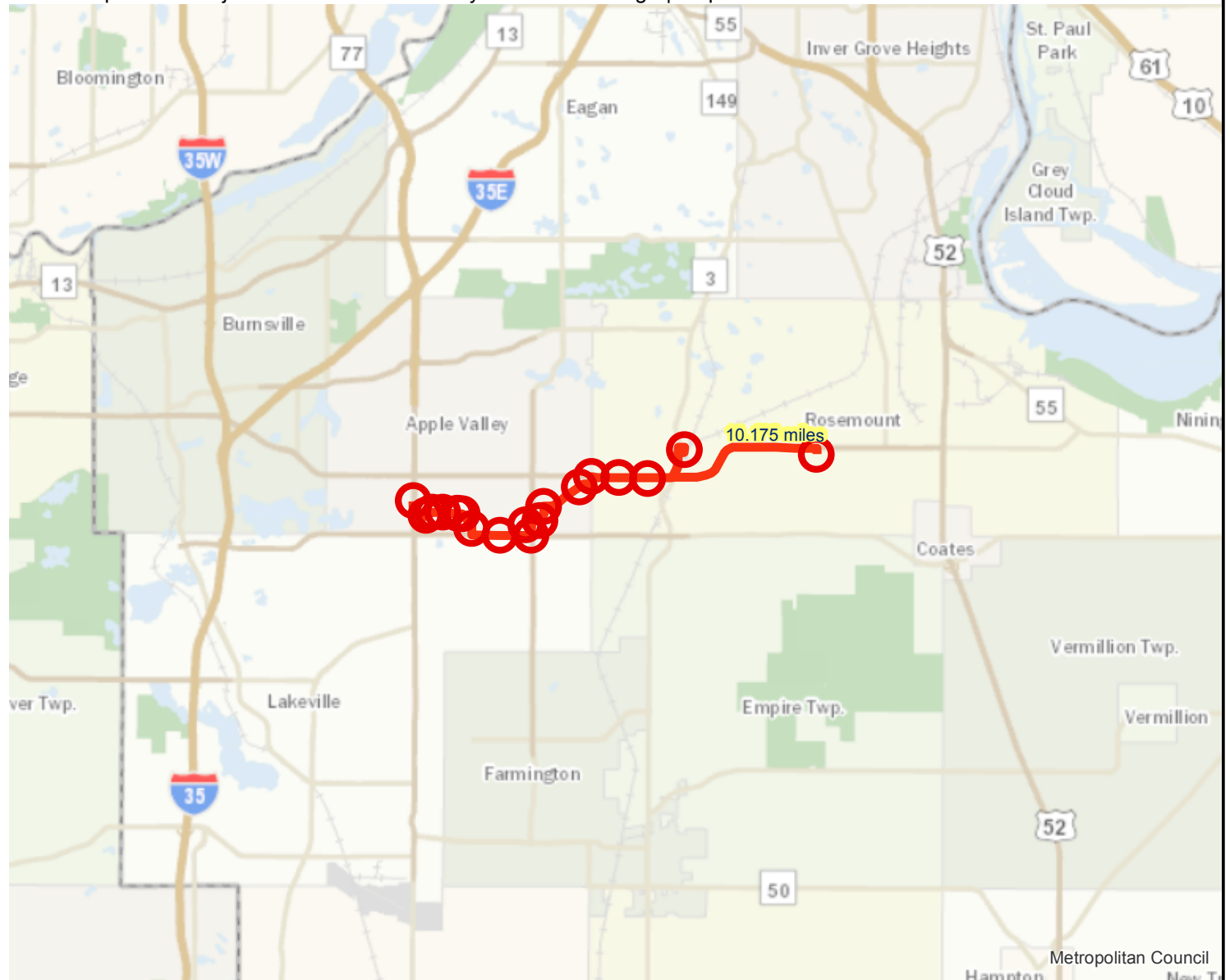
Transit Expansion Project: MVTA Dakota County Technical College | Map ID: 1465923121692

## Results

Within QTR Mile of project:  
Total Population: 39053  
Total Employment: 7397

Within HALF Mile of project:  
Total Population: 42789  
Total Employment: 12459

Within ONE Mile of project:  
Total Population: 61884  
Total Employment: 17750



 Project Points

 Project



Created: 6/14/2016  
LandscapeRSA4



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# Transit Connections

Transit Expansion Project: MVTA Dakota County Technical College | Map ID: 1465923121692



## Results

Transit with a Direct Connection to project:  
420 440 442 475 476 477 478 479 480 484 903

\*Red Line - Phase 2

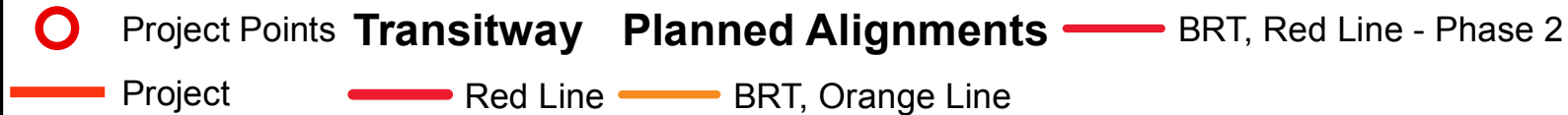
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\*Red Line - Phase 2

