



Application

13871 - 2020 Transit Expansion

14340 - Route 436 Expansion - Viking Lakes

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

05/13/2020 3:47 PM

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## Primary Contact

Name:\*

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Nene

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\*

Burnsville, MN

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

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## 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

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## Project Information

Project Name Route 436 Expansion - Viking Lakes

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Eagan

Jurisdictional Agency (If Different than the Applicant): N/A

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

Route 436 is primarily a reverse commute route, bringing passengers from 46th Street LRT Station in Minneapolis through Mendota Heights and terminating in Eagan. Currently this route serves major employers in the area, including a USPS facility and Thomson Reuters. Today, over 12,000 jobs are within a quarter mile from stops along this line. The incoming Viking Lakes development is poised to transform this area with a 3.2million squarefoot development that will add residential density, a hotel and event center, retail, and a major physical therapy complex to create a significant regional employment hub. Already, the development features the Vikings headquarters and museum, Twin Cities Orthopedics medical office buildings and sports medicine centers. MVTA anticipates a large increase in demand for transit both to and from this area and is requesting funding to expand service to the new development and surrounding areas. Providing service to residents and employees from the beginning is crucial in creating a habit of transit use and access for employees who are transit dependent. Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

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

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

Route 436 Expansion - Viking Lakes

**Project Length (Miles)**

14.0

*to the nearest one-tenth of a mile*

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## Project Funding

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

If yes, please identify the source(s)

Federal Amount \$2,600,000.00

Match Amount \$650,000.00

*Minimum of 20% of project total*

Project Total \$3,250,000.00

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

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds RTC Funds-Metropolitan Council, MVTA Operating

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### Preferred Program Year

Select one: 2024

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

Additional Program Years: 2021, 2022, 2023

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

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## For All Projects

Identify the Transit Market Areas that the project serves: 2,3,4

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

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## For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Minnesota Valley Transit Authority

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

*e.g., MAPLE GROVE TRANSIT STATION*

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

From:  
(Intersection or Address)

To:  
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Primary Types of Work

Service Expansion and Bus Procurement

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.

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

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

Goal A. Transportation System Stewardship (Page 2.6) OBJECTIVES: Efficiently preserve and maintain the regional transportation system in a state of good repair.

Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

STRATEGIES: Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

Goal B. Safety and Security (Page 2.7)

OBJECTIVES: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Reduce the transportation system vulnerability to natural and manmade incidents and threats.

STRATEGIES: Regional transportation partners will use best practices to provide and improve facilities for safe walking.

Goal C. Access to Destinations (Page 2.8)

OBJECTIVES: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Increase travel time reliability and predictability for travel on highway and transit systems

STRATEGIES: The Council and regional transit providers will expand and modernize transit service, facilities, systems, and technology, to meet

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

growing demand, improve customer experience, improve access to destinations, and maximize the efficiency of investments.

Regional transportation partners will provide or encourage reliable, cost-effective, and accessible transportation choices that provide and enhance access to employment, housing, education, and social connections for pedestrians and people with disabilities.

Goal E. Healthy Environment (Page 2.12)

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

Reduce transportation related air emissions.

STRATEGIES: The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities.

Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel

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.

## Dakota County 2030 Transportation Plan Chapter 5

## City of Eagan 2030 Comprehensive Guide Plan Chapter 7

List the applicable documents and pages:

## MVTA Strategic Plan

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

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

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

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

**Travel Demand Management (TDM):** \$100,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

**Date plan completed:**

**Link to plan:**



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

Date self-evaluation completed: 01/01/2020

Link to plan:

Upload plan or self-evaluation if there is no link. 1588970712620\_MVTA\_ADA Policy.pdf

Upload as PDF

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

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

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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

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

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

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

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

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

**Travel Demand Management projects only:**

*The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.*

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

*The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.*

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

## Specific Roadway Elements

<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 (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

### 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>

### 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	\$550,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$550,000.00</b>

### Transit Operating Costs

Number of Platform hours	26.95
Cost Per Platform hour (full loaded Cost)	\$117.00
Subtotal	\$3,153.15
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$553,153.15
Construction Cost Total	\$550,000.00
Transit Operating Cost Total	\$3,153.15

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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 42660

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 472

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

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

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

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

Explanation of last-mile service, if necessary: N/A

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

Upload Map

1588971556745\_Viking  
LakesRoute436Expansion\_PopulationEmployment.pdf

*Please upload attachment in PDF form.*

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## Measure B: Transit Ridership

Existing transit routes directly connected to the project

7, 9, 74, 436, 445, 446, 470, 480, 484, 901-METRO Blue Line, 921-METRO A Line, 7, 9, 74, 436, 445, 446, 480, 901-METRO Blue Line, 921-METRO A Line, 7, 9, 46, 74, 436, 445, 480, 901-METRO Blue Line, 921-METRO A Line

*Select all routes that apply.*

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

METRO Blue Line Extension (Bottineau LRT)

Select all transitways that apply.

## Upload Map

1588971793491\_Viking

LakesRoute436Expansion\_TransitConnections.pdf

Please upload attachment in PDF form.

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## Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

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## A Measure: Usage

Service Type

Urban and Suburban Local Routes

New Annual Ridership  
(Integer Only)

101663

Assumptions Used:

See methodology.

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

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated**

Ridership was determined by comparing Passengers per In-Service Hour (PPISH) of comparative peer routes in the same transit market area: MVTA #436 (existing), #445, and #446. These routes were selected due to similar densities, local service type, and similar geographies. These routes show average PPISH ranging from 9 to 23. From this analysis, we estimate the proposed local service expansion to have 15 riders per in-service hour on weekdays, and 9 on weekends, assuming development plans proposed in northeast Eagan come to fruition. This ridership will be enhanced by coordination with MVTA member communities. To arrive at final annual ridership, we applied a 3% growth each year from 2024 to 2027.

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

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

With the incoming Viking Lakes development poised to transform northeast Eagan, MVTA collaborated with Viking Lakes and the Dakota County Regional Chamber of Commerce to host a town hall event seeking input from businesses about future transit services in the area. There was a positive response from those that attended the town hall event, as well as from the survey taken by the business owners which showed that they are in support of having additional transit service to meet the growing needs of their employees in the area. This input resulted in a need for MVTA to expand its Route 436 to serve this growing area.

**Response:**

This project will follow federal regulations for additional community engagement, specifically through the use of MVTA's Title VI Plan and Major Service Change Policy. MVTA will complete a Title VI analysis prior to service implementation to ensure no disproportionate or adverse impacts to the identified populations. In addition, MVTA will work with employers and riders at the time of developing a final service plan to ensure routing and trip times are meeting the needs of customers, including low-income populations, people of color, persons with disabilities, youth and the elderly.

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

**2.Sub-measure:** *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*

Based on US Census data, 38.2% of the population living within a quarter mile of the proposed route are minority, 12.0% are in poverty, 9.2% are seniors (65+), 26.9% are youth (18-), 7.9% have disabilities, and 42.6% live in a household with zero or one vehicle(s). This project will improve transit access and provide more transit options for the transit reliant populations within the area. All of these populations will benefit from improved access to Eagan destinations, 7 days/week service, as well as transfer options available at both 46th Street LRT station and Eagan Transit Station.

