



Application

17065 - 2022 Transit System Modernization

17604 - AVTS Modernization

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 04/14/2022 3:09 PM

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## Primary Contact

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Phone Ext.

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**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** AVTS Modernization (Phase II)

**Primary County where the Project is Located** Dakota

**Cities or Townships where the Project is Located:** Apple Valley

**Jurisdictional Agency (If Different than the Applicant):**

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

MVTA is submitting a request for funding to complete the modernization of Apple Valley Transit Station (AVTS), located at 15450 Cedar Avenue South. A vertical expansion of the AVTS parking ramp was completed in 2020 by means of FHWA funds received through MnDOT. Funding for this second, and final phase of the AVTS Modernization would be used to update safety and security measures through enhanced technology and Crime Prevention Through Environmental Design (CPTED) initiatives, improve customer amenities, develop a designated and effective space for operator training, and redesign the Connect areas to create a dedicated zone for MVTA's micro transit service.

These efforts include site preparation and removals, paving, storm water management, lighting, fencing, striping and barriers, signage, technology, equipment, and infrastructure enhancements.

*(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.](#)**

Apple Valley Transit Station modernization. Operator training lot, Connect service designated service area, customer amenities, and technology improvements.

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

**Project Length (Miles)**

0

*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?**

Yes

**If yes, please identify the source(s)**

FTA FY2022 Buses and Bus Facilities Program

**Federal Amount**

\$4,000,000.00

**Match Amount**

\$1,000,000.00

*Minimum of 20% of project total*

**Project Total**

\$5,000,000.00

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** MVTA General Fund Dollars

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:** 2026, 2027

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

**Additional Program Years:** 2023, 2024, 2025

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:** Emerging Market Area II

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** 55124

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 04/01/2027

**Name of Park and Ride or Transit Station:** Apple Valley 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:** 15450 Cedar Ave S. Apple Valley MN 55124  
(Intersection or Address)

### Primary Types of Work

Site preparation/removals, paving, storm water management, lighting, fencing, striping/barriers, signage and CPTED (barrier system and signage).

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.*

The AVTS Modernization project aligns with the following 2040 Transportation Policy Plan goals, objectives, and strategies:

Goal 1: Transportation System Stewardship - p.42

Associated Objective(s): Efficiently preserve and maintain the regional transportation system in a state of good repair.

Applicable Strategies: Dedicate resources to operating, maintaining, and rebuilding what already exists. Support making the system more efficient and effective and providing for the best user experience. Focus on investments that have the greatest benefit for all users of the transportation system.

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

Goal 2: Safety & Security - p. 44

Associated Objective(s): Improve safety and security for all modes of passenger travel, and reduce the transportation system's vulnerability to natural and human-caused incidents and threats,

Applicable Strategies: Keeping safety and security at the heart of providing a comfortable, trustworthy system and the focus of all areas of transportation investments. Identifying and addressing existing safety and security concerns and building a transportation system that avoids future problems.

Goal 3: Access to Destinations - p. 46

Associated Objective(s): Increase the availability of multimodal travel options. Increase reliability and predictability for travel on highway and transit systems. Increase the number and share of trips taken using transit, carpools, bicycling,

and walking. Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Applicable Strategies: Focus on providing a transportation system that offers practical and affordable options, so all users, regardless of their social or economic background, can get to the places they need to go.

*Limit 2,800 characters; approximately 400 words*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

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

City of Apple Valley 2040 Comprehensive Plan, Transportation Goals 1, 2, 3, 4, 5 and 6.

*Limit 2,800 characters, approximately 400 words*

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

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

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

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

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

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

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

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

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

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

**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:** 04/29/2020

**Link to plan:**

**Upload plan or self-evaluation if there is no link.** 1649349278438\_Appendix A MVTA Accessibility Policy 2020-09-21.pdf

Upload as PDF

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

### Transit Expansion and Transit Modernization projects only:

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

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

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

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

### Travel Demand Management projects only:

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

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

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

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

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<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	\$200,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$100,000.00
<b>Totals</b>	<b>\$300,000.00</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	\$2,000,000.00
Support Facilities	\$1,500,000.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$276,000.00
Vehicles	\$250,000.00
Contingencies	\$424,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$250,000.00
<b>Totals</b>	<b>\$4,700,000.00</b>

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## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

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## Totals

Total Cost	\$5,000,000.00
Construction Cost Total	\$5,000,000.00
Transit Operating Cost Total	\$0.00

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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	8674
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	0

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

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

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

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

Explanation of last-mile service, if necessary:

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

Upload Map

1649349764444\_PopEmp&SocioEcon\_AVTS.pdf

*Please upload attachment in PDF form.*

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## Measure B: Transit Ridership

Existing transit routes directly connected to the project

420, 440, 442, 447, 475, 477, 480, 903-METRO Red Line

*Select all routes that apply.*

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

*Select all transitways that apply.*

Upload Map

1649350129527\_Transit\_Connections\_AVTS.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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## Measure: Usage

Existing Transit Routes on the Project

420, 440, 442, 447, 475, 477, 480, 903-METRO Red Line

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## Measure A: Engagement

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

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

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

Public outreach activities via MVTA with riders, public officials, business leaders and chamber officials resulted in the first phase of modernization efforts at the facility and gained support from riders via MVTA surveys. Plans for the modernization were shared at Apple Valley City Council meetings prior to the initial modernization phase. Public feedback regarding additional transit service to Apple Valley Transit Station is currently being solicited in a systemwide study and public engagement process and survey to gather feedback on future service, including potential routing via Apple Valley Transit Station. Information about the Systemwide Study and Survey was disseminated to residents in the region via paid advertisements, paid postcards, and social media outreach. MVTA staff have engaged current riders and met with businesses and chamber officials informally and in formal stakeholder public engagement meetings. The initial phase of public engagement runs through April 2022.

**Response:**

Historically (pre-pandemic), AVTS has been identified as one of the highest utilized transit stations in the region. The 2020 TBI COVID-19 surveys showed that people in households earning more than \$50,000 teleworked two times more (54%) than those earning less than \$50,000 (24%). This finding illustrates the importance of continued access to transit even in times of higher telework. Most essential workers do not get to work from home and most are not making an income that support owning a personal vehicle. . Within a one mile walkshed 33% of the 7100 population is below the 50k income level.

Within a half mile of AVTS, Census 2020 data reflects a minority population of 42%, an increase of 12% from previously-available census estimates and compared to a regional average of 25.2%. In

this same radius 8.5% of the population falls under 100% of the poverty threshold and 17.3% under 185% threshold, 9.4% have ADA status, 23.6% is under the age of 18 and 10.9% is 65 years or older in age.

According to the 2040 Transportation Policy Plan, regional percentages were calculated at the Census tract level for low-income households and people of color using the 2012-2016 American Community Survey. Under this analysis, 25.2% of the region's population are people of color, 10.2% of the region's population live with incomes below 100% of the federal poverty level, and 21.5% of the region's population live with incomes below 185% of the federal poverty level. These regional percentages are used to identify Census tracts with populations above the regional percentage.

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

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## **Measure B: Equity Population Benefits and Impacts**

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

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

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

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

This project poses no recognizable negative impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults.

Benefits include improved bicycle infrastructure, and enhanced security and customer amenities for these populations at one of the most utilized transit stations in the region. Safety concerns for transit use have been extremely heightened over the past couple of years during the pandemic and in times of unrest, and this project directly seeks to address those apprehensions. Along with increased security, a more robust camera system will provide MVRTA an opportunity to more closely monitor usage of infrastructure and amenities and potential maintenance needs to make informed decisions on facility needs moving forward.

Within a 1-mile walkshed buffer of the station there is a population of 7100, including 30% People of Color and 11.5% with a disability emphasizing the need for access to transportation options.

**Response:**

The total population within a half-mile and mile radius of AVTS is 3300, and 15,500 respectively according to 2020 Census Data, and the population of the city of Apple Valley grew from 49,084 to 56,375 between the 2010 and 2020 Census. According to Met Council, Apple Valley is considered a "Growth-leading community" in the region, with 14.9% growth from 2010 to 2020. This compares to a regional average of 11.0% (See link at: [Twin Cities population is growing and diversifying - Metropolitan Council \(metro council.org\)](#)). This aligns with a growing, nationwide trend of people moving out of urban areas and into suburbs, particularly during the pandemic, as reported by Bloomberg (See: [Where Americans Are Moving \(bloomberg.com\)](#))

The "AVTS Area Development Over Time" document in the Other Attachments section of this application shows the significant change in development over time.

The "AVTS\_Reach, Demographics" attachment in the Other Attachments section of this application highlights the extensive reach of the lines from this station, including 300 stops and seven (7) transit lines, and further breaks down the demographics of these populations within the region.