\*indicates Planned Alignments



Created: 6/14/2016  
LandscapeRSA3



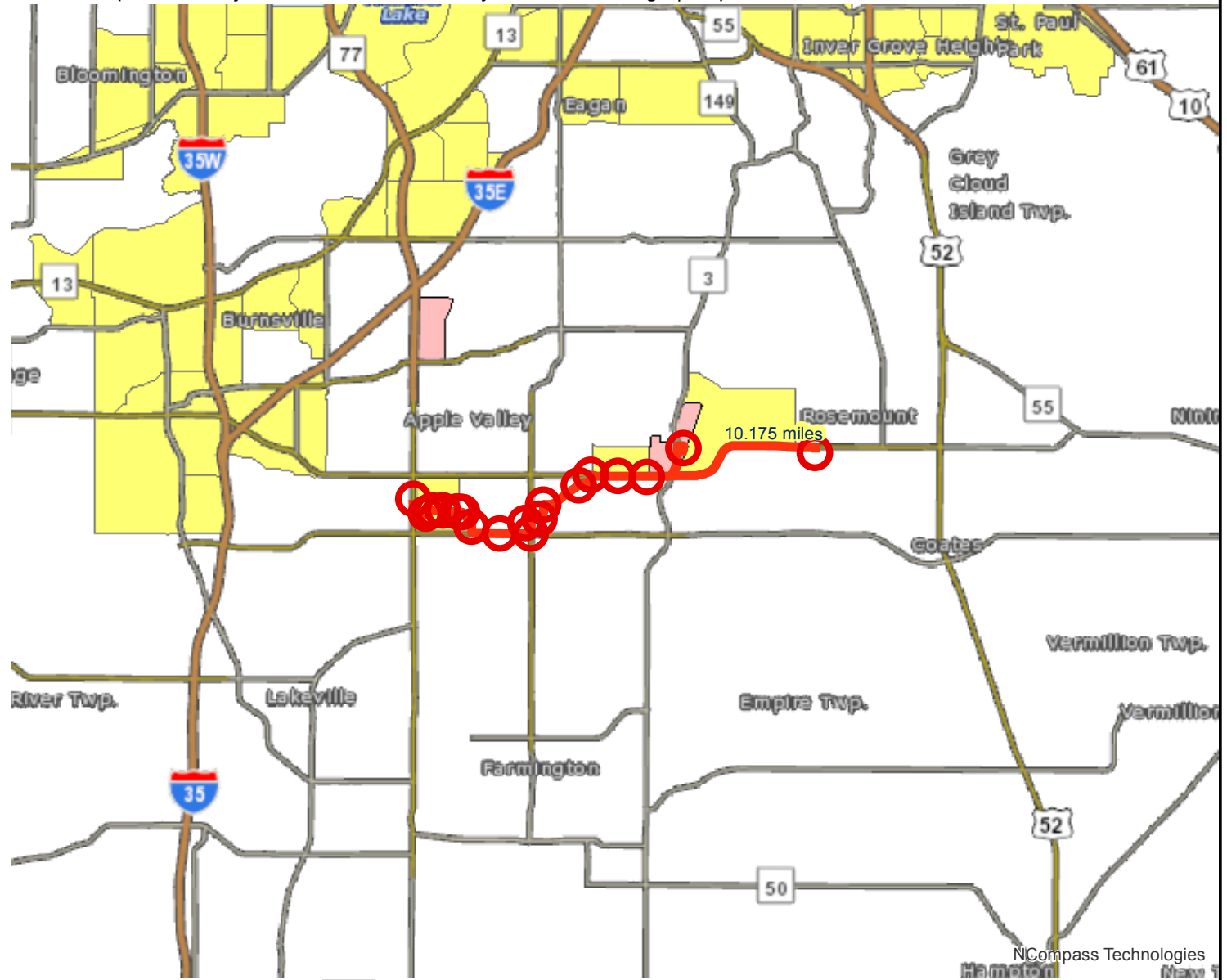
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




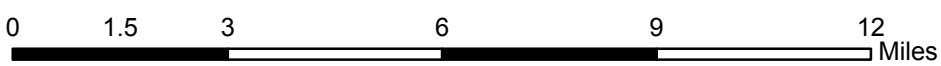
NCompass Technologies

Results

Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)



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



Created: 6/14/2016  
LandscapeRSA2



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



NCompass Technologies





City of

**Apple  
Valley**

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

Telephone (952) 953-2500  
Fax (952) 953-2515  
[www.cityofapplevalley.org](http://www.cityofapplevalley.org)

July 14, 2016

Minnesota Valley Transit Authority  
Attn: Jane Kansier, Senior Project Manager  
100 East Highway 13  
Burnsville, MN 55337

RE: Letter of Support for Transit Expansion Route Serving Dakota County Technical College;  
2016 Regional Solicitation Application

Dear Ms. Kansier:

The City of Apple Valley extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for local transit service expansion connecting Apple Valley and Rosemount.

This proposed project would complete a gap in the current transit system and provide service connecting Dakota County Technical College to surrounding communities, including Rosemount and Apple Valley. The service would provide a new route and include stops at existing transit stations such as Apple Valley Transit Station, Rosemount Transit Station, and the 157<sup>th</sup> Street Station. This service concept is primarily based on student transit demand from zip codes such as Burnsville, Apple Valley, Eagan, and Rosemount that also leverage regional transit connections available via METRO Red Line at the Apple Valley Transit Station.

The City of Apple Valley appreciates your efforts to secure funding for expanding transit operations in Dakota County and is supportive of MVTA moving forward with this project.

Sincerely,

CITY OF APPLE VALLEY

Tom Lawell  
City Administrator



July 12, 2016

**Physical Development Division**

**Steven C. Mielke, Director**

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

952.891.7000  
Fax 952.891.7031  
[www.dakotacounty.us](http://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: Federal CMAQ 2016 Regional Solicitation Application Letter of Support for Transit Expansion Route Serving Dakota County Technical College

Dear Ms. Koutsoukos:

The County Board of Commissioners extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for local transit service expansion in Rosemount.

This proposed project would complete a gap in the current transit system and provide service connecting Dakota County Technical College to surrounding communities, including Rosemount and Apple Valley. The service would provide a new route and include stops at existing transit stations such as; Apple Valley Transit Station, Rosemount Transit Station, and the 157th Street Station. While the service concept is primarily based on student transit demand from zip codes such as Burnsville, Apple Valley, Eagan, and Rosemount, there are additional regional transit connections available via METRO Red Line at the Apple Valley Transit Station.

Dakota County appreciates your efforts to secure funding for expanding transit operations in Dakota County and is supportive of MVTA moving forward with this project.

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

Sincerely,

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





7/13/2016

Luther Wynder  
Executive Director  
Minnesota Valley Transit Authority  
100 E. Highway 13  
Burnsville, MN 55337

**RE: Letter of Support for Rosemount Local Service Expansion  
2016 Regional Solicitation Application**

Dear Mr. Wynder,

Dakota County Technical College extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for local transit service expansion in Rosemount.

This proposed project would complete a gap in the current transit system and provide peak hour service connecting Dakota County Technical College to surrounding communities, including Rosemount & Apple Valley. The service would provide a new route and include stops at existing transit stations such as Apple Valley Transit Station, Rosemount Transit Station, and the 157<sup>th</sup> Street Station. While the service concept is primarily based on student transit demand from zip codes such as Burnsville, Apple Valley, Eagan, and Rosemount, there are additional regional transit connections available via METRO Red Line at the Apple Valley Transit Station.