**Response:**

The incoming Viking Lakes development is poised to transform this area. The 3.2 million squarefoot development will add residential density, a hotel and event center, retail, and a major physical therapy complex to create a significant regional employment hub. Already, the development features the Vikings headquarters and museum, Twin Cities Orthopedics medical office buildings and sports medicine centers. There are 261 multi family residential units and the Omni Vikings Lakes hotel anticipated to be completed in fall of 2020.

With access to public transportation, these communities can continue to thrive. New buses and existing transit facilities are equipped to accommodate multi-modal travel as well as users with limited mobility.

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

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

**Response:**

There are not negative externalities anticipated by the proposed expansion of Route 436.

(Limit 2,800 characters; approximately 400 words)

**Select one:**

**3.Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

**Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):**

**Project located in Area of Concentrated Poverty:**

**Projects census tracts are above the regional average for population in poverty or population of color:**

Yes

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

(up to 40% of maximum score )

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

**Upload Map**

1588974112719\_Viking LakesRoute436Expansion\_Socio-Economic Conditions.pdf

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## Measure B: Part 1: Housing Performance Score

City	Number of Stops in City	Number of Stops/Total Number of Stops	Score	Housing Score Multiplied by Segment percent
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Minneapolis	2.0	0.07	100.0	6.67
Mendota Heights	4.0	0.13	25.0	3.33
Eagan	24.0	0.8	84.0	67.2
				<b>77</b>

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## Total Transit Stops

Total Transit Stops 30.0

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## Housing Performance Score

Total Housing Score 77.2

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## Housing Performance Score

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## Part 2: Affordable Housing Access

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

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

The incoming Viking Lakes development is poised to transform northeast Eagan. The 3.2million squarefoot development will include additional residential density that will be directly served by the route extension. In addition, the expanded service on Route 436 will provide additional connection points to affordable housing locations within Eagan and Mendota Heights, as well as transfer opportunities and direct connections at 46th Street LRT station in Minneapolis.

**Response:**

New buses and existing transit facilities are equipped to accommodate multi-modal travel as well as users with limited mobility. A number of existing bicycle and pedestrian corridors are available along the proposed route, including multiple intersections with Regional Bicycle Transportation Network corridors, increasing the bike-walk access beyond the transit route. All buses are equipped with bike racks to accommodate bikes while users ride the bus. Further, all buses and stops are accessible, specifically with the use of kneeling buses assisting users with mobility challenges.

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

**Upload map:**

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## Measure A: Daily Emissions Reduction

<b>New Daily Transit Riders (Integer Only)</b>	300
<b>Distance from Terminal to Terminal (Miles)</b>	14.0
<b>VMT Reduction</b>	4200.0
<b>CO Reduced</b>	10038.0
<b>NOx Reduced</b>	672.0
<b>CO2e Reduced</b>	1539720.0
<b>PM2.5 Reduced</b>	21.0
<b>VOCs Reduced</b>	126.0

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

### Response

MVTA buses are equipped with bike racks, allowing users to commute with their bike. Bike lockers are also available at the MVTA transit station for a small fee. These lockers allow transit users to reach a station by bike, and then use the Route 436 bus to get to their final destination.

MVTA transit stations are designed for the safe and efficient movement of pedestrians between modes. The Eagan Transit Station provides a refuge for pedestrians with comfortable waiting areas. Transit shelters are provided at various stops along the route, providing refuge for users as they wait for the bus to arrive.

The safety of pedestrians and bicycles as they access or interact with MVTA buses are of the highest priority. Finally, all buses used on this route are wheelchair accessible, ensuring convenient access for those with mobility challenges.

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

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**  Yes

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## Measure A: Risk Assessment - Construction Projects

### 1)Layout (25 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

#### **Attach Layout**

*Please upload attachment in PDF form.*

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

50%

#### **Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

### **2)Review of Section 106 Historic Resources (15 Percent of Points)**

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

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

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

0%

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

### **3)Right-of-Way (25 Percent of Points)**

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

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

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

25%

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

0%

**Anticipated date or date of acquisition**

**4)Railroad Involvement (15 Percent of Points)**

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

100%

**Signature Page**

*Please upload attachment in PDF form.*

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

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

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

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

**Meeting with general public:**

**Meeting with partner agencies:**

02/12/2020

**Targeted online/mail outreach:**

**Number of respondents:**

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

100%

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

75%

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

50%

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

Yes

50%

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

25%

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

0%

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

MVTA collaborated with Viking Lakes and the Dakota County Regional Chamber of Commerce to host a town hall event seeking the business' input about future transit services in the area. There was a positive response from those that attended the town hall event, as well as from the survey taken by the business owners which showed that they are in support of having additional transit services to meet the growing needs of their employees in the area. This input drove the need for MVTA to expand its Route 436 to service this growing developmental area.

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### Measure: Cost Effectiveness

Total Annual Operating Cost:	\$900,000.00
Total Annual Capital Cost of Project	\$45,833.00
Total Annual Project Cost	\$945,833.00

This estimated project cost was developed with an assumed annual operating cost of \$900,000 and an annual capital cost of \$45,833.

The annual operating cost was estimated based on the number of platform hours (26.95 /weekday) and the cost per platform hour (\$117).

Assumption Used:

Annual project cost assumes the purchase of 1 - 40' heavy-duty transit buses with a 12-year useful life. The bus will include a full technology package, providing WiFi and CAD/AVL technology to riders. One bus is estimated to be \$550,000. Based on the FTA's guidelines for useful life (12 years for heavy-duty transit buses), a total annual capital cost of \$45,833 was assumed.

(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
2020 RTC Match Letter - MVTA - Vikings Lake.pdf	Route 436 Expansion_Met Council Local Match Letter	184 KB
MVTACommitmentLetter_Route436Expansion.pdf	Route 436 Expansion_MVTA Commitment Letter	134 KB
Route 436 Viking Lakes Letter of Support-GaryHanson.pdf	Route 436 Viking Lakes Letter of Support-Gary	290 KB
Route 436 Viking Lakes Letter of Support_ MaureenFailor.pdf	Route 436 Viking Lakes Letter of Support-Maureen	387 KB
Route 436 Viking Lakes Letter of Support_KyleChank.pdf	Route 436 Viking Lakes Letter of Support-Kyle	133 KB
Rt436ExpansionVikingLakes_One Page Project SummaryL.pdf	Route436_One Page Project Summary	351 KB
Survey Monkey info.pdf	Survey Result	86 KB



**Minnesota Valley Transit Authority**

# ADA Policy



## I. ABOUT THE POLICY

Minnesota Valley Transit Authority (MVTA) Policy on Accessibility and Compliance with the Americans with Disabilities Act of 1990 and related State of Minnesota Statutes as Amended, December 10, 2014.