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

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## **Measure C: Affordable Housing Access**

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

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

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



Within a 1-mile walkshed buffer of the station there is a total of 2900 housing units, 5.6% of which do not have a personal vehicle and 34% of households with access to only one vehicle. Only 3% of this population is using transit so investments are necessary to promote use and increase ridership of the immediate area. Within a ½ mile of the proposed project exist 495 publicly subsidized rental housing units (see Socio-Economic Conditions map attached in Measure D).

These numbers demonstrate the walkability of this area between many housing options. The skyway crossing of Cedar Avenue removes a major barrier for access to and from affordable housing areas. This accessibility can ease the burden of even routine, yet fundamental tasks such as grocery shopping at the nearby grocery store on the way home.

The "AVTS Housing, Retail, Health" document in the Other Attachments section of this application shows nearby public housing units, medical facilities, supermarkets, childcare centers, and more.

Additionally, the "AVTS\_Reach, Demographics" attachment in the Other Attachments section of this application highlights the extensive reach of the lines from this station, including 300 stops and seven (7) transit lines. It also notes data from American Community Survey estimates, 2015-2019; revealing 49% of renters, 15% of owners, and 23% of all households experiencing housing cost burden in the city of Apple Valley.

**Response:**

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

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## **Measure D: BONUS POINTS**

Project is located in an Area of Concentrated Poverty:

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

Yes

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

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

1649352151832\_Socio\_Econ\_AVTS.pdf

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## Measure A: Description of emissions reduced

Two important components of the AVTS Modernization project are the improvement of bicycle accommodations and adding infrastructure for electric vehicles. An upgrade of secure bike lockers and addition of electric vehicle charging stations will encourage and enable travelers already using non-emissions modes of transportation to utilize the transit system for longer journeys.

Response:

The MnDOT Sustainable Transmission Advisory Board (STAC) recommendations from 2021 cite "range anxiety" as one of the top reasons consumers identify for not purchasing an electric vehicle (<https://www.dot.state.mn.us/sustainability/docs/advisory%20council/stac-recommendations-detail-2021.pdf>). Adding this infrastructure will help promote mode shift and reduce VMT in the region.

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

*Applicants are recommended to provide any data to support their argument.*

**Upload any data**

*Please upload attachment in PDF form.*

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## Measure C: Improvements and Amenities

## Response

The AVTS Modernization project improves passenger service in the areas of safety, accessibility and customer amenities. As one of the most prominent and utilized transit stations in the region, ensuring adequate and saturated security camera coverage is critical. The proposed customer amenities within this plan improve the passenger experience and ability to effectively navigate the transit system.

Increased security measures include Crime Prevention Through Environmental Design (CPTED) initiatives and enhanced technology in the form of replacements for failed cameras and those surpassing end-of-life, as well as additional cameras for areas with insufficient coverage. The expanded camera reach will improve surveillance at the Northbound and Southbound stations as well as parking areas, allowing MVRTA and local law enforcement to address vandalism, theft, and other non-rider activity. Emergency phones would also be installed throughout the facility.

Customer amenities and accessibility would be improved through updated customer seating, real-time information resources within the station, modernized bike lockers and infrastructure, the installation of electric car chargers for rider vehicles, and creating a dedicated zone for MVRTA's micro transit service, Connect.

Connect ridership has increased dramatically year over year for MVRTA, growing exponentially from 2019 year end ridership of 3,505 to rounding out 2021 with 37,054 rides.

Additionally, by developing a designated and functional space for operator training, we are helping to ensure the success of the Operators to serve our communities well, one of the foundational components of the customer experience and a need that is not well met today with more than 200

drivers trained on MVRTA routes and training currently being conducted at a non-MVRTA facility located fifteen (15) miles from the MVRTA bus garages.

*(Limit 5,600 characters; approximately 800 words)*

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

MVRTA plans to enhance safety of the environment through expanded camera reach and overall increased coverage, emergency phones at AVTS, as well as maintaining bike facilities that are separated from pedestrian areas. Quality of travel will improve through wayfinding tools and customer seating, and a dedicated area for on-demand service. Enhanced bicycle infrastructure with secure lockers will encourage and accommodate multimodal passengers.

### Response

With the low transit use of the immediately surrounding population (3% within a 1-mile walkshed previously mentioned), improved user amenities, wayfinding and education, and enhanced security is essential to increasing ridership within this area.

*(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**

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## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

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

Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

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

25%

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

0%

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

Public outreach activities via MVTA with riders, public officials, business leaders and chamber officials resulted in the first phase of modernization efforts at the facility and gained support from riders via MVTA surveys. All approvals and permitting were conducted in public meetings by the Minnesota Valley Transit Authority, Apple Valley City Council, the Minnesota Department of Transportation and the Metropolitan Council. Public feedback regarding additional transit service to Apple Valley Transit Station is currently being solicited in a systemwide study and public engagement process and survey to gather feedback on future service, including potential routing Apple Valley Transit Station. MVTA staff have engaged current riders and met with businesses and chamber officials informally and in formal stakeholder public engagement meetings. The initial phase of public engagement runs through April 2022.

**Response:**

Feedback has been solicited regarding the overall nature of MVTA service through outreach efforts related to the MVTA Systemwide Study. Methods of outreach consisted of paid advertisements, paid postcards, social media posts, surveys, TAB Transit Planning Working Group Workshop, Employer Focus Group Workshop, member city focus groups, pop-up events, and a project website housing a Systemwide Study video, future network maps, and a trip comparison tool.

See the Letter Of Commitment and Letters of Support documents in the "Other Attachments" section of this application for the agency's commitment to the project and community support behind it.

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

**2.Layout (25 Percent of Points)**

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

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

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

Yes

100%

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

75%

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

50%

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

25%

**Layout has not been started**

0%

**Attach Layout**

*Please upload attachment in PDF form.*

**Additional Attachments**

*Please upload attachment in PDF form.*

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

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

**5.Railroad Involvement (15 Percent of Points)**

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

---

**Measure: Cost Effectiveness**

Total Annual Operating Cost: \$0.00

Total Annual Capital Cost of Project \$71,429.00

Total Annual Project Cost \$71,429.00

Assumption Used:

Total capital cost of \$5,000,000 for AVTS Modernization divided by 70 years of useful life for a transit station.



(Limit 1400 Characters; approximately 200 words)

**Points Awarded in Previous Criteria**

**Cost Effectiveness**

\$0.00

---

**Other Attachments**

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
01_ProjectSummary,Concept_AVTS_Modernization.pdf	AVTS Modernization Project Summary, Concept Design	788 KB
02_AVTS_Area Development Over Time.pdf	AVTS Area Development Over Time	400 KB
03_AVTS_Reach, Demographics.pdf	AVTS Reach, Demographics	346 KB
04_AVTS_Housing, Retail, Health.pdf	AVTS Housing, Retail, Health	94 KB
05_LetterOfCommitment_AVTSMo04.2022.pdf	CEO Letter of Commitment	78 KB
06_LettersOfSupport_AVTS Modernization.pdf	Letters of Support	822 KB

## **Appendix A: MVTA Accessibility 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 Minnesota Valley Transit Authority to implement the legal requirements of Federal and State governments in a manner so as to meet the following goals:

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

To accomplish this policy, the following specific actions have been adopted to 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, and revised the 10<sup>th</sup> day of December 2014.

### **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.

### **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.

### **Vehicle 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 to accommodate passengers in various types of non-conforming mobility aids.

### **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.

### **Wheelchair**

Wheelchair means a mobility aid belonging to any class of three –or more –wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

### **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. Drivers 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. Drivers 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, drivers 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.

### **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 driver. Drivers 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.

### **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. Drivers are required to ask passengers occupying these seats to vacate them upon request of boarding passengers. Drivers 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 board the vehicle, drivers will request those passengers to relocate, and passengers are required to relocate upon the drivers' request, unless the bus is already so full that those ambulatory passengers would be unable to safely stand.

### **Securement & Restraint**

It is MVTA policy that mobility aids be secured by the driver while onboard MVTA vehicles. The standard for securement is that drivers must make their best effort to secure the chair, not securement to the satisfaction of the driver. Drivers 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 driver 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 belts; 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 either by the driver, the passenger, or an attendant is required, and driver inspection of the strap deployment is required if it is deployed by the passenger 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.

### **Transfer to Fixed Seating**

Drivers 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 drivers 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 drivers require a transfer, even if the mobility aid is not able to be secured to the driver's satisfaction. Drivers are required to use their best effort to secure all mobility aids whether occupied or not.

#### Wheelchair Securement Training Program

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

### **Service Animals**

Persons with a disability requiring the use of a service animal shall be permitted to board with such animal. Drivers are permitted to request that persons travelling 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.

### **Announcing of Stops**

- Drivers 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.
- Drivers are required to announce both the stop location and any transfer routes, MVRTA staff will develop a program to identify to drivers those stops that must always be announced.
- Drivers are required to announce to persons outside the bus at bus stops the route number, plus the direction and destination where necessary to identify the trip to waiting passengers.
- Drivers 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.