Dakota County Technical College appreciates your efforts to secure funding for expanding transit operations in Dakota County and is supportive of MVTA moving forward with this project.

Sincerely,

Tim Wynes  
President  
Dakota County Technical College

[WWW.DCTC.EDU](http://WWW.DCTC.EDU)



July 13, 2016

Luther Wynder  
100E. Highway 13  
Burnsville, MN 55337

Dear Mr. Wynder,

The Metropolitan Council has received MVTA's request to provide the 20% local match for Route 422 buses if the project is selected for 2020-2021 Regional Solicitation Transit funds.

Our understanding of the project scope is that it proposes the creation of a new Route 422 with local stops and connections to Apple Valley Transit Station, Rosemount Transit Station and Dakota County Technical College. The service would operate on weekdays at 30 minute intervals between 7:00 a.m. and 9:00 a.m. and 2:00 p.m. to 6:00 p.m.

The project is comprised of both buses and service operations with an estimated total cost of \$2,220,000. The capital portion of the project is estimated at \$600,000 for three Arboc buses with \$480,000 in Regional Solicitation Transit funding and \$120,000 in local match. The operating portion is estimated at \$1,620,000 with \$1,296,000 in Regional Solicitation Transit funding and \$324,000 in local match. The project total cost is estimated at \$1,776,000 in Regional Solicitation transit funds requested and a \$440,000 local match.

The Council has a limited amount of regional transit capital (RTC) budgeted in its 2016-2021 Capital Improvement Program (CIP) for capital expansion projects. Its top priorities for regular route bus service are preservation of existing fleet (replacement of vehicles) and facilities, and maintenance of existing services (addressing overflow demand on existing services).

Given the above, the Council agrees to provide up to \$120,000 in RTC funds as local match for the Route 422 Arboc buses conditional on the following:

- The Council will prioritize RTC funding to capital projects that address maintenance of existing services (meeting overflow demand) followed by new services capital needs as prioritized by TAB. The Council can provide confirmation on its RTC funding commitment before TAB finalizes its project selection, when recommended projects for funding are known.
- The Council cannot guarantee that replacement buses will be Arbocs but we can commit to a vehicle of comparable size. Fleet policy at the time of replacement will guide replacement bus type.
- The Council cannot guarantee that operating funds will be available for any service expansion and looks to the project sponsor, MVTA in this case, to be responsible for committing the local match for the operations component of the project.

Sincerely,



Gerri Sutton  
Assistant Director Contracted Transit Services  
Metropolitan Transportation Services

July 5, 2016

Luther Wynder  
Executive Director  
Minnesota Valley Transit Authority  
100 E. Highway 13  
Burnsville, MN 55337

**RE: Letter of Support for Rosemount Local Service Expansion  
2016 Regional Solicitation Application**

Dear Mr. Wynder,

The City of Rosemount extends its support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for local transit service expansion in Rosemount.

This proposed project would complete a gap in the current transit system and provide peak hour service connecting Dakota County Technical College to surrounding communities, including Rosemount & Apple Valley. The service would provide a new route and include stops at existing transit stations such as Apple Valley Transit Station, Rosemount Transit Station, and the 157<sup>th</sup> Street Station. While the service concept is primarily based on student transit demand from zip codes such as Burnsville, Apple Valley, Eagan, and Rosemount, there are additional regional transit connections available via METRO Red Line at the Apple Valley Transit Station.

The City of Rosemount appreciates your efforts to secure funding for expanding transit operations in Dakota County and is supportive of MVTA moving forward with this project.

Sincerely,



William Droste  
Mayor  
City of Rosemount

**SPIRIT OF PRIDE AND PROGRESS**



July 7, 2016

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

RE: Regional Solicitation Application for Expansion of Local Service in the City of Rosemount

Dear Ms. Koutsoukos:

The Minnesota Valley Transit Authority (MVTA) is submitting an application for the expansion of local transit service in the City of Rosemount as part of the 2016 Regional Solicitation. The proposed project provides peak hour service to the Dakota County Technical College and various transit facilities, including Apple Valley Transit Station, 157<sup>th</sup> Street Station, and Rosemount Park and Ride.

MVTA is the public transportation provider for the businesses and residents of several cities in the southern Twin Cities Metro Area, including Rosemount. We presently operate fourteen transit stations and park and ride facilities in our service area. 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 952-882-7500 if you have any questions.