It is the policy of the MVTA to implement the legal requirements of the Federal and State governments in a manner so as to meet the following goals:

1. To encourage individual and dignified use of the transit system with minimal assistance from transit system employees, contractors, and other users.
2. To expedite the safe and efficient boarding, transporting, and alighting of all passengers, regardless of mobility status.
3. To adapt to a wide range of mobility aids within the physical limitations of current vehicles and available commercial standard equipment.
4. To minimize any potential damage to mobility aids from the onboard securement system.

To accomplish this policy, the following specific actions have been adopted the 28<sup>th</sup> day of June, 2006, revised the 24<sup>th</sup> day of January, 2007, revised the 31<sup>st</sup> day of October, 2012, revised the 10<sup>th</sup> day of December 2014 and revised on the 29<sup>th</sup> day of April 2020.

## II. APPLICATION OF POLICY

This policy applies to MVTA services, facilities, and vehicles. This includes all contracted services operated by other private and public operators. This policy is not intended to suggest or require compliance by other operating entities, including Metro Transit, other Metropolitan Council general public service providers, or Metro Mobility and its contracted agencies and operators.

## III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

All MVTA facilities and vehicles shall meet or exceed the minimum requirements for accessibility, including but not limited to 49 CFR Parts 27, 37, and 38, MN Stat. Ch. 299A, and MN Rules Ch. 7450. MVTA shall exceed the minimum requirements in the following way(s): All transit vehicles shall be equipped with two forward-facing securement positions, including those vehicles 22 feet long and under. Transit vehicles may be equipped with one or more combination positions which shall provide a compliant forward-facing position and a rear-facing position which need not include a compliant occupant-restraint system when used in the rear-facing manner. All vehicles shall be equipped with a kneeling feature if that feature is offered by the manufacturer.

## IV. VEHICLES DESIGN RECORDS

Records will be maintained describing the lift and securement equipment on each MVTA transit vehicle. This information will include the design capacity of the devices to allow determination of what vehicles may be able accommodate passengers in various types of non-conforming mobility aids.

## V. VEHICLE ASSIGNMENT

The assignment of particular vehicle types will be made on the basis of total ridership demand. Recognizing that certain vehicle types may be available to only one MVTA contractor, buses cannot and will not be assigned on the basis of their accessibility features. Given the sensitivity of certain passengers using mobility

aids to particular vehicle designs, however, staff will work with those passengers to alert them to changes in the vehicle assignments as they affect accessibility features when quarterly and special service changes are made.

## VI. MOBILITY AID

Mobility aids belong to any class of two-, three- or more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

## VII. BOARDING

Passengers who use mobility aids requiring the deployment of the lift or ramp will board prior to other passengers, unless the passenger requests otherwise. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to directly assist passengers upon request by briefly pushing the mobility aid (including up a steeply sloped vehicle ramp), and by properly operating the vehicle lift/ramp and securement systems. At locations where there is no curb or sidewalk, operators may require passengers to move their mobility aid a short distance to allow for proper and safe deployment of the lift or ramp.

A personal care attendant is permitted to accompany the passenger on the vehicle lift/ramp if requested, provided the combined weight of the passenger, mobility aid, and attendant does not exceed 600 pounds. The attendant is not permitted to operate the lift or ramp.

## VIII. FARES

Fares for users with limited mobility are set by the Metropolitan Council. Riders must display a qualifying identification card, as determined by the Council, upon request of the operator. Operators must assist with fare payment upon request. It is the responsibility of passengers requiring fare payment assistance to have their fare ready and in a convenient location. A personal care attendant accompanying a qualified passenger rides for free.

## IX. PRIORITY SEATING/SECUREMENT AREA

A priority seating area shall be designated at the front of each vehicle for passengers with limited mobility not using a secured mobility device. Operators are required to ask passengers occupying these seats to vacate them upon request of boarding passengers. Operators are not required to enforce the priority seating designation beyond making such a request.

An area shall be designated close to the lift or ramp entrance for the securement of mobility aids. If this area is occupied by ambulatory passengers and a passenger in a mobility aid boards the vehicle, operators will request those passengers to relocate, and passengers are required to relocate upon the operators request, unless the bus is already so full that those ambulatory passengers would be unable to safely stand.

## X. SECUREMENT AND RESTRAINT

It is MVTA policy that mobility aids be secured by the operator while onboard MVTA vehicles. The standard for securement is that operators must make their best effort to secure the chair, not securement to the satisfaction of the operator. Operators will receive training in the proper securement of mobility aids both in

the hiring process and in regular in-service retraining. A personal care attendant may assist in the securement procedure but the operator must always examine the securements before proceeding.

A conforming lap and shoulder belt shall be provided in the forward-facing securement areas. It shall be recommended to all passengers riding in a secured mobility aid that they be restrained using the lap and shoulder belt, however, it will not be required.

Mobility aids placed in an approved rear-facing position shall be secured by the design of the position which may be entirely passive or include a securement strap to restrict lateral movement. In the latter case, deployment of the securement strap either by the operator, the passenger, or an attendant is required, and operator inspection of the strap deployment is required if it is deployed by the passenger or an attendant.

A conforming lap and shoulder belt need not be provided for the rear-facing use of a combination position and even if such a lap and shoulder belt is provided, it is not required to be used except on request of the passenger. Passengers requesting use of the lap and shoulder belt must be carried in a forward-facing position if a conforming lap and shoulder belt is not available for a rear-facing position.

## XI. TRANSFER TO FIXED SEATING

Operators shall recommend that users of scooter type conforming mobility aids transfer to fixed seating and allow only the mobility aid to be secured to the bus; furthermore, operators may recommend that users of other particular mobility aids transfer if they believe it to be in the passenger's safety interest due to the design of the mobility aid. Under no circumstance may operators require a transfer, even if the mobility aid is not able to be secured to the operator's satisfaction. Operators are required to use their best effort to secure all mobility aids whether occupied or not.

## XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

Staff shall implement a program for users of mobility aids to improve operators' ability to correctly secure mobility aids. This program may include but not be limited to marking of preferred attachment points for securement devices, attachment of tether straps where appropriate attachment points are not available, and passenger training on identifying preferred securement methods to operators on vehicles with different securement systems.

## XIII. SERVICE ANIMALS

Persons with a disability requiring the use of a service animal shall be permitted to board with such animal. Operators are permitted to request that persons traveling with a service animal identify that the animal is performing a service function either by verbal or visual means, including but not limited to identifying equipment or markings attached to the animal.

## XIV. ANNOUNCING OF STOPS

Operators are required to announce inside the bus all upcoming time points, transfer points that are not time points, and stops at signalized intersections, as well as any other stops requested by riders.

Operators are required to announce both the stop location and any transfer routes. MVRTA staff will develop a program to identify to operators those stops that must always be announced.

Operators are required to announce to persons outside the bus at stops the route number, plus the direction and destination where necessary to clearly identify the trip to waiting passengers.