### **Alighting**

Passengers who use mobility aid devices will ordinarily alight after other passengers at the same stop. Drivers 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. Drivers are required to assist passengers upon request. At locations where there is no curb or sidewalk, drivers may suggest an alternate stop to allow for easier deployment of the lift or ramp; however, drivers 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.

### **Use of Accessibility Devices by Riders Not Using a Mobility Aid**

Drivers 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.

### **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

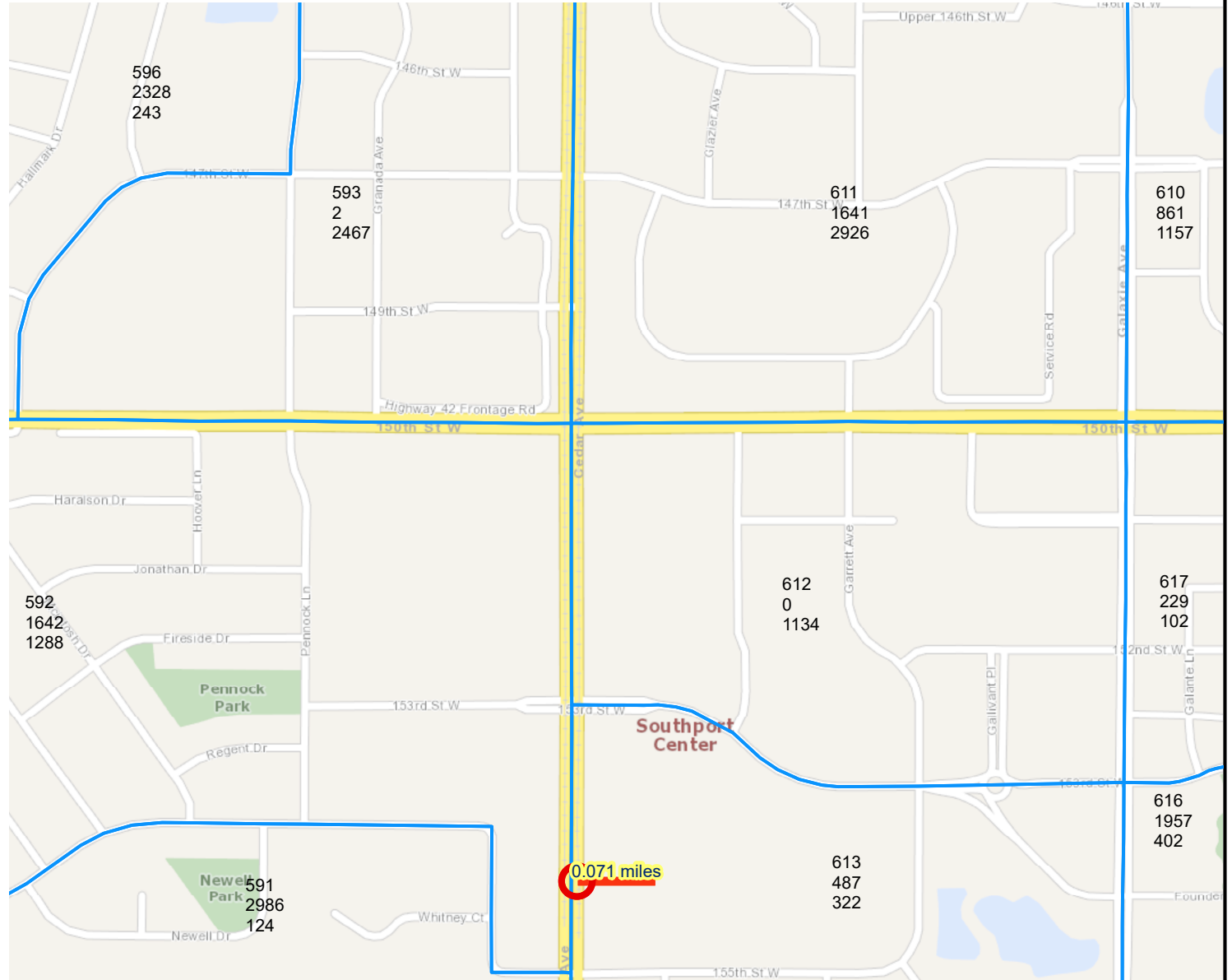
## Results

Within QTR Mile of project:  
 Total Population: 5115  
 Total Employment: 2868  
 Postsecondary Students: 0

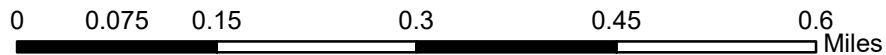
Within HALF Mile of project:  
 Total Population: 9973  
 Total Employment: 8674  
 Postsecondary Students: 0

Within ONE Mile of project:  
 Total Population: 20797  
 Total Employment: 11229

Transit Modernization Project: Apple Valley Transit Station | Map ID: 1649186987733



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/5/2022  
 LandscapeRSA4



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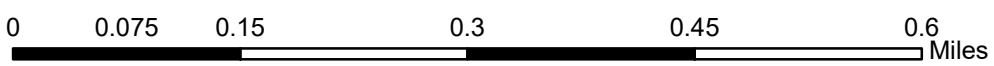
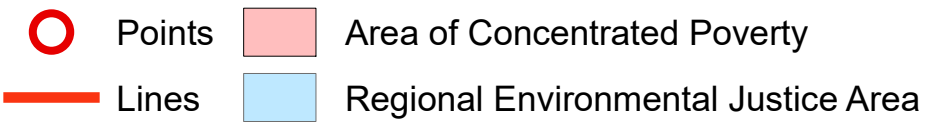
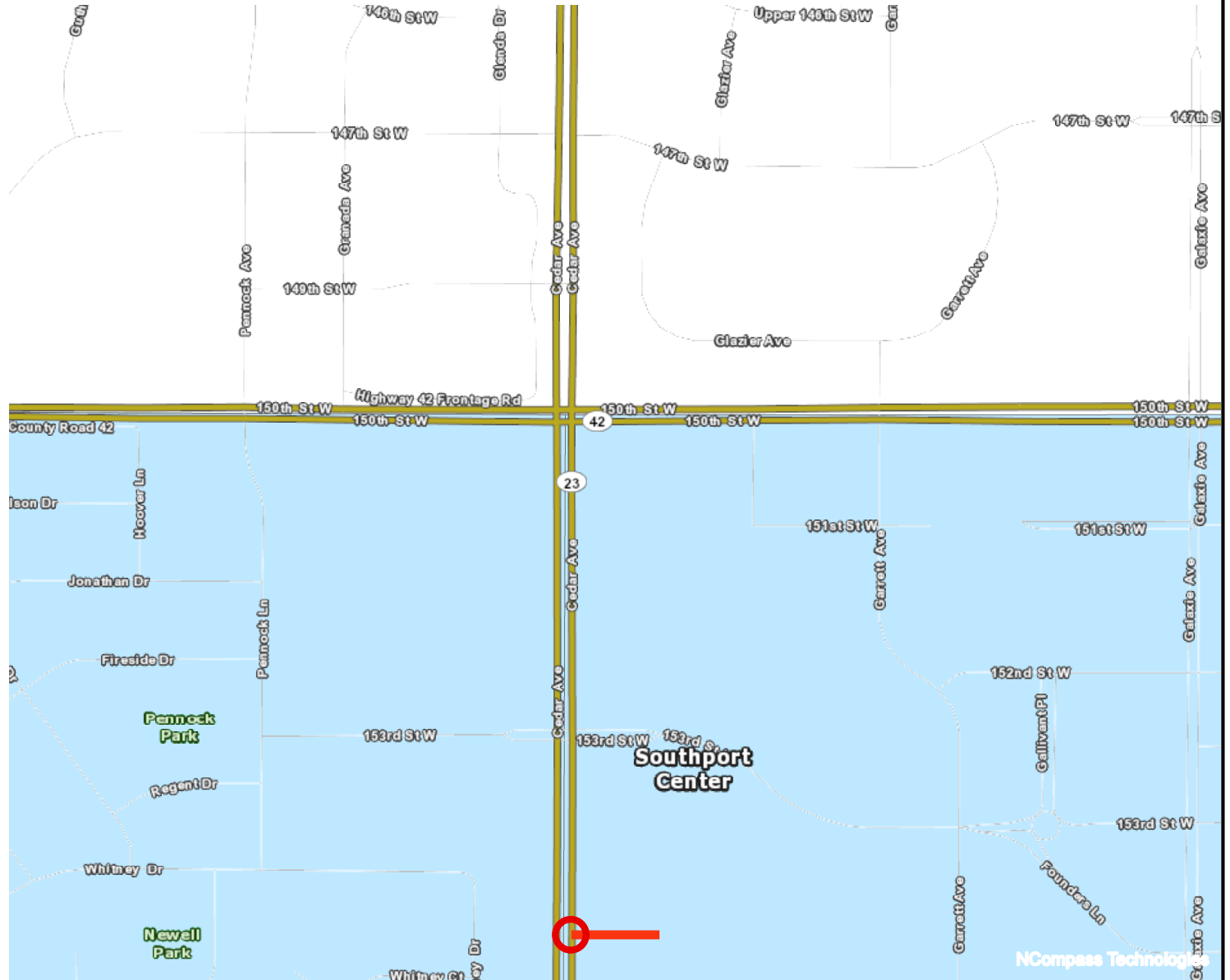
# Socio-Economic Conditions