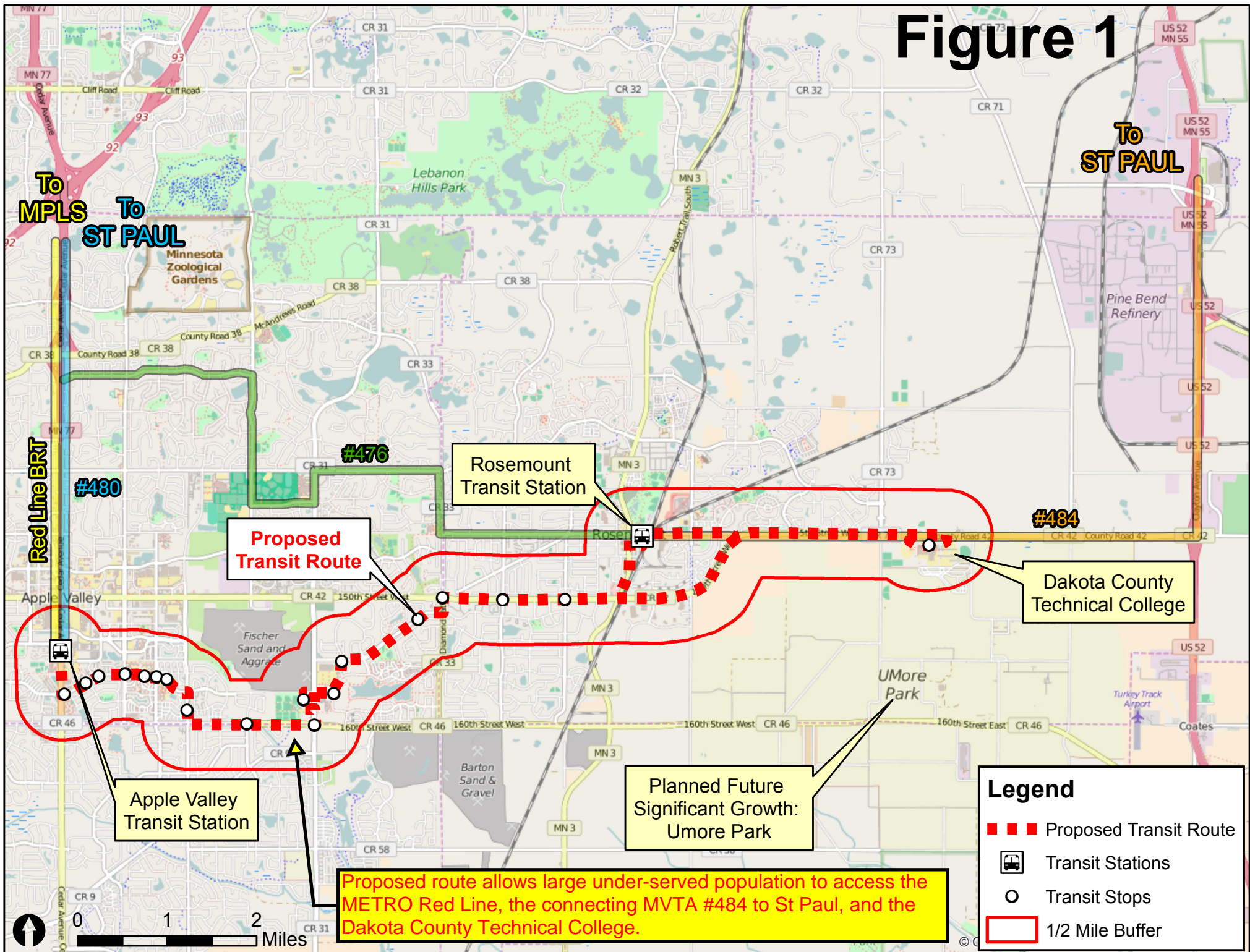
Sincerely,



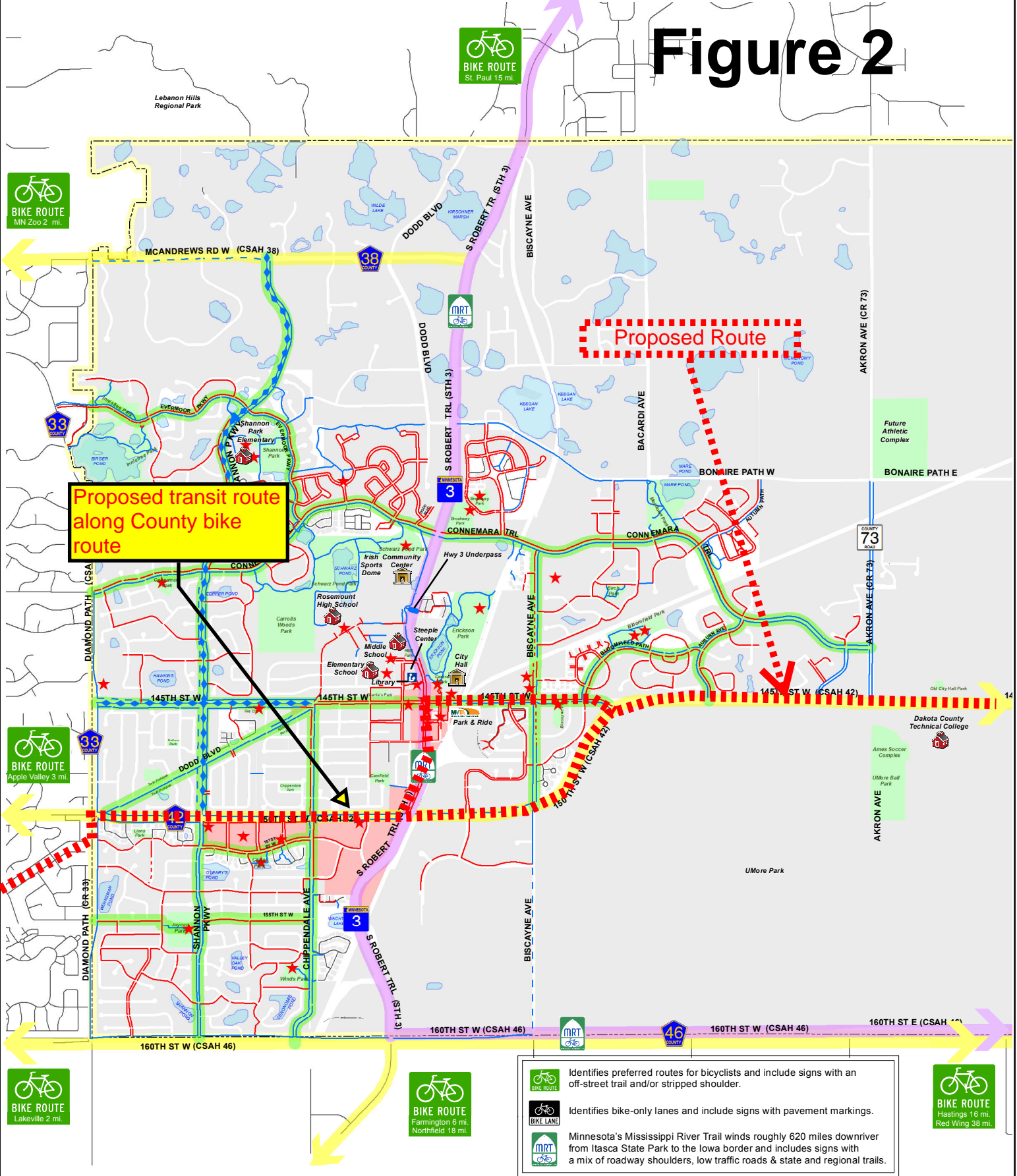
Luther Wynder  
Executive Director



# Figure 1






# Figure 2



**Proposed transit route along County bike route**













**Proposed Route**

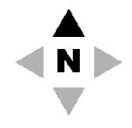
-  Identifies preferred routes for bicyclists and include signs with an off-street trail and/or striped shoulder.
-  Identifies bike-only lanes and include signs with pavement markings.
-  Minnesota's Mississippi River Trail winds roughly 620 miles downriver from Itasca State Park to the Iowa border and includes signs with a mix of roadway shoulders, low traffic roads & state and regional trails.