Operators are required to use provided public address systems to make these announcements, except on 25-foot and smaller buses where announcements may be made without the use of the public address system provided the announcements can be clearly heard throughout the bus.

## XV. ALIGHTING

Passengers who use mobility aid devices will ordinarily alight after other passengers at the same stop. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to assist passengers upon request. At locations where there is no curb or sidewalk, operators may suggest an alternate stop to allow for easier deployment of the lift or ramp; however, operators are required to allow passengers to alight at their requested stop unless doing so is likely to damage the lift/ramp or prevent it from operating properly.

## XVI. USE OF ACCESSIBILITY DEVICES BY RIDERS NOT USING A MOBILITY AID

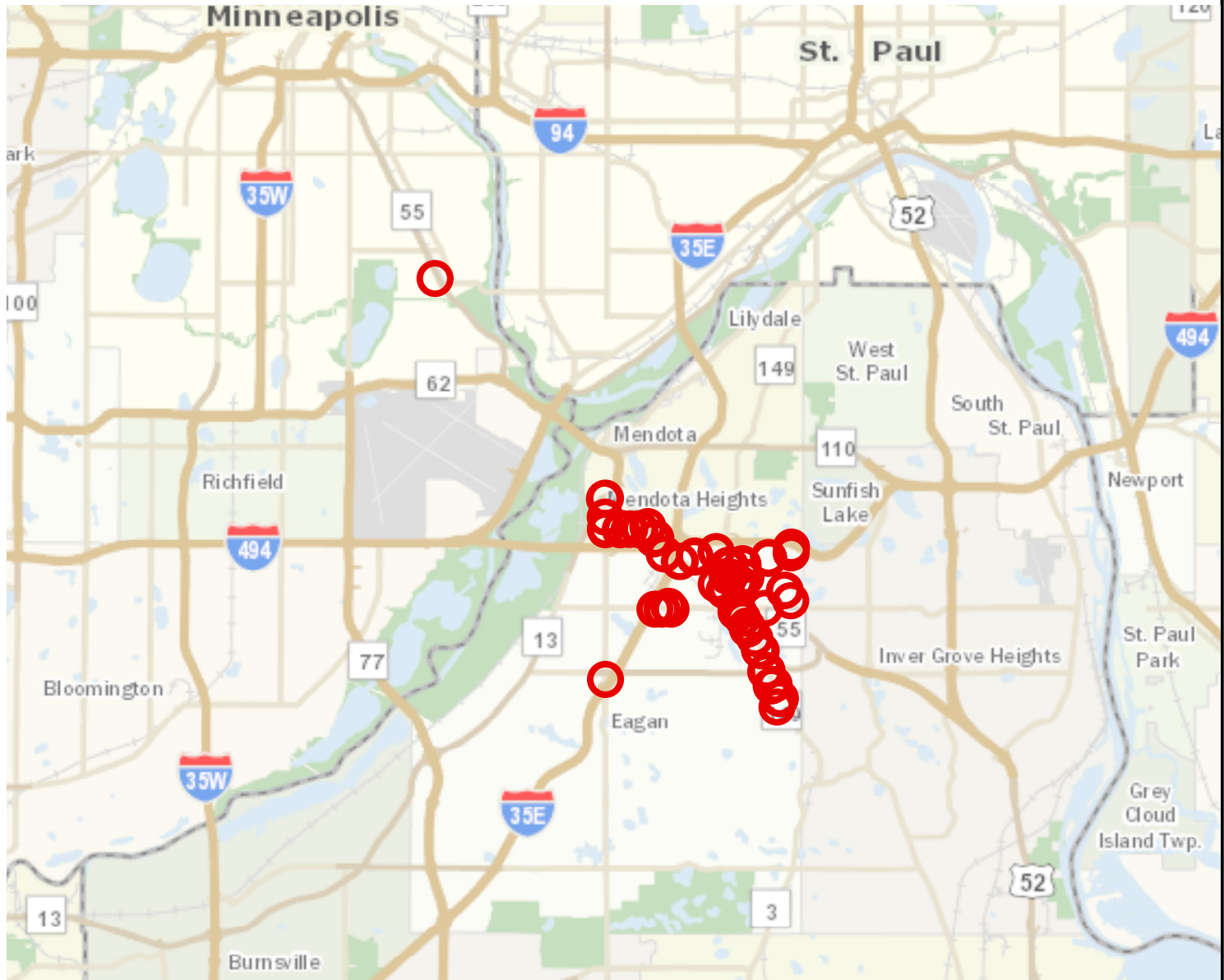
Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding in a secured mobility aid.

## XVII. REPLACEMENT VEHICLES

If there is a failure of the lift/ramp or securement devices, a replacement vehicle must be dispatched if the next trip to the destination of any passenger using a mobility device is scheduled in more than 30 minutes. If the next trip to the destination of any passenger using a mobility device is scheduled in 30 minutes or less, a replacement vehicle may be dispatched if available.

# Population/Employment Summary

Transit Expansion Project: Viking Lakes | Map ID: 1587479653769



## Results

Within QTR Mile of project:  
Total Population: 20328  
Total Employment: 42660  
Postsecondary Students: 472

Within HALF Mile of project:  
Total Population: 37759  
Total Employment: 48197  
Postsecondary Students: 1794