Transit Modernization Project: Apple Valley Transit Station | Map ID: 1649186987733

## Results

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

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



Created: 4/5/2022  
LandscapeRSA2



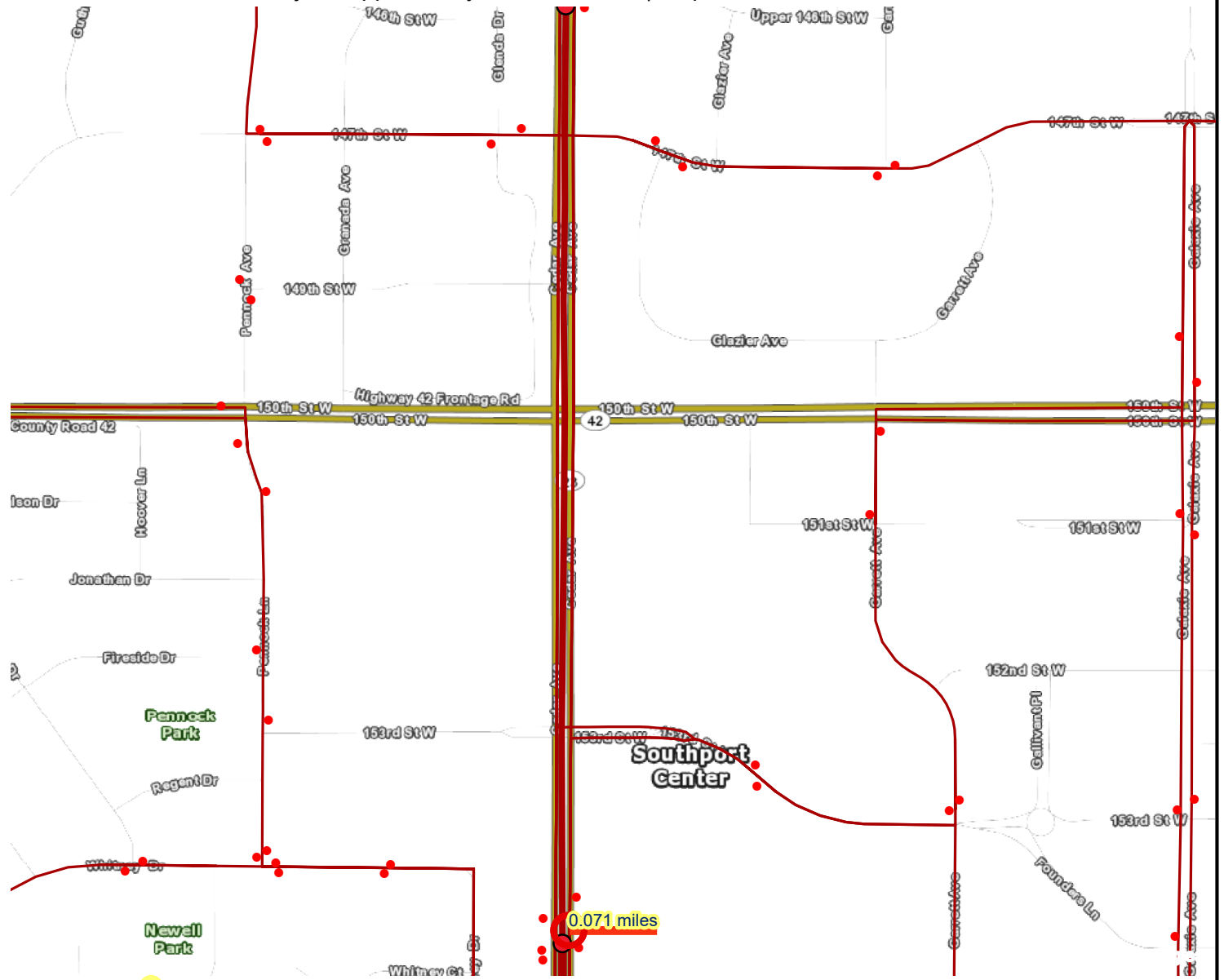
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissite/notice.aspx>





# Transit Connections

Transit Modernization Project: Apple Valley Transit Station | Map ID: 1649186987733



## Results

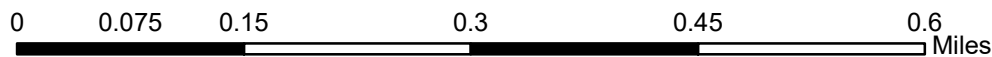
Transit with a Direct Connection to project:  
420 440 442 447 475 477 480 903

\*Red Line Extension

\*indicates Planned Alignments

Transit Market areas: 8

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



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LandscapeRSA3



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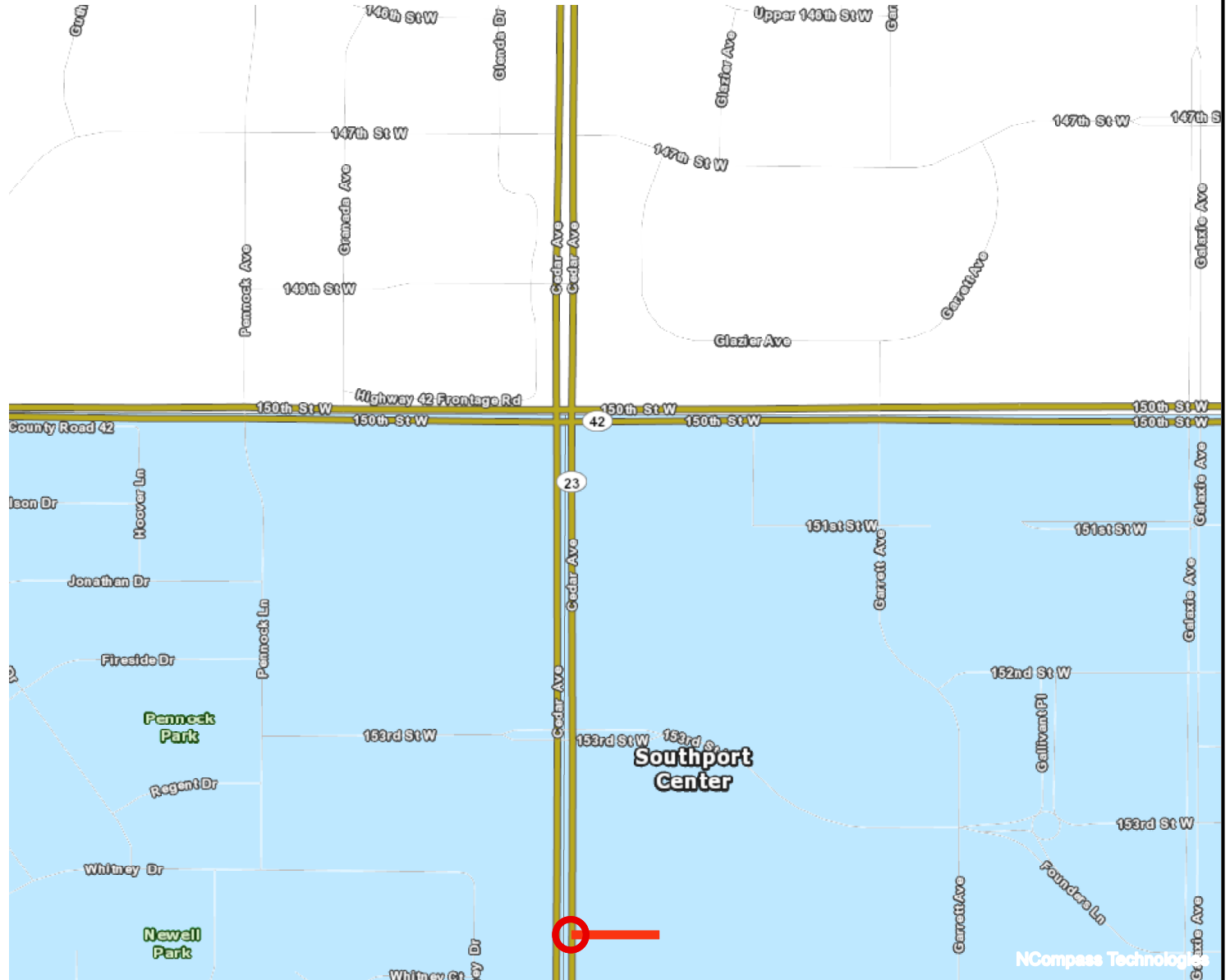
# Socio-Economic Conditions





Transit Modernization Project: Apple Valley Transit Station | Map ID: 1649186987733

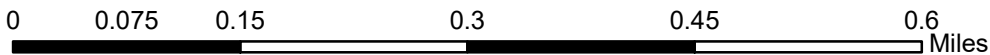
## Results

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

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



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



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LandscapeRSA2



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# MODERNIZATION

## Apple Valley Transit Station

### Submission for Award Consideration in the 2022 Regional Solicitation Program



#### ABOUT MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

#### AVTS MODERNIZATION PROJECT SUMMARY

MVTA is submitting a request for funding to complete the modernization of Apple Valley Transit Station (AVTS). Funding would be used to update safety and security measures at AVTS through enhanced technology and Crime Prevention Through Environmental Design (CPTED) initiatives, improve customer amenities, develop a designated and effective space for operator training, and redesign the Connect areas to create a dedicated zone for MVTA's micro transit service.