**ROSEMOUNT**  
MINNESOTA

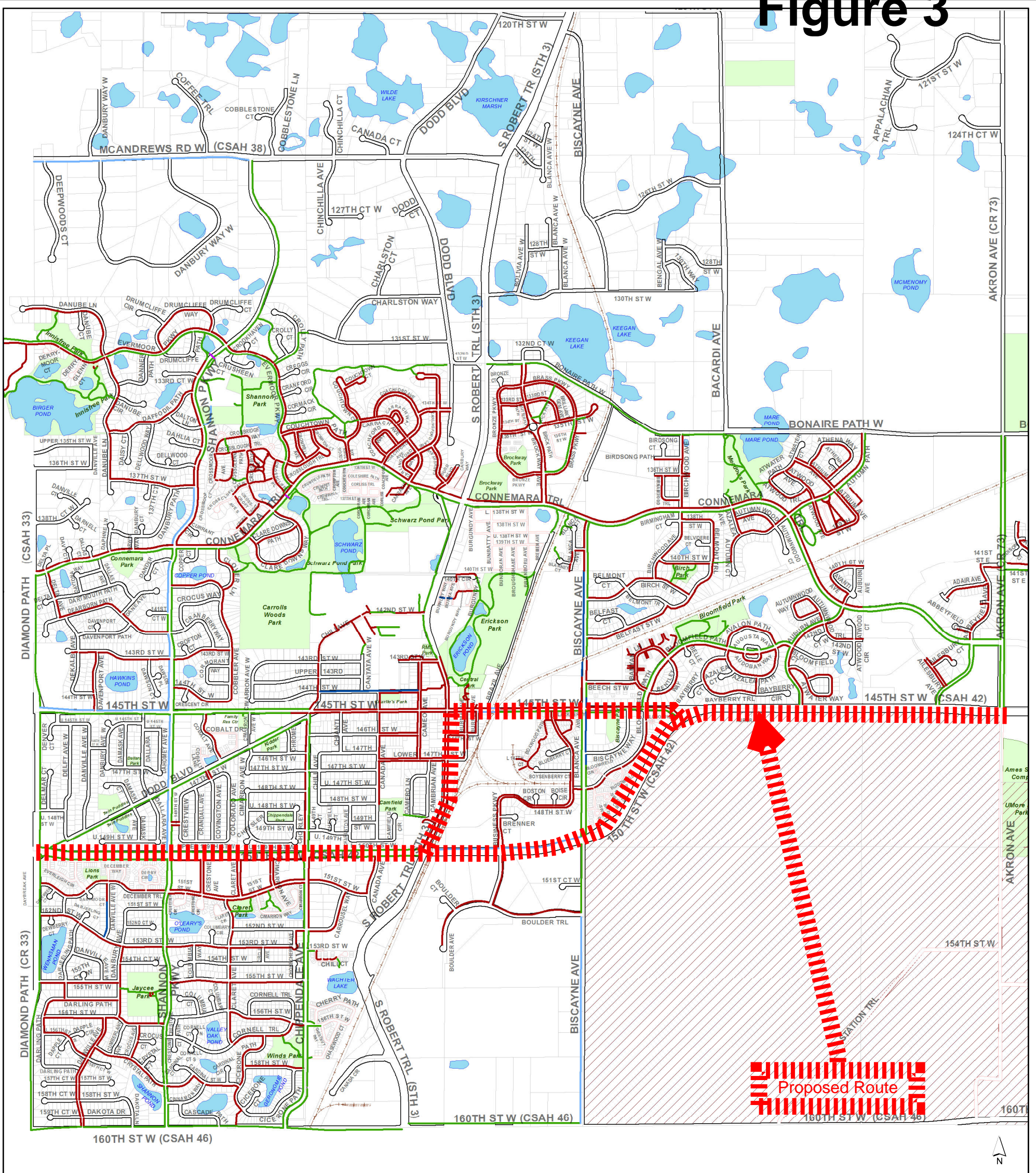
**Bicycle Facilities**

-  Bike Lane
-  City Bike Route
-  Dakota County Bike Route
-  Mississippi River Trail
-  Existing Trail
-  Existing Sidewalk
-  Proposed Trail
-  Proposed Sidewalk
-  Commercial Areas
-  Water
-  Parks
-  Bike Rack





# Figure 3



**Pedestrian Facilities Improvement Plan**

- EXISTING BITUMINOUS PATH
- EXISTING CONCRETE SIDEWALK
- EXISTING TUNNEL
- PROPOSED BITUMINOUS PATH
- PROPOSED CONCRETE SIDEWALK