Within ONE Mile of project:  
Total Population: 69708  
Total Employment: 59641

 Project Points  Project Area

 Project



Created: 4/21/2020  
LandscapeRSA4

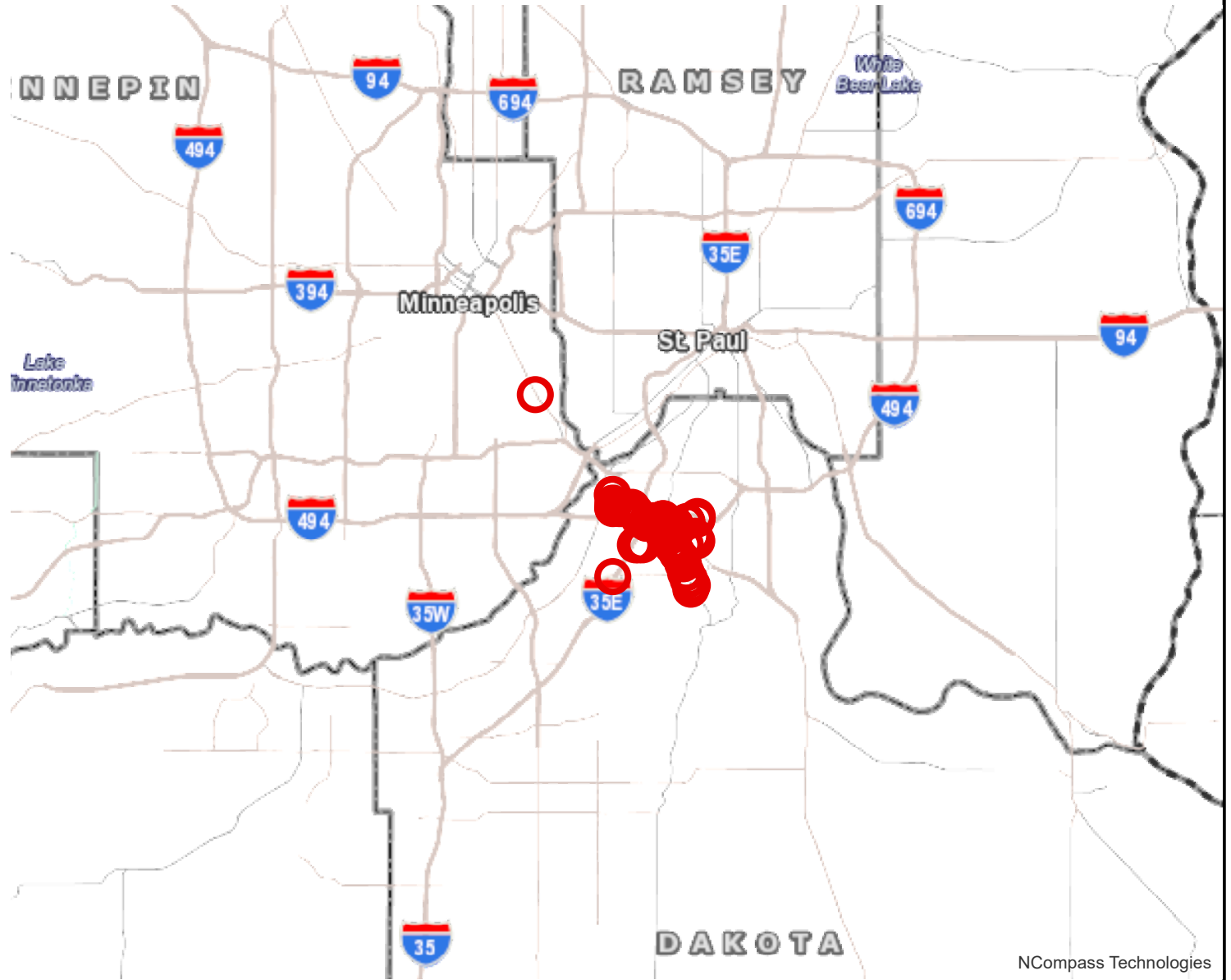


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>



# Transit Connections

Transit Expansion Project: Viking Lakes | Map ID: 1587479653769



## Results

Transit with a Direct Connection to project:  
436 445 446 46 480 7 74 9 901 921

\*A Line

\*Blue Line

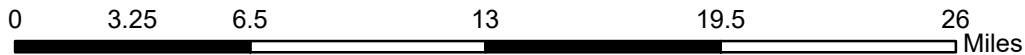
*\*indicates Planned Alignments*

Transit Market areas: 2, 3, 4

 Project Points

 Project

 Project Area



Created: 4/21/2020  
LandscapeRSA3



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

NCompass Technologies



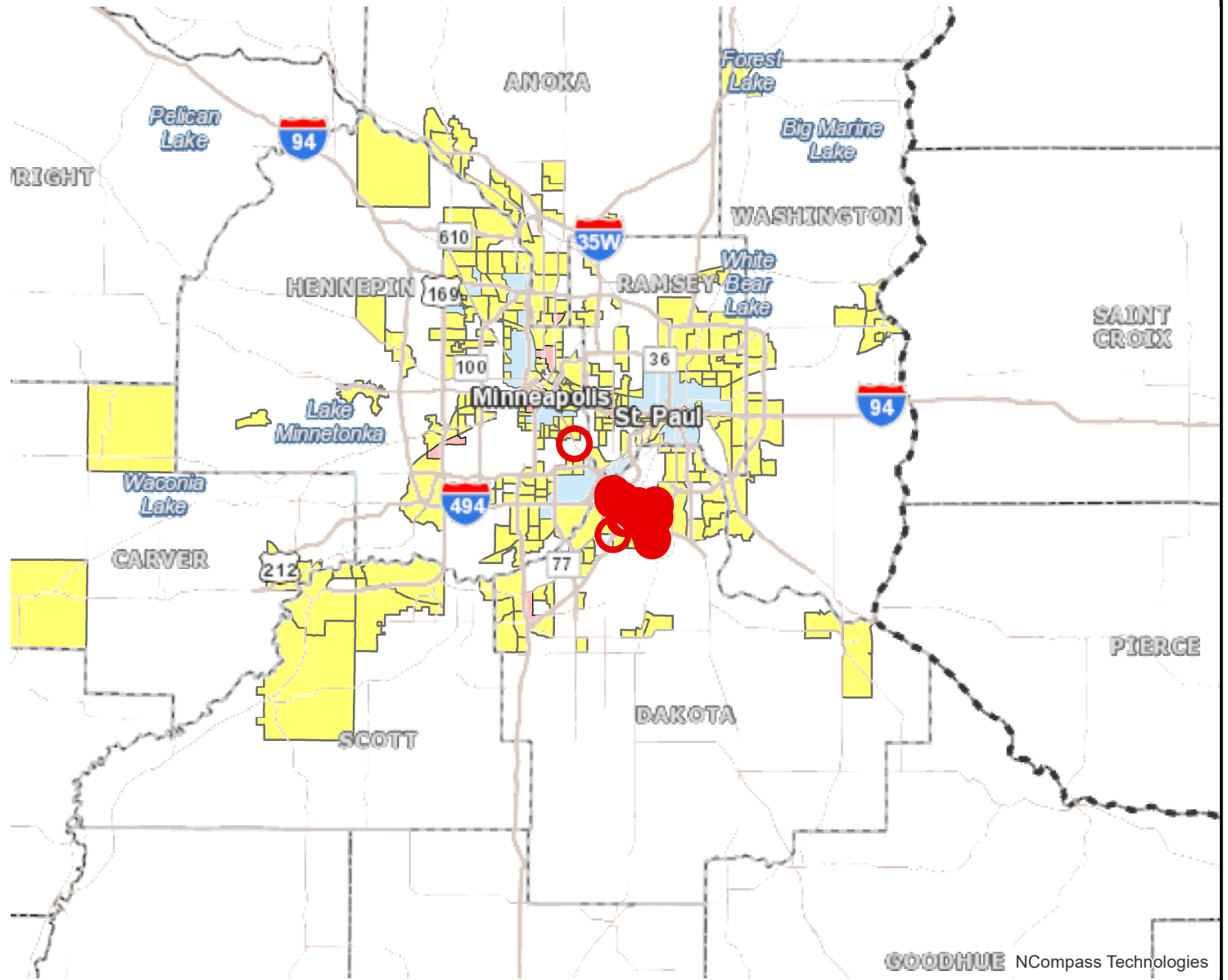
# Socio-Economic Conditions

Transit Expansion Project: Viking Lakes | Map ID: 1587479653769





## Results

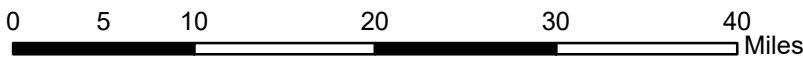
Project census tracts are above the regional average for population in poverty or population of color:  
(0 to 18 Points)