#### Enhanced Safety and Customer Amenities

Safety and security improvements would include replacement of end of life (EOL) and failed CCTV cameras, and expansion of cameras for areas with insufficient coverage. Emergency phones would be installed throughout the facility, and various Crime Prevention Through Environmental Design (CPTED) initiatives carried out. Customer amenities would consist of real-time information signage, updated bike lockers, and electric car chargers for rider vehicles.

Camera replacement will improve safety and security at the Apple Valley Transit Northbound and Southbound Stations (attached by skybridge). Figures 1 and 2 show the intentions for AVTS Camera Deployment.

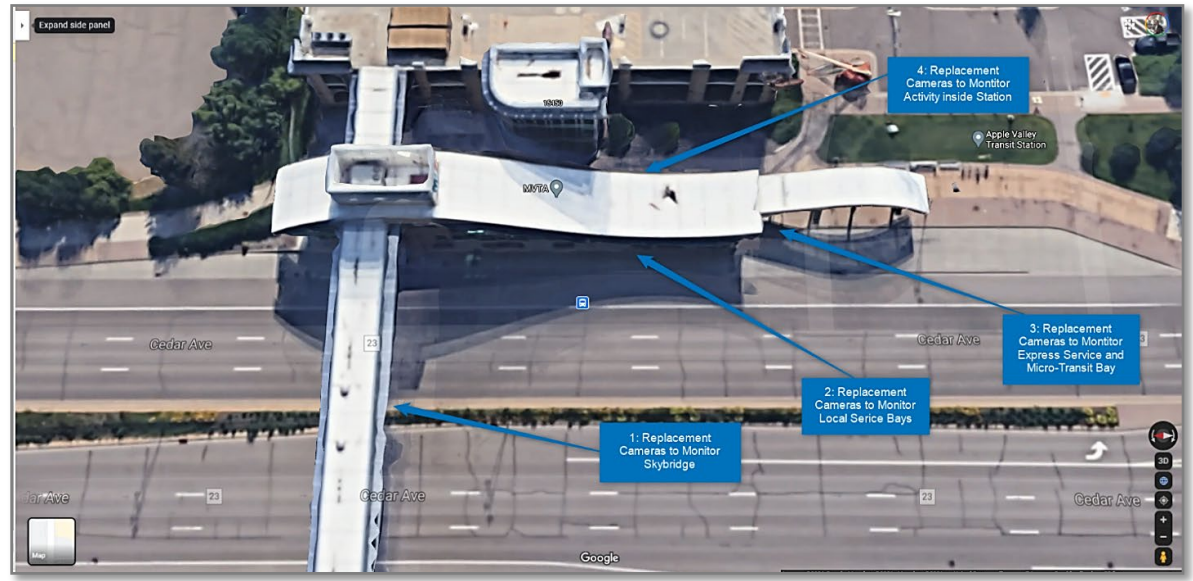


Figure 1 AVTS Camera Deployment Map, Northbound and Skybridge

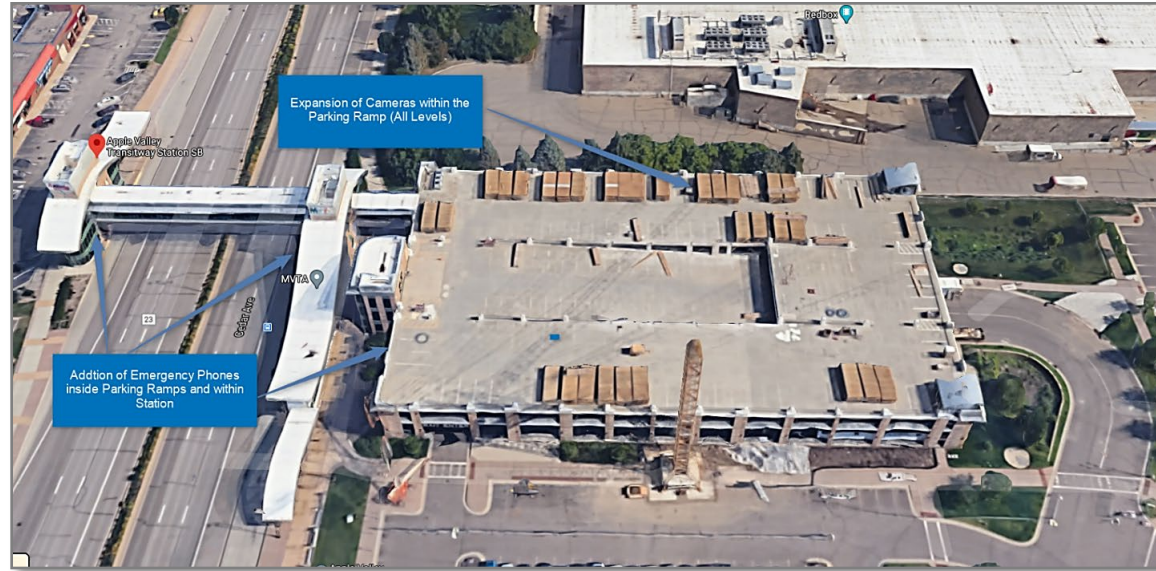


**Figure 2**  
AVTS Camera  
Deployment  
Map,  
Southbound  
Station

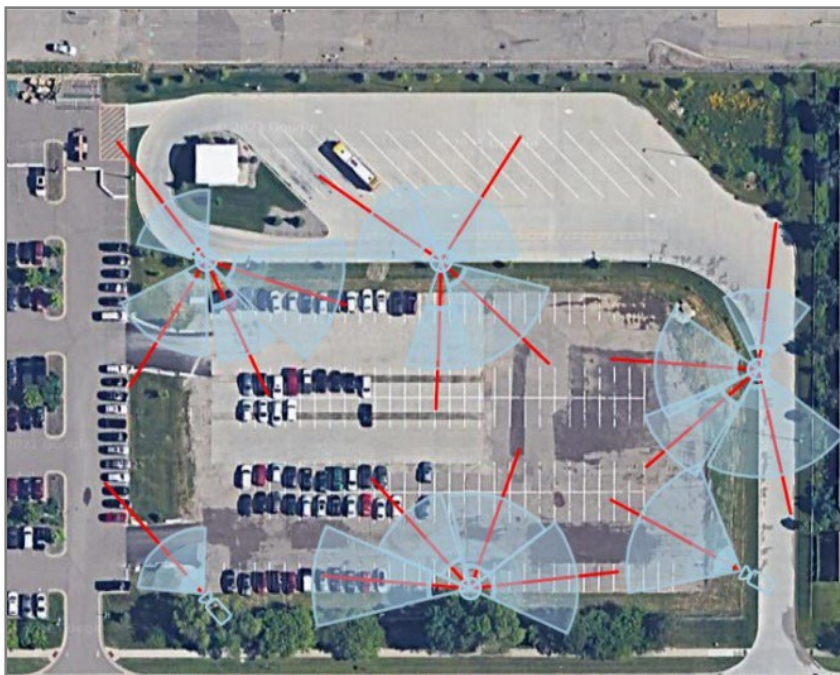
Additional cameras within the parking ramp will improve safety and security issues on all five (5) levels; expansion and replacement cameras will improve security for the overflow parking lot.

Expanded coverage will enhance the ability for MVTA and local law enforcement to address vandalism, theft, and other non-rider activity.

Figures 3 and 4 illustrate the surveillance expansion intentions for the parking ramp and the layover camera reach.



**Figure 3** Surveillance Expansion and Emergency Phones within the AVTS Parking Ramp



**Figure 4**  
AVTS Layover  
and Training  
Lot Camera  
Map

Customer amenities modernization will provide expanded real-time information for local and express customers, as well as modernized bike lockers, and the installation of electric car chargers for passengers.

## MVTA Training Lot

Operators are the foundation of MVTA's service; adequate training is a pivotal element of their success and MVTA's ability to serve our communities well. Between 2018 and 2020, total classroom and behind-the-wheel training averaged 957,133 hours per year; a majority performed on the bus.

The lot previously used for operator training, Traveler's Trail in Burnsville, MN, is unavailable due to development of the Metropolitan Council Orange Line. Currently, behind-the-wheel training is mainly conducted at Lakeville Hasse Arena, a non-MVTA facility approximately fifteen miles from either MVTA bus garage—located in the cities of Burnsville and Eagan.