## Pedestrian Facilities Map City of Rosemount

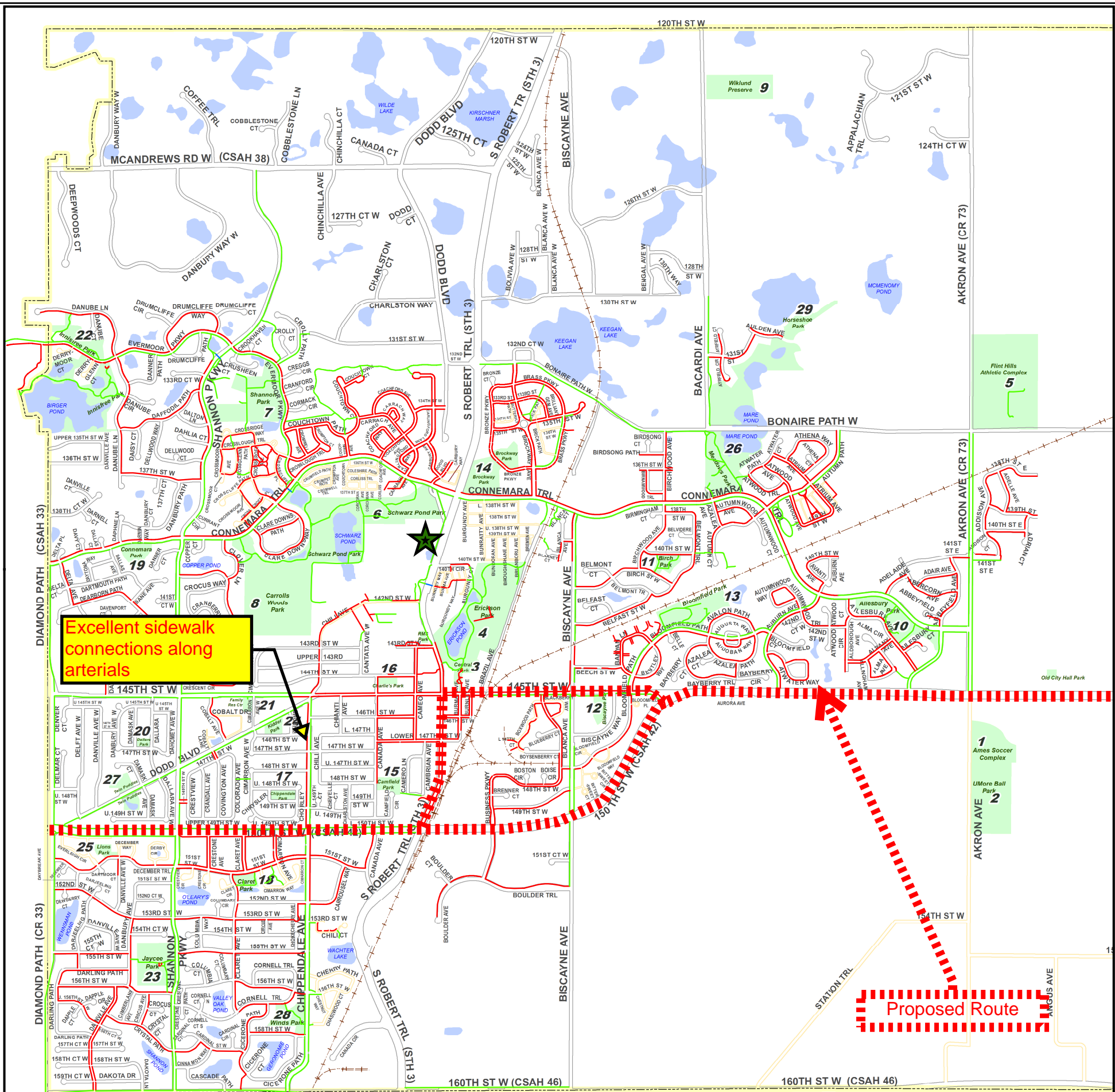
Adopted November 15, 2005



# Figure 4 Trails and Parks Map City of Rosemount

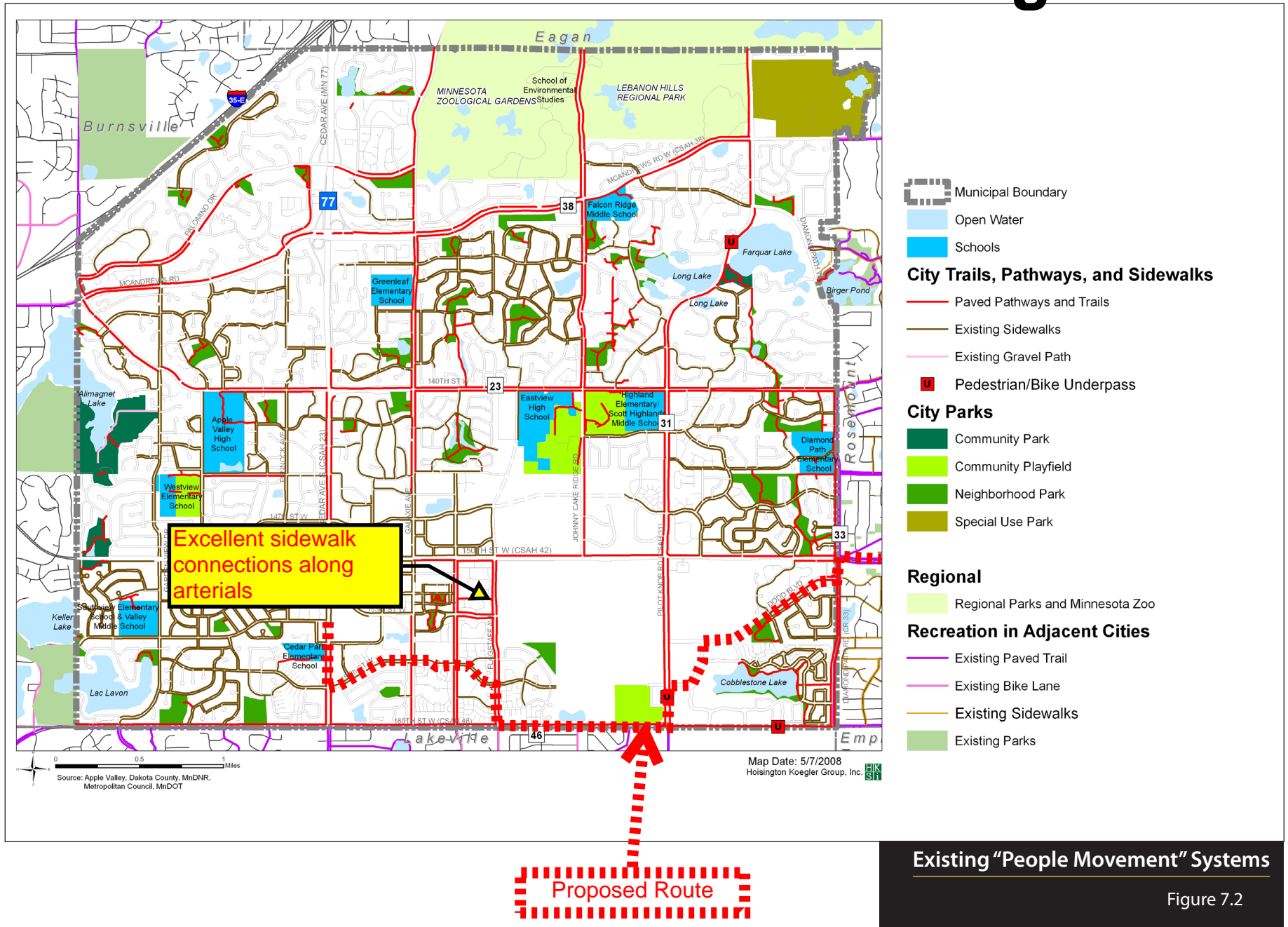
## Legend

- Water
- Bituminous
- Tunnel
- Parks
- Sidewalk
- Community Center



Park Amenities: Existing Element		Acres	Barbecue Grills	Baseball Field - Official	Baseball/Softball Field	Green Fields	Nature Areas	Parking	Picnic Shelter	Playground Equipment	Restrooms	Skating - Hockey	Skating - Pleasure	Splash Pad	Tennis Courts	Volleyball Courts	Walking Trails	Warming House	Disc Golf	Skate Park
<b>COMMUNITY PARKS</b>																				
Ames Soccer Complex (at DCTC)		13.56																		
1	1300 145th St E	13.56																		
2	Ball Fields at Umore, 14860 Akron Ave	26.40																		
3	Central Park, 2893 145th St W	6.28																		
4	Erickson Park, 14115 Brazil Ave	45.10																		
5	Flint Hills Athletic Complex	57.62																		
6	Schwarz Pond Park, 13787 Dodd Blvd	62.29																		
7	Shannon Park, 13260 Shannon Pkwy	24.76																		
<b>CONSERVANCY LAND</b>																				
8	Carrolls Woods, 3335 142nd St W	44.46																		
9	Wklund Preserve, Bacardi Ae	14.97																		
<b>NEIGHBORHOOD PARKS</b>																				
10	Ailesbury Park, 14238 Ailesbury Ave	13.81																		
11	Birch Park, 2181 Birch St	3.52																		
12	Biscayne Park, 2420 145th St W	3.08																		
13	Bloomfield Park, 14225 Bloomfield Path	13.75																		
