



Application

19834 - 2024 Transit Expansion
20313 - MOA to MN Zoo Service
Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 12/15/2023 3:03 PM

Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using My Alerts.

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

Organization Information

Name: MN VALLEY TRANSIT AUTH
Jurisdictional Agency (if different):
Organization Type:
Organization Website:
Address: 100 E HWY 13

* BURNSVILLE City Minnesota State/Province 55337 Postal Code/Zip
County: Dakota
Phone: 612-882-7500 Phone Ext.
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PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name MOA to MN Zoo Service
Primary County where the Project is Located Dakota, Hennepin
Cities or Townships where the Project is Located: Bloomington, Apple Valley, Eagan
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) A systemwide study conducted in 2021-22 proposed an entirely new route that provides connections between the Mall of America (MOA) and the Minnesota Zoo, with stops at Apple Valley Transit Station (AVTS) and Cedar Grove Transit Station (CGTS); Route 474.

The proposed route would improve connections to the areas surrounding MOA and the MN Zoo, including general mobility to those traveling between suburbs.

(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. CMAQ: Operating funds for new MOA to MN Zoo

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) 20.79

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$4,546,614.00

Match Amount \$1,136,654.00

Minimum of 20% of project total

Project Total \$5,683,268.00

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, Metropolitan Council

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: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2027

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

For All Projects

Identify the Transit Market Areas that the project serves: Transit Market Areas 2, 3, 4, 8

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

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

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

Examples: GRADE, AGG BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

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

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

Yes

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

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

The MOA to MN Zoo Service aligns with the following 2040 TPP goals:

A: Transportation System Stewardship, Page 58

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

Strategies: A1; Place the highest priority for transportation investments on strategically preserving,

maintaining, and operating the transportation system

A2; Regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities.

C: Access to Destinations, Page 62

Objectives: Increase the availability of multimodal traffic options; increase travel time reliability and predictability for travel on highway and transit systems; increase transit ridership and the share of trips taken using transit, bicycling and walking; and improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1; Continue to work together to plan and

implement transportation systems that are multimodal and provide connections between modes.

C4; promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and

manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

D: Competitive Economy, Page 64

Objectives: Improve multimodal access to regional job concentrations; and invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: D1; identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices,

manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.

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. The MOA to MN Zoo Service aligns with the following local transportation goals:

- City of Eagan 2040 Comprehensive Plan, Transportation Goals

Goal 1: Develop a transportation system that will serve mobility and access needs of the City's

residents, businesses, and institutions and support the City's vision on growth and

development.

Goal 3: Promote public transit in Eagan that serves all residents and provides special transit services for commuters and diverse populations.

Goal 4: Develop a multimodal transportation system in which autos, trucks, rail, transit, bicycles, and pedestrians are adequately served and can safely co-exist.

Goal 6: Ensure the Eagan transportation system is resilient, sustainable and able to evolve with

societal advancements and changes, safeguarding investments for many years to come.

- City of Apple Valley 2040 Comprehensive Plan, Transportation Goals

Goal 1: Continue to establish and maintain an

interconnected affordable network of roadways, transit service, bicycle trails and pedestrian facilities between neighborhoods, recreational and community facilities, and commercial centers, as well as connections outside of Apple Valley to the interconnected Metropolitan Region.

Goal 2: Integrate and achieve a balanced mix

of all transportation modes. All transportation

projects within the City affect all modes of

transportation. Consequently, all projects

should be evaluated as to the impact on each

mode.

Goal 5: Work with local entities to continue to

enhance transit usage in Apple Valley while

providing linkages both locally and regionally

via transit.

Goal 6: Ensure the Apple Valley transportation

system is resilient, sustainable, and able to

evolve with societal advancements and

changes, safeguarding investments for many

years to come

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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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.