Transforming the current MVTA overflow parking lot at AVTS to function as the sole MVTA training lot is a practical and effective use of funds for the final phase of the AVTS Modernization. All field supervisors have a shift at AVTS and training would be planned around operator schedules, with no added mileage in traveling to another site. This funding request includes pavement reinforcement to adequately support the weight of frequent bus traffic, expanding the electrical reach for suitable lighting and the addition of security cameras (electrical enhancements to be procured as well), and adding a perimeter fence for security and to alleviate loitering.

## Connect Area Redesign

Connect, MVTA's micro transit service, currently utilizes two boarding locations—Northbound "Bay D" on Cedar Avenue, as well as "Bay C" of the Southbound Station. Due to the frequency, increasing utilization, and on-demand nature of Connect service, creating a dedicated space for this service will prove beneficial to decrease congestion and confusion, and increase signage, safety, and customer utility. The designated location will serve both northbound and southbound directions.

MVTA is committed to the safety of our passengers and operators both on and off the bus. Completion of the AVTS Modernization project is an important component in carrying out that commitment.

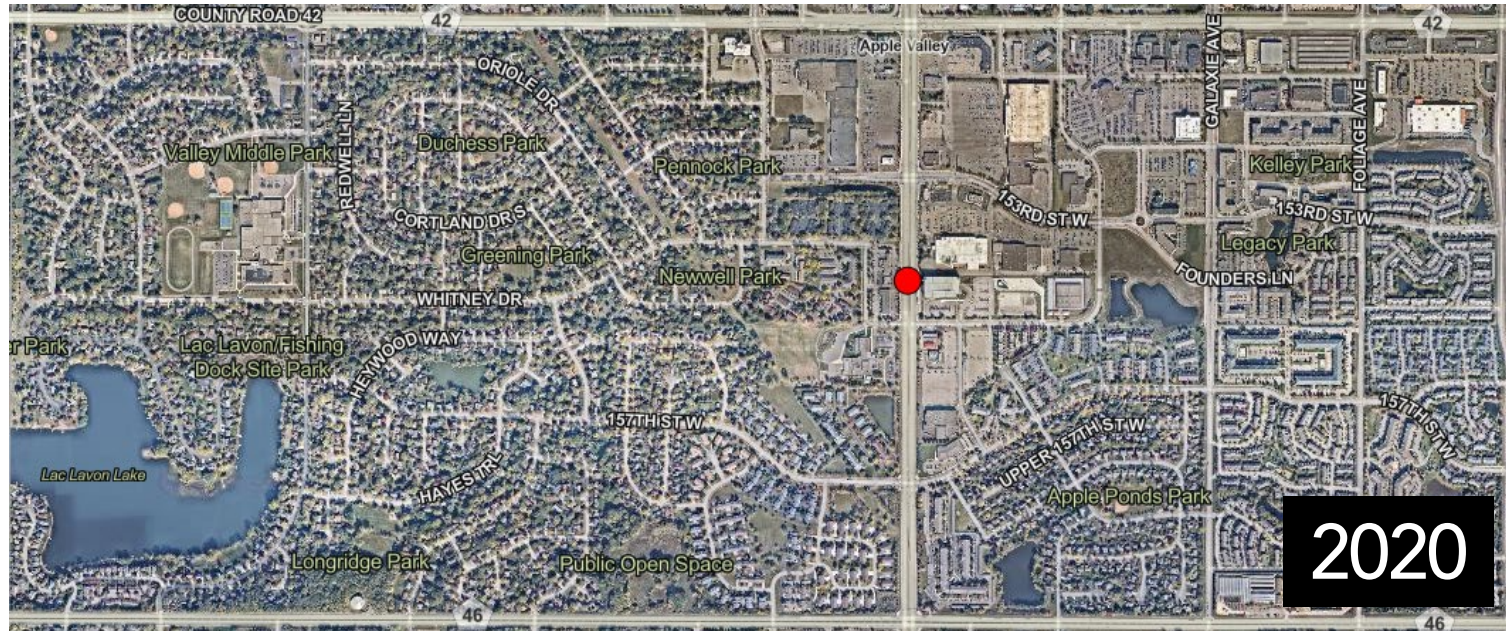
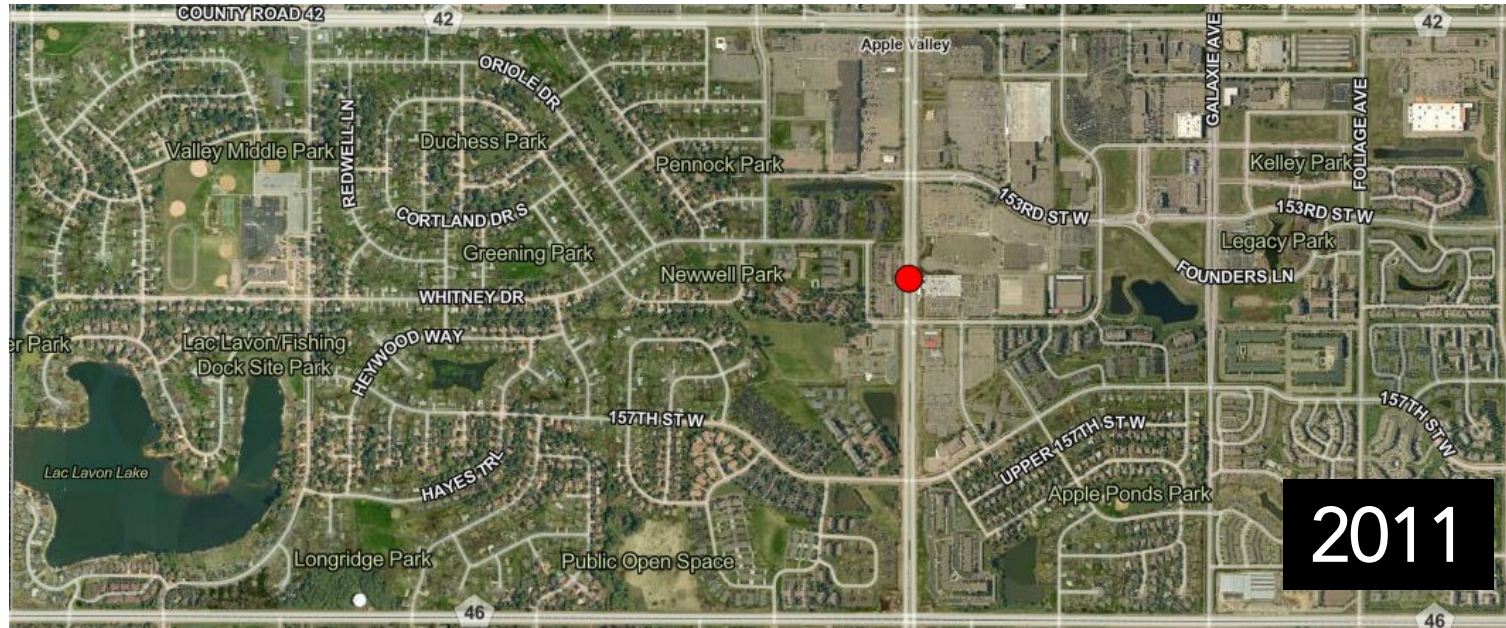


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**TOTAL PROJECT COST \$5M**

Requested Federal Funds \$4M

Local Match Funds \$1M



# Apple Valley Transit System (AVTS) Reach

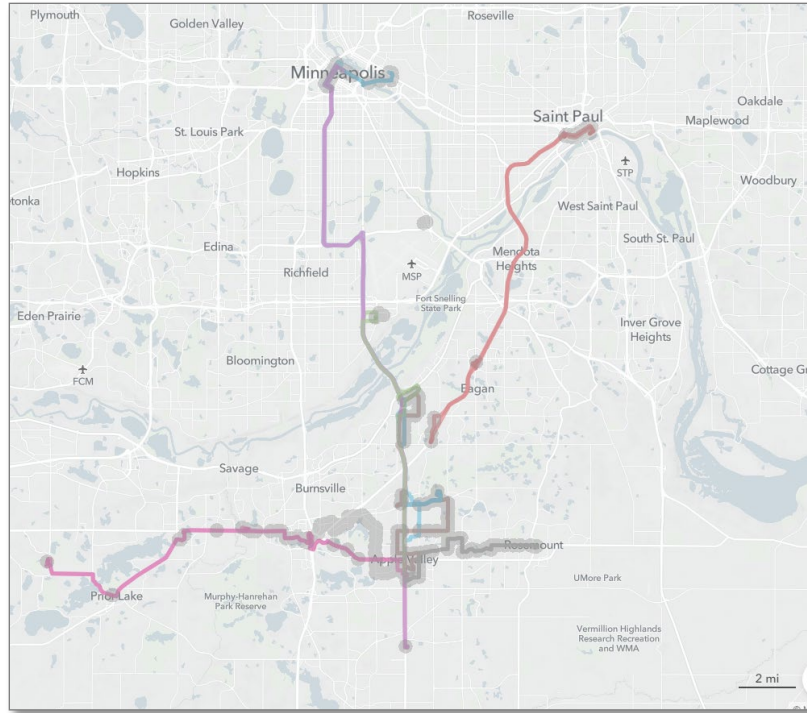
*Actual or Estimated Annual Ridership Count (see below)*