14	Brockway Park, 13660 Bronze Pkwy	14.36																		
15	Camfield Park, 14795 Canada Ave	3.10																		
16	Charles Park, 3155 144th St W	1.26																		
17	Chippendale Park, 14876 Chrysler Ave	2.11																		
18	Claret Park, 15130 Claret Ave	2.63																		
19	Connemara Park, 13930 Connemara Tr	4.79																		
20	Dallara Park, 4175 147th St W	1.04																		
21	Family Resource Center Park 14521 Cimarron Ave	1.24																		
22	Innisfree Park, 4270 Evermoor Pkwy	55.82																		
23	Jaycee Park, 15425 Shannon Pkwy	14.66																		
24	Kidder Park, 3652 146th St W	2.13																		
25	Lions Park, 15155 December Tr	1.94																		
26	Meadows Park, 13960 Azalea Ave	26.44																		
27	Twin Puddles Park, 14884 Dodd Blvd	5.40																		
28	Winds Park, 15675 Chippendale Ave	7.09																		
29	Horseshoe Lake Park,	37.12	UNDEVELOPED																	

# Figure 5





# Regional Economy

Transit Expansion Project: MVTA Dakota County Technical College | Map ID: 1465923121692

## Results

**WITHIN ONE MI** of project:

Total Population: 66603  
Total Employment: 20197  
Mfg and Dist Employment: 1543

Postsecondary Students:  
5486



 Project Points

 Project



Created: 6/14/2016  
LandscapeRSA5



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



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# Population Summary

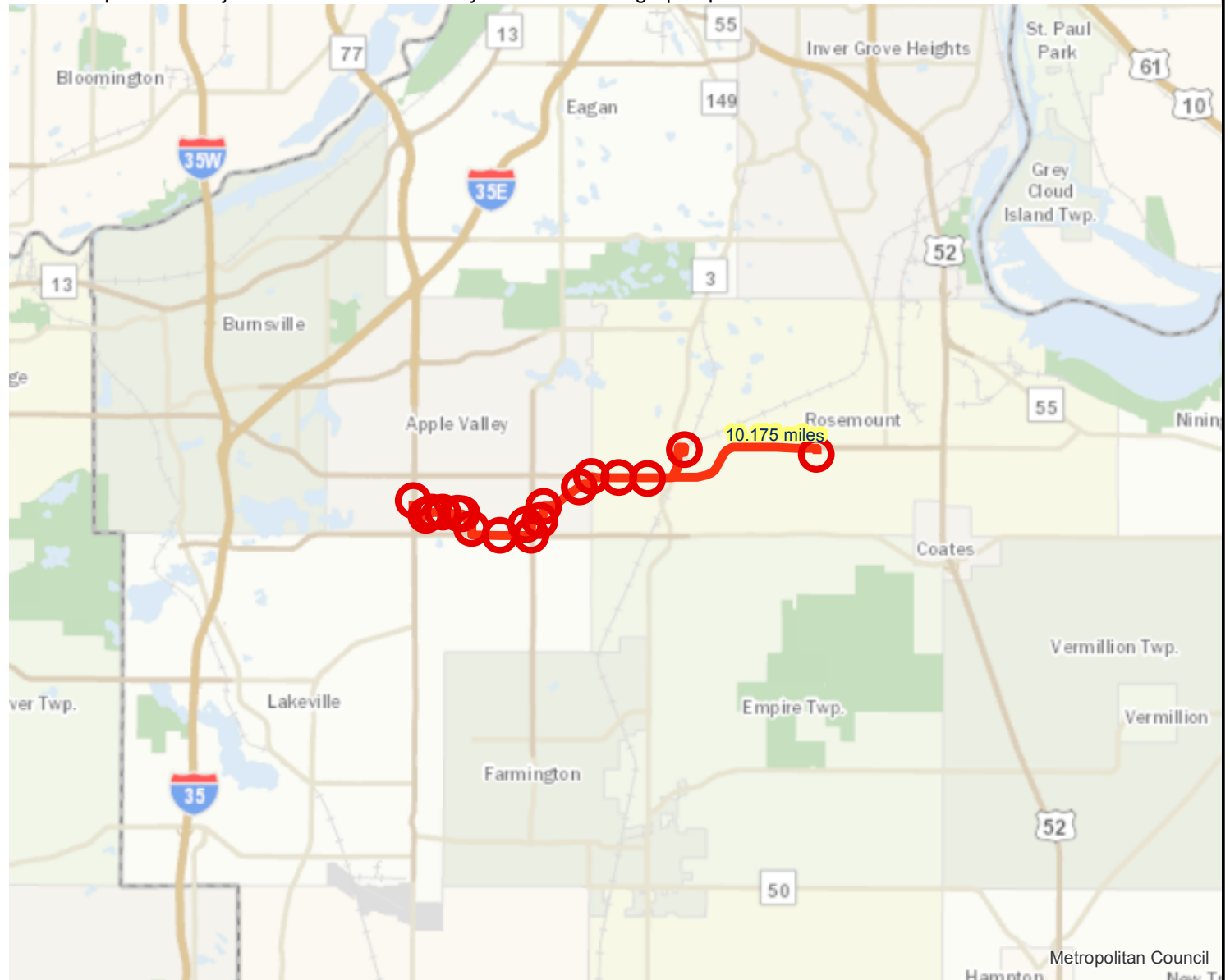
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 Project Points