Tracts within half-mile:  
11800 11998 60505  
60508 60605 60606  
60716 60717 60725  
60726 60727 60728  
60729 60730 110200  
110400 110500 111100



GOODHUE NCompass Technologies

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



Created: 4/21/2020  
LandscapeRSA2



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





100 East Highway 13  
Burnsville, Minnesota 55337

T: (952) 882-7500  
F: (952) 882-7600

May 1, 2020

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

RE: 2020 Regional Solicitation Application for Route 436 Service Expansion – Viking Lakes

Dear Ms. Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is applying for the expansion of Route 436 as part of the 2020 Regional Solicitation. The proposed MVTA transit expansion will increase service throughout the day and on weekends, plus the purchases of an additional bus. new weekday local and weekend services. The transit expansion, located within Egan, will serve the incoming Viking Lakes development. The 3.2 million square-foot development will add residential density, a hotel and event center, retail, and a major physical therapy complex to create a significant regional employment hub. There are 261 multi-family residential units and the Omni Viking Lakes hotel anticipated to be completed in the fall of 2020.

Route 436 is primarily a reverse commute route, bringing passengers from 46<sup>th</sup> Street LRT Station in Minneapolis through Mendota Heights and terminating in Egan. Currently, this route serves major employers in the area, including the Viking headquarters and museum, Twin Cities Orthopedics medical office buildings and sports medicine centers, a USPS facility and Thomson Reuters. Today, over 12,000 jobs are within a quarter-mile from stops along this line.

MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty 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 services.

Please feel free to contact me or email Nene Israel, Grants Management Analyst, at [nisrael@mvta.com](mailto:nisrael@mvta.com) if you have any questions.

Sincerely,

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

Luther Wynder  
Chief Executive Officer





April 14, 2020

Minnesota Valley Transit Authority  
Luther Wynder, Chief Executive Officer  
100 East Highway 13  
Burnsville, MN 55337

RE: Letter of Support for Expansion of Route 436 2020 Regional Solicitation Application

Dear Mr. Wynder:

I'd like to express my support for the Minnesota Valley Transit Authority's (MVTA) Regional Solicitation federal funding application for expansion of Route 436.

MVTA, in collaboration with Viking Lakes and the Dakota County Regional Chamber of Commerce, has conducted public outreach and a survey indicating strong support from the local business community for additional public transit service in the area.

Already, more than 12,000 jobs are within a quarter mile of the route. The route extension would be designed to provide additional service to the greater Viking Lakes area, which is home to the Minnesota Vikings headquarters and a growing business community.

MVTA anticipates growing demand for public transit service to and from businesses and future residential/retail developments in the area. This expansion of service will help reduce the need for expanded parking capacity in the region.

I support MVTA's plans to provide needed public transit service in the area and encourage MVTA to move forward with plans to expand Route 436.

Sincerely,

Gary Hansen  
City Councilmember



May 1, 2020

Minnesota Valley Transit Authority  
Luther Wynder, Chief Executive Officer  
100 East Highway 13  
Burnsville, MN 55337

RE: Letter of Support for the Expansion of Route 436  
2020 Regional Solicitation Application

Dear Mr. Wynder:

The Dakota County Regional Chamber of Commerce supports the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the expansion of Route 436.

MVTA, in collaboration with Viking Lakes and the Dakota County Regional Chamber of Commerce, has conducted public outreach and a survey. Both revealed strong support from the local business community for additional public transit service in the area.

That support is consistent with the Dakota County Chamber's own member survey, which identified more and better public transit as members' top public policy concern, along with housing and workforce availability.


Already, there are more than 12,000 jobs within a quarter mile of the route. The route extension would be designed to provide additional service to the greater Viking Lakes area, which is home to the Minnesota Vikings headquarters and a growing business community. The Chamber has been conducting our own study of employer transit needs and look forward to working with MVTA to design the expanded service to meet current needs and support future growth.

The Chamber and the County anticipate a growing demand for public transit service to and from businesses and future residential/retail developments in the expansion area. The expanded service will support a variety of goals shared among the County, its business community, and residents:

- Improve connections between jobs, housing, and all the other destinations we need and want people to be able to reach reliably; and
- reduce the need for expanded parking capacity, with its associated costs;

I along with the Chamber of Commerce support MVTA's plans to provide needed public transit service in the area and encourage the TAB to support and expanded Route 436.

Sincerely,

A handwritten signature in cursive script that reads "Maureen Scallen Failor". The signature is written in black ink and is positioned above the printed name.

Maureen Scallen Failor

President

Dakota County Regional Chamber of Commerce



April 28, 2020

Minnesota Valley Transit Authority  
Luther Wynder, Chief Executive Officer  
100 East Highway 13  
Burnsville, MN 55337

**RE: Letter of Support for the Expansion of Route 436  
2020 Regional Solicitation Application**

Dear, Mr. Wynder:

On behalf of Viking Lakes, I'd like to extend my support for the Minnesota Valley Transit Authority's Regional Solicitation federal funding application for the expansion of Route 436.

It's been a great privilege to work with you, the entire MVTA team and organizations such as the Dakota County Regional Chamber of Commerce throughout this process. We continue to actively participate in public outreach and surveys, which have effectively indicated strong support for additional public transit service in the area.

Already, there are more than 12,000 jobs within a quarter mile of the route, and we hope our community continues to add to that economic development. The route extension would be designed to provide additional service to the greater Viking Lakes area, which is home to the [Minnesota Vikings headquarters](#), [Twin Cities Orthopedics medical and surgery center](#), and the future [Omni Viking Lakes Hotel](#). Most importantly, we hope this benefits our neighbors such as Prime Therapeutics, Ecolab, Trinity School and the Waters development, among others.

Viking Lakes agrees with MVTA's anticipation of a growing demand for public transit service. The service will help reduce the need for expanded parking capacity, lead to better hiring opportunities for businesses and offer unparalleled access to the greater regional community.

Please take this as our official support of MVTA's plans to provide needed public transit service in the area and encourage MVTA to move forward with plans to expand Route 436.

Sincerely,

Kyle Chank  
General Manager, Viking Lakes  
[chankk@mvventures.com](mailto:chankk@mvventures.com)

2020 Regional Solicitation  
Route 436 Expansion – Viking Lakes  
Date: April 2, 2020



**ABOUT**

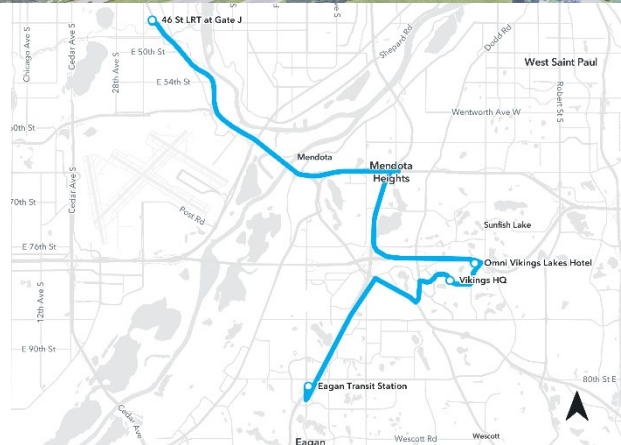
Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

**PROJECT OVERVIEW**

Route 436 is primarily a reverse commute route, bringing passengers from 46<sup>th</sup> Street LRT Station in Minneapolis through Mendota Heights and terminating in Eagan. Currently, this route serves major employers in the area, including a USPS facility and Thomson Reuters. Today, over 12,000 jobs are within a quarter mile from stops along this line.