Ridership

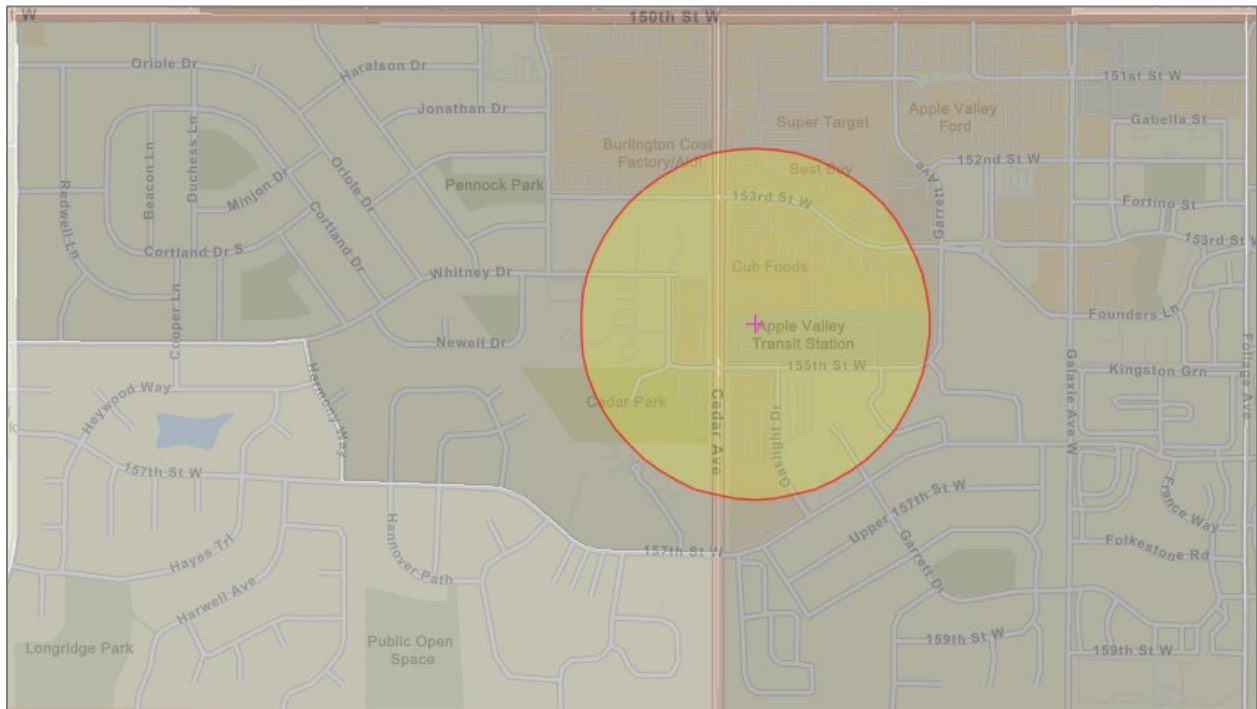
Routes (that Serve AVTS)	Population Served (within ¼ mile)	Jobs (within ¼ mile)	2019 Ridership	2020 Ridership
420	12,500	5,400	18,365	6,518
440	16,700	7,900	43,004	24,887
442	13,800	12,200	27,918	10,426
447	11,400	7,700	-	-
475	19,600	126,400	58,451	13,983
477	9,100	98,100	345,736	83,751
480	12,000	39,300	129,186	31,838
<b>Total</b>	<b>95,100</b>	<b>297,000</b>	<b>622,660</b>	<b>171,403</b>

## AVTS Stats (Pulled from Remix, May 2021):

- From AVTS, a rider can reach 300 stops across 7 transit lines
- Within ¼ mile of all of these 300 stops, the transit network is accessible to 73,300 people.
- Of these 73,300 people,
  - 14% are populations in poverty
  - 31% are non-White or of Hispanic/Latino origin
  - 16% of households are car free
  - 10% are living with a disability
  - 7% are workers who take public transit to work
  - 13% are age 65+
  - 18% are under age 18
  - 40% of households have one car
  - 7% of people within ¼ mile of all routes serving AVTS speak English less than very well
  - Within ¼ mile of all lines serving AVTS, 7.2% of individuals take transit. Of this 7.2% of population, 2% live below 150% of the poverty level
- In Apple Valley, 49% of renters are experiencing housing cost burden, 15% of owners are experiencing housing cost burden, and 23% of all households experience housing cost burden.
  - (per American Community Survey estimates, 2015-2019; data retrieved from: [Community Profile - Research Web Community Profiles \(state.mn.us\)](https://www.state.mn.us/researchweb/community-profiles))



Surrounding AVTS specifically, we can look at access within ¼ mile of the station itself:

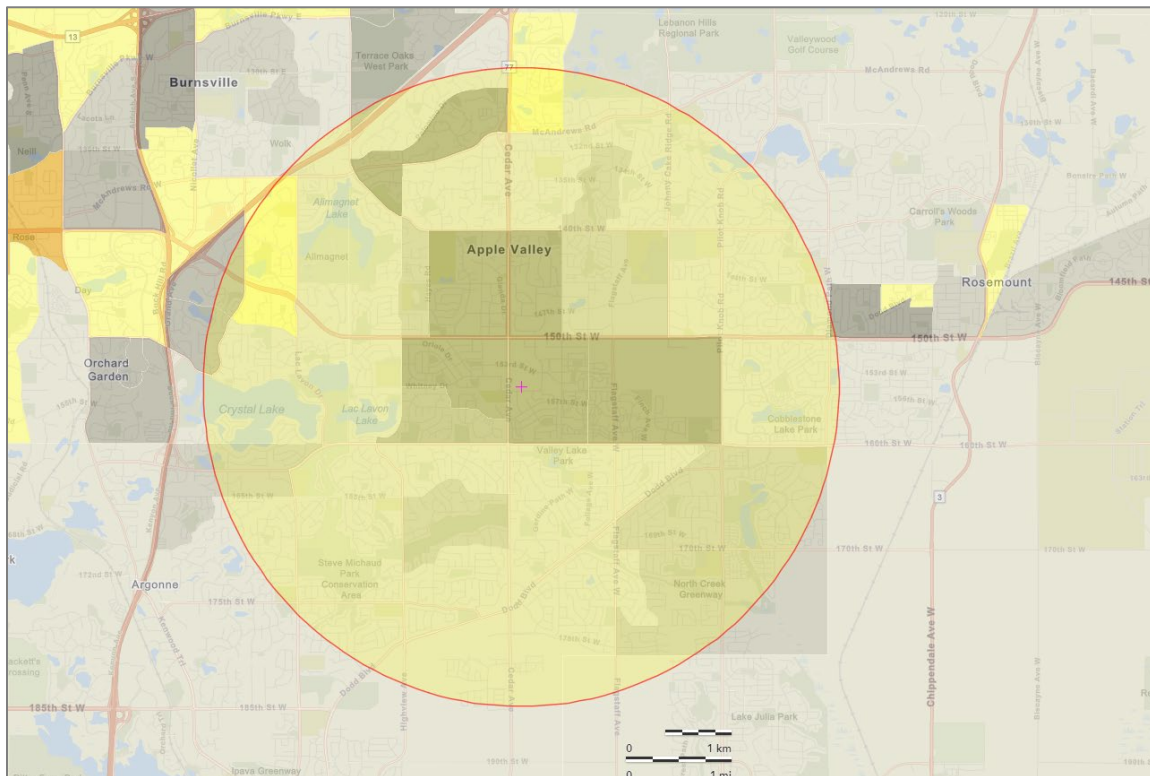


- This ¼ mile area surrounding AVTS falls within two census tracts (dark grey):
  - Tract 608.122
    - Total Population: 2551
    - % people of color: 31% (80%ile)