 Project



Created: 6/14/2016  
LandscapeRSA4

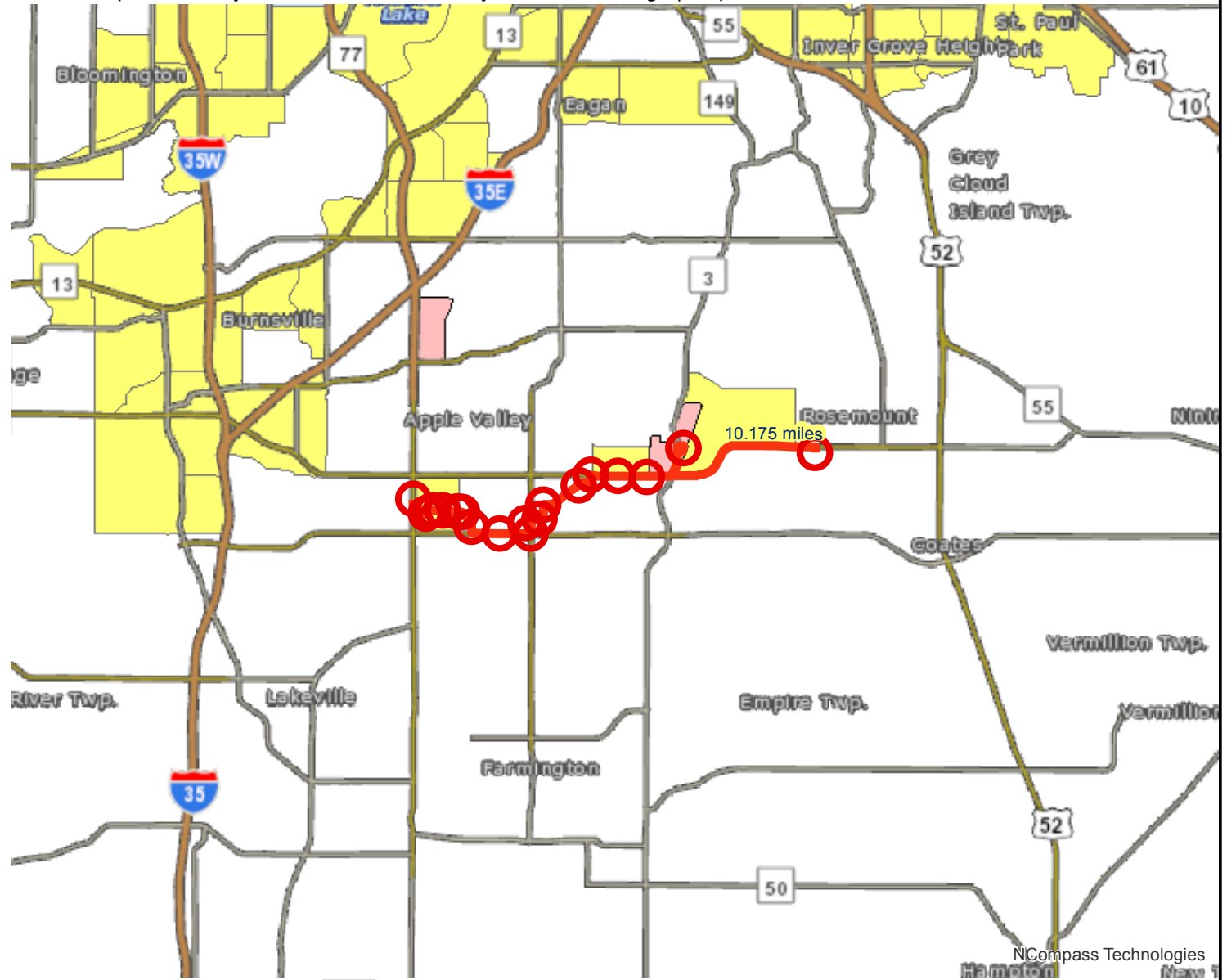





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



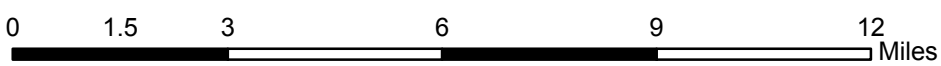
Results

Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 6/14/2016  
LandscapeRSA2



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NCompass Technologies

# Transit Connections

Transit Expansion Project: MVTA Dakota County Technical College | Map ID: 1465923121692



## Results

Transit with a Direct Connection to project:  
420 440 442 475 476 477 478 479 480 484 903

\*Red Line - Phase 2

Transit within QTR mile of project:  
420 440 442 475 476 477 478 479 480 484 903

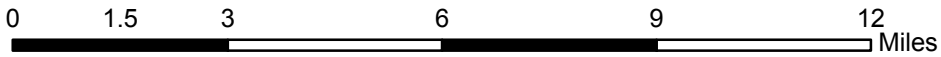
\*Red Line - Phase 2

Transit within HALF mile of project:  
420 440 442 475 476 477 478 479 480 484 903

\*Red Line - Phase 2

\*indicates Planned Alignments

- Project Points
- Transitway
- Planned Alignments
- BRT, Red Line - Phase 2
- Project
- Red Line
- BRT, Orange Line



Created: 6/14/2016  
LandscapeRSA3



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



NCompass Technologies

Photo 1: Rosemount Transit Station





Photo 2: Dakota County Technical College Main Entrance



Photo 3: Apple Valley Transit Station





Photo 4: Street View of Typical Stop Location on Proposed Route (Google Streetview)



Proposed route connects residential, industrial, and commercial properties

Most of proposed route has excellent pedestrian facilities