The incoming Viking Lakes development is poised to transform this area. The 3.2-million-square-foot development will add residential density, a hotel and event center, retail, and a major physical therapy complex to create a significant regional employment hub. Already, the development features the Viking headquarters and museum and the Twin Cities Orthopedics medical office buildings and sports medicine centers. There are 261 multi-family residential units and the Omni Viking Lakes hotel anticipated to be completed in fall of 2020.



MVTA anticipates a large increase in demand for transit both to and from this area and is requesting funding to expand service to the new development and surrounding areas. Providing service to residents and employees from the beginning is crucial in creating a habit of transit use and access for employees who are transit dependent. The provided project cost is for the purchase of an additional bus and increased service throughout the day and on weekends.

**FUNDING REQUEST**

The total project amount is \$3,250,000 (\$550,000 for one heavy duty bus and \$2,700,000 for three years of operations).

## Q1 What's the name of your business?

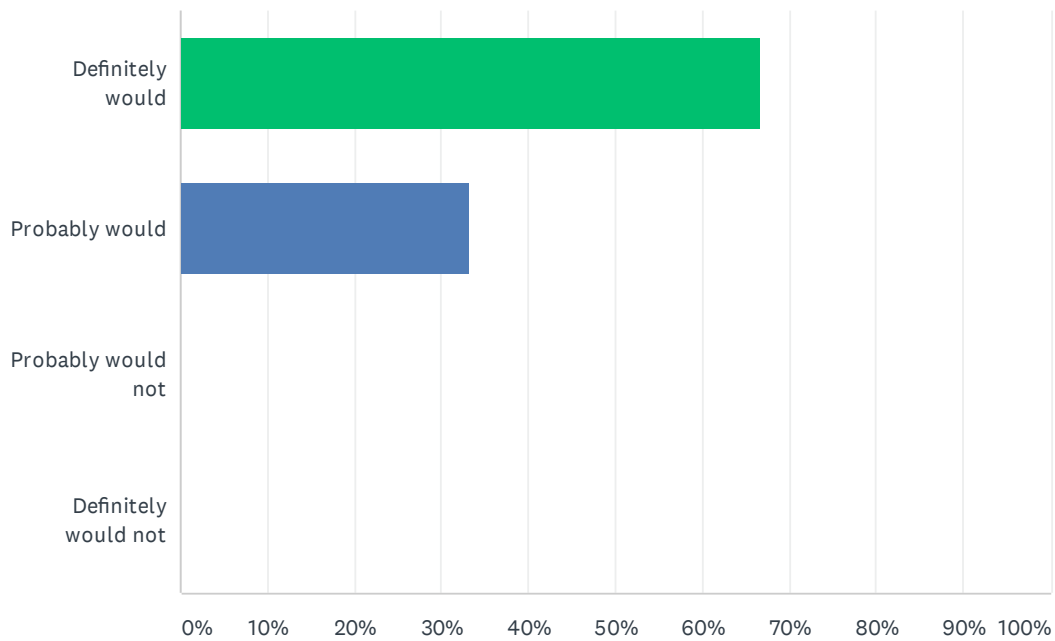
Answered: 6 Skipped: 0

## Q2 How many employees at your business?

Answered: 6 Skipped: 0

### Q3 In the short term, do you support extending existing Route 436 to more directly serve the Viking Lakes area?

Answered: 6 Skipped: 0

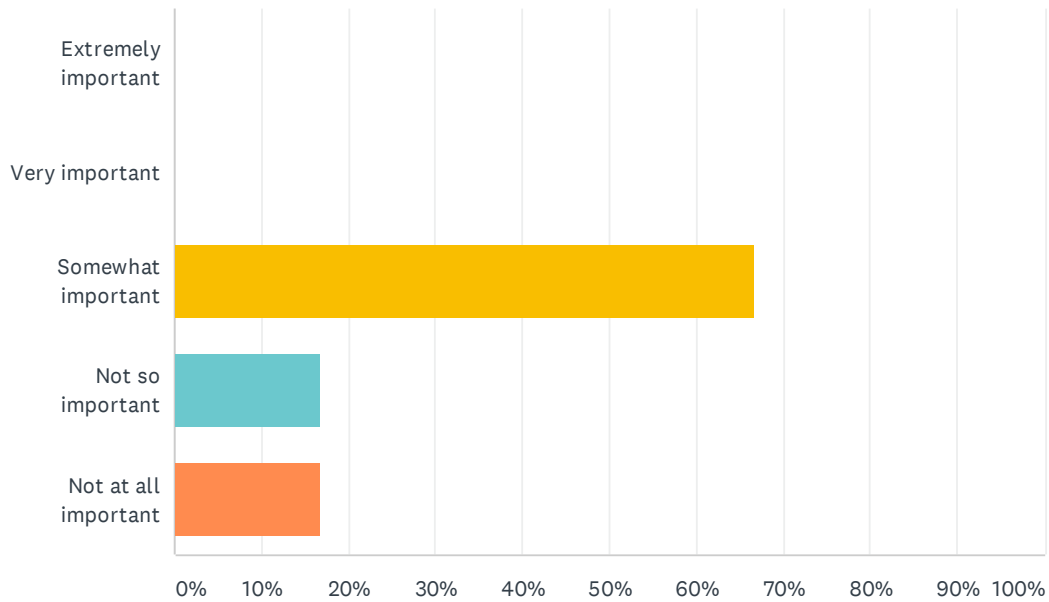


ANSWER CHOICES	RESPONSES	
Definitely would	66.67%	4
Probably would	33.33%	2
Probably would not	0.00%	0
Definitely would not	0.00%	0
<b>TOTAL</b>		<b>6</b>