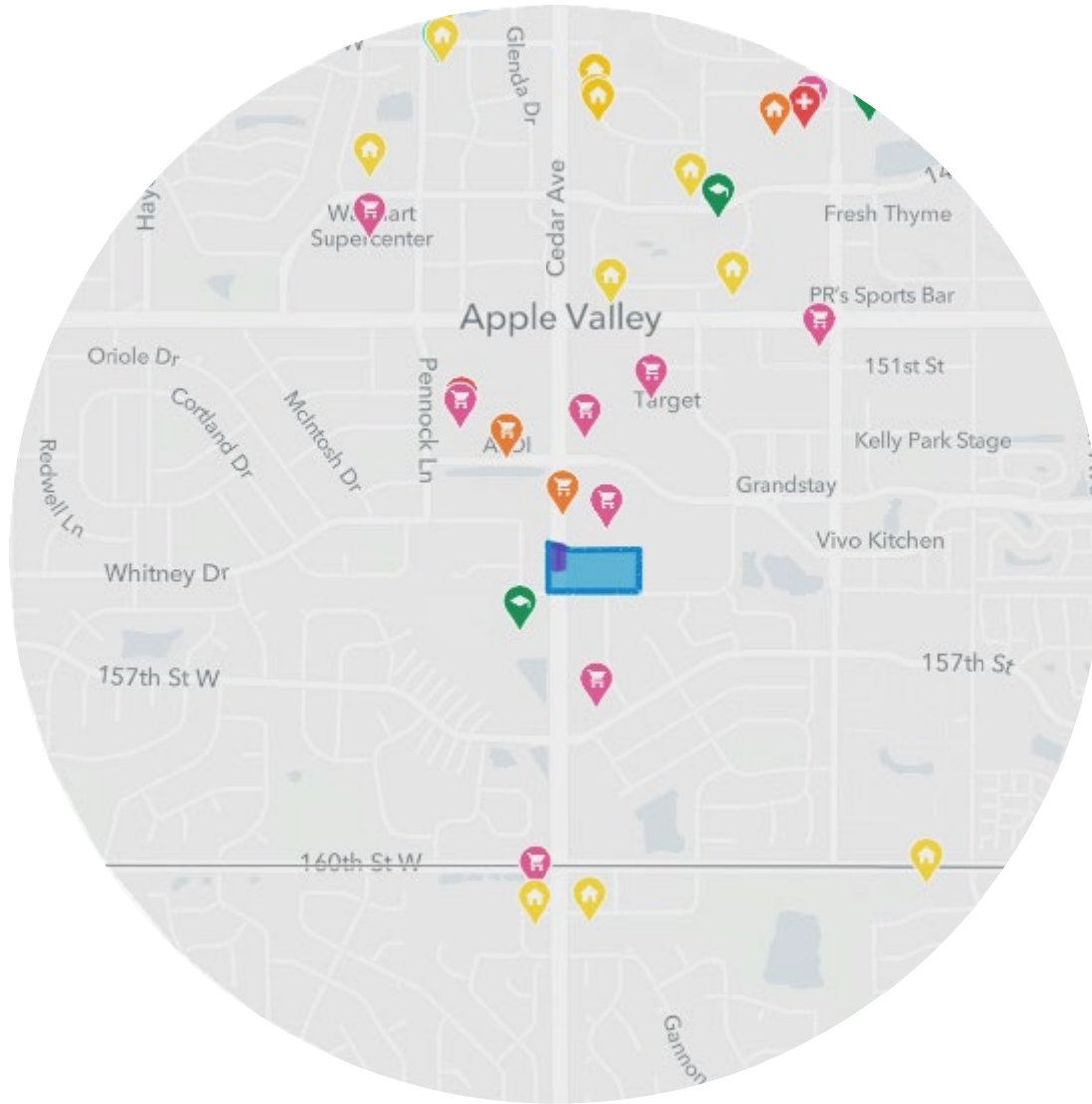


- % low income: 22% (52%ile)
    - % linguistic isolation: 1% (61%ile)
    - % less than high school: 11% (79%ile)
    - % under age 5: 8% (76%ile)
    - % over age 64: 14% (51%ile)
    - Primary Demographic Index: 27% (72%ile)
  - Tract 608.281
    - Total Population: 4389
    - % people of color: 36% (83%ile)
    - % low income: 24% (56%ile)
    - % linguistic isolation: 9% (92%ile)
    - % less than high school: 2% (21%ile)
    - % under age 5: 9% (82%ile)
    - % over age 64: 10% (26%ile)
    - Primary Demographic Index: 30% (77%ile)
- Within a ¼ mile of the AVTS itself (yellow circle)
  - 34% of the population are non-White or of Hispanic/Latino origin
    - This is in the 82<sup>nd</sup> percentile compared to state demographics
  - 23% of the population is low-income
    - This is in the 55<sup>th</sup> percentile compared to state demographics

Within 3 miles of the AVTS itself (yellow circle), this represents those who can access the Park and Ride (ADA definitions).



	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region
Demographic Index	18%	22%	53	28%	41
People of Color Population	23%	20%	70	25%	63
Low Income Population	13%	25%	28	30%	21
Linguistically Isolated Population	2%	2%	75	2%	74
Population with Less Than High School Education	5%	7%	48	10%	35
Population under Age 5	7%	6%	59	6%	64
Population over Age 64	12%	15%	38	16%	35



### Health Facilities

-  Hospital
-  Urgent Care Facility
-  Veterans Health Medical Facility
-  Pharmacy
-  Public Health Department
-  Nursing Home

### Public Housing Buildings

Public housing buildings in the United States.







-  Public Housing Building

### SNAP Retailer Supermarkets

Locations of SNAP-authorized retailer supermarkets in the United States, operating in 2020.

-  SNAP-Authorized Supermarket

### Schools

-  Child Care Center
-  Public School
-  Private School
-  College / University
-  Supplemental College
-  Truck Driving School



April 14, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101  
United States

**Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos,

The Minnesota Valley Transit Authority (MVTA) is excited to submit the Apple Valley Transit Station (AVTS) Modernization application through the 2022 Regional Solicitation Program. Requested funds will be used to modernize customer amenities, create an operator training lot, enhance security, and create a designated MVTA Connect pick-up/drop-off location.

The MVTA is committed to not only providing the local match (\$1,000,000), but also executing a project that focuses on our customers and communities. The AVTS Modernization is requesting \$4,000,000 in federal dollars, for a total project cost of \$5,000,000.

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 equipped to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and services.

We appreciate your consideration. Please contact Vicky Loehrer, Program Administrator, at [VLoehrer@mvta.com](mailto:VLoehrer@mvta.com), if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Luther Wynder". The signature is written over a horizontal line.

Luther Wynder  
MVTA Chief Executive Officer



April 6, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101  
United States

**Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos,

I write to extend my support of Minnesota Valley Transit Authority's solicitation for funding in the 2022 Regional Solicitation Program. MVTA is the major public transit provider in the southern metro area and in some of Minnesota's fastest-growing communities.

The modernization of the Apple Valley Transit Station involves initiatives largely centered around essential customer safety and security enhancements and amenities, along with the development of a designated operator training lot.

Providing a safe experience for riders is critical in gaining confidence in the overall public transit system, and MVTA has demonstrated a commitment to the wellbeing of passengers and operators both on and off the bus. It is for these reasons the impact of modernizing this facility reaches beyond MVTA's routes and well into our communities.

I fully support MVTA's application to request funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Mary Hamann-Roland".

Mary Hamann-Roland  
Commissioner, District 7

**Mary Hamann-Roland**

Commissioner – District 7

**O** 651-438-4411 **F** 651-438-4405 **E** [mary.hamann-roland@co.dakota.mn.us](mailto:mary.hamann-roland@co.dakota.mn.us) **W** [www.dakotacounty.us](http://www.dakotacounty.us)  
**A** Dakota County Administration Center • 1590 Highway 55 • Hastings • MN 55033





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

April 7, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101

**Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos:

I write to extend my support of Minnesota Valley Transit Authority's solicitation for funding in the 2022 Regional Solicitation Program. MVTA is the major public transit provider in the southern metro area and in some of Minnesota's fastest-growing communities.

The modernization of the Apple Valley Transit Station involves initiatives largely centered around essential customer safety and security enhancements and amenities, along with the development of a designated operator training lot.

Providing a safe experience for riders is critical in gaining confidence in the overall public transit system, and MVTA has demonstrated a commitment to the wellbeing of passengers and operators both on and off the bus. It is for these reasons the impact of modernizing this facility reaches beyond MVTA's routes and well into our communities.

I fully support MVTA's application to request funding for this project.

Sincerely,

Clint Hooppaw  
Mayor



*"The Voice of Business"*

April 11, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101  
United States

**Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos,

I write to extend my support of Minnesota Valley Transit Authority's solicitation for funding in the 2022 Regional Solicitation Program. MVTA is the major public transit provider in the southern metro area and in some of Minnesota's fastest-growing communities. As Chamber of Commerce President for 20 years in Apple Valley and having conducted the original ribbon cutting of the station, there is no doubt that the enormous high density housing and business growth along Cedar is the result of this station and its stops.

The modernization of the Apple Valley Transit Station involves initiatives largely centered around essential customer safety and security enhancements and amenities, along with the development of a designated operator training lot.

Providing a safe experience for riders is critical in gaining confidence in the overall public transit system, and MVTA has demonstrated a commitment to the wellbeing of passengers and operators both on and off the bus. It is for these reasons the impact of modernizing this facility reaches beyond MVTA's routes and well into our communities.

I fully support MVTA's application to request funding for this project.

Sincerely,

Edward Kearney  
President  
Apple Valley Chamber of Commerce