## Q4 How important is it for your business to add additional mid-day trips Monday through Friday?

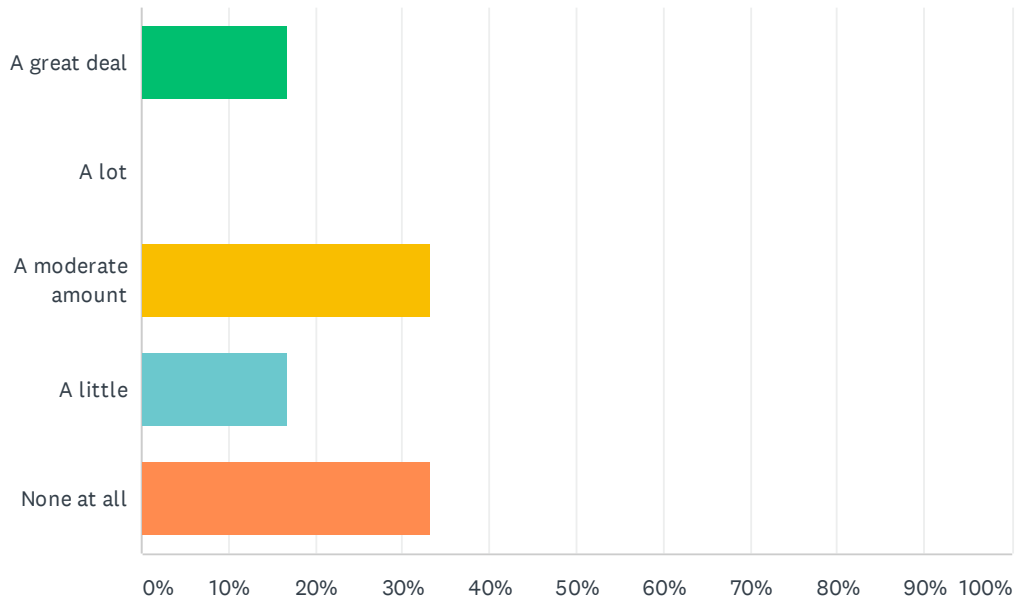
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES
Extremely important	0.00% 0
Very important	0.00% 0
Somewhat important	66.67% 4
Not so important	16.67% 1
Not at all important	16.67% 1
<b>TOTAL</b>	<b>6</b>

### Q5 Would your business benefit by having service on weekends?

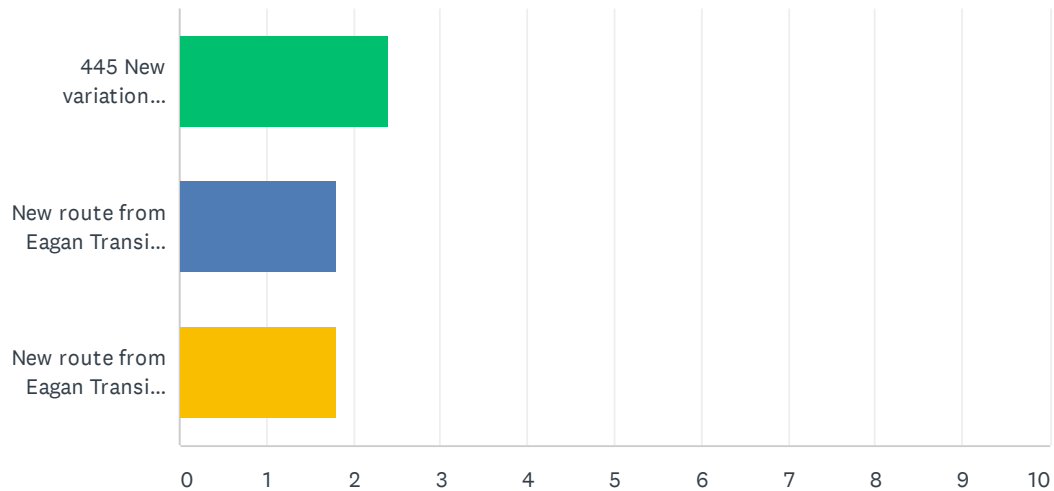
Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES	
A great deal	16.67%	1
A lot	0.00%	0
A moderate amount	33.33%	2
A little	16.67%	1
None at all	33.33%	2
<b>TOTAL</b>		<b>6</b>

## Q6 Looking out further, are there any potential new routes that would particularly benefit your business?

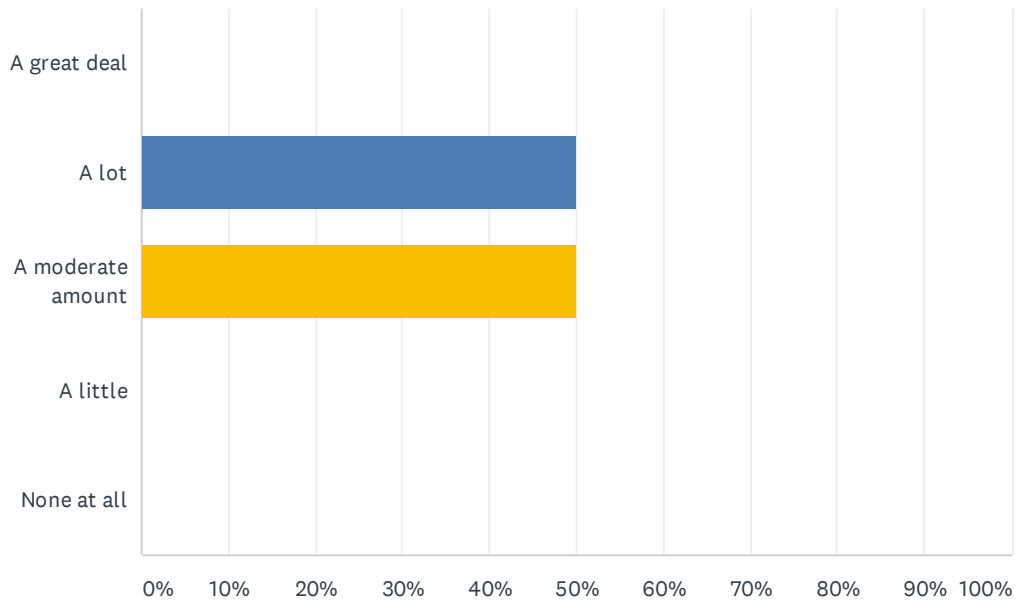
Answered: 5 Skipped: 1



	1	2	3	TOTAL	SCORE
445 New variation serving Viking Lakes and Eagan Transit Station and Cedar Grove Transit Station	60.00% 3	20.00% 1	20.00% 1	5	2.40
New route from Eagan Transit Station to 46th LRT, via Viking Lakes	0.00% 0	80.00% 4	20.00% 1	5	1.80
New route from Eagan Transit Station to Mall of America, via Viking Lakes	40.00% 2	0.00% 0	60.00% 3	5	1.80

## Q7 Would you support having a micro-transit, ride on demand service in the greater Viking Lakes area?

Answered: 6 Skipped: 0



ANSWER CHOICES	RESPONSES
A great deal	0.00% 0
A lot	50.00% 3
A moderate amount	50.00% 3
A little	0.00% 0
None at all	0.00% 0
<b>TOTAL</b>	<b>6</b>

**Q8 Are there any other comments you'd like to share regarding public transit in the greater Viking Lakes area?**

Answered: 5 Skipped: 1

## Q9 Thank you. Please provide your contact information for followup.

Answered: 6 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	100.00%	6
Company	100.00%	6
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	6
Phone Number	100.00%	6