1702592763146_MVTA_ADA Policy.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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

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

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

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

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

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

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

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

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

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

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$2,400,000.00

Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$2,400,000.00

Transit Operating Costs

Number of Platform hours	26614.44
Cost Per Platform hour (full loaded Cost)	\$123.36
Subtotal	\$3,283,157.32
Other Costs - Administration, Overhead, etc.	\$0.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Totals

Total Cost	\$5,683,157.32
Construction Cost Total	\$2,400,000.00
Transit Operating Cost Total	\$3,283,157.32

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 40920

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

Please upload attachment in PDF form

Measure B: Transit Ridership

Existing transit routes directly connected to the project 4, 54, 420, 425, 440, 442, 444, 445, 447, 472, 475, 477, 480, 495, 501, 515, 540, 542, 901-METRO Blue Line, 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)

Riverview Streetcar

Select all transitways that apply.

Upload Map

1702321792594_Route 474_Transit_Connections_Map.pdf

Please upload attachment in PDF form

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

A Measure: Usage

Service Type	Express Routes, Urban and Suburban Local Routes
New Annual Ridership (Integer Only)	95064

Assumptions Used:

(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: MTA Route 495, MTA Route 477 and MTA Route 475. These routes were selected due to similar operating conditions, suburb-to-suburb & express route types, and similar densities and destinations served (i.e. Mall of America, Apple Valley Transit Station, Cedar Grove Transit Station).

From this analysis, we estimate the proposed route concept to have 10 riders per in-service hour, with the analysis relying on 2022 ridership data. This year was chosen, as 2022 is the most recent full year of ridership data available. To arrive at a final annual ridership estimate, a 3% growth rate assumption was applied for each year.

(Limit 2,800 characters;
approximately 400 words)

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:

- 1. What engagement methods and tools were used?*
- 2. How did you engage specific communities and populations likely to be directly impacted by the project?*
- 3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
- 4. How were the project's purpose and need identified?*
- 5. How was the community engaged as the project was developed and designed?*
- 6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
- 7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
- 8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

MTA recently completed a two-year comprehensive review of transit services in our region. The study consisted of an evaluation of existing fixed route local, express, and on-demand transit, and identifying unmet needs. This included targeted focus-group interviews, including employers, residents, and transit-dependent populations. In-person and online surveys resulted in hundreds of responses and directly shaped the final network recommendation.

Findings from engagement processes included focus group responses regarding attractions such as the Minnesota Zoo expected to bring back more events and grow their operations post-COVID. In addition, themes from focus group engagement indicated that the Minnesota Zoo is a popular destination for groups and people with disabilities.

The need for this project was identified through our systemwide study process.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

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

Response:

This route, proposed as part of MMTA Systemwide Study results, is intended to offer quick service to the zoo that also provides connections to other various MMTA routes. Input from engagement efforts spoke generally to a need for better service options to regional transit generators such as the MN Zoo. This route would offer quicker trips than the existing service to the zoo on MMTA Route 440, with greater transit connections across the region. Just adjacent to the MN Zoo, is Census Tract 608.05, designated as a RAISE Area of Persistent Poverty Census Tract, consisting of 9% of people in poverty, and 60% minority population. Additionally, the route service to Best Buy Headquarters is located in a census block with 87% minority populations, and adjacent blocks just north of the Best Buy stop ranging from 33 to 74% minority populations. Connection points such as Apple Valley Transit station are situated around several census block groups that consist of a range of 16 to 34% of the population age 65 or older. This route will provide improved access for populations such as minority, low-income, and seniors to take advantage of increased access to regional transit connection points such as Mall of America and Apple Valley Transit Station, as well as connections to regional entertainment and nature destinations like the Zoo. Please see the attached additional maps, which highlight these connections.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within 1/2 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 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

Response:

- There are 2109 total publicly subsidized rental housing units within 1/2 mile of the proposed route destinations (refer to Socioeconomic Conditions map attachment)
- The route can connect residents in these affordable housing units to further regional transit connections at destinations such as Cedar Grove Transit Station and the Mall of America linking to jobs and essential trips, as well as to entertainment/nature destinations such as the Minnesota Zoo. Connections to essential destinations can be made around Apple Valley Transit Station with significant retail and schools.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's 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. 1702572298338_Route 474_Socio_Econ_Map.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	260
Distance from Terminal to Terminal (Miles)	20.29
VMT Reduction	5275.4
CO Reduced	12608.206
NOx Reduced	844.064
CO2e Reduced	1933962.0
PM2.5 Reduced	26.377
VOCs Reduced	158.262
Total Emissions Reduced	1947599.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Existing Bike/Ped Connections:

The area around the proposed route contains a number of Tier 1 and 2 corridors identified in the Regional Bicycle Transportation Network, with both shared and separated bicycle trails.

Tier 1 and 2 alignments surrounding the stops along this route include:

- Tier 2: County Road 42 near Apple Valley Transit Station
- Tier 1: Cedar Avenue near Apple Valley Transit Station
- Tier 2: Along McAndrews Road near the Minnesota Zoo
- Tier 1: Along Johnny Cake Ridge Road near the Minnesota Zoo
- Tier 1: Along Cedar Grove Parkway near the Cedar Grove Transit Station
- Tier 1: Along Diffley Road near the Cedar Grove Transit Station
- Tier 1: Along Old Shakopee Road/American Blvd/ near Mall of America
- Tier 1: Along Old Cedar Ave near Mall of America
- Tier 1: Along 75th Street/76th Street near Best Buy

Existing Bike/Ped Facilities:

- Apple Valley Transit Station - includes bicycle storage, pedestrian skyway connection, sidewalk connections on Cedar Avenue and 155th Street, a paved trail south of AVTS,
- Minnesota Zoo: Includes paved trails along McAndrews Roads, Johnny Cake Ridge Road, and Galaxie Avenue surrounding the MN Zoo. Also nearby connections at the zoo via the North Creek Greenway which connects into Lebanon Hills Regional Park
- Cedar Grove Transit Station ? includes Boulevard Trails directly adjacent on Nicols Road and nearby along Cedar Grove Pkwy and Rahn Road near the Twin Cities Premium Outlets. Through the boulevard trail connections at Cedar Grove Parkway, there is also a connection to a Park Trail, leading to Bridgeview Park
- Best Buy: existing pedestrian connections and sidewalk infrastructure near Best Buy along Knox Avenue, 76th Street, and 75th Street

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

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.

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.

Response:

(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 project's 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.

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

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

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)

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: \$1,094,422.67

Total Annual Capital Cost of Project \$200,000.00

Total Annual Project Cost \$1,294,422.67

Assumption Used:

The total operating cost for the MOA to MN Zoo service over the course of 3 years was calculated at \$3,283,268 based on total platform hours of 26,614.44 with \$123.36 in fully loaded costs per platform hour. Based on the guidelines for operating funds (3 years), \$1,094,422.67 was assumed.

Annual capital project cost assumes the purchase of 4 - 30' heavy-duty transit buses with a 12-year useful life. Each bus was estimated to be \$600,000, for a total capital cost of \$2,400,000. Based on FTA's guidelines for useful life for heavy duty transit buses (12 years), a total annual capital cost of \$200,000 was assumed.

Overall estimated costs are based on the assumption that this route will operate 255 days per year.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
01_MOA to MN Zoo Letter of Commitment.pdf	MVTA Commitment, local funding.	79 KB
01_MVTA 2024 Regional Solicitation Local Match Letters MOA MN Zoo - signed.pdf	Met Council local match commitment.	126 KB
MOA to MN Zoo Proposed Route.pdf	Map of the proposed MOA to MN Zoo Route.	106 KB
MOA to MN Zoo Summary.pdf	One-page MOA to MN Zoo Service Summary	221 KB
Route 474 Question 3 AVTS - Best Buy - MN Zoo Maps.pdf	Maps of local businesses and locations from AVTS, Best Buy, and the Minnesota Zoo	568 KB
_LOS_MOA to MN Zoo.pdf	Community letters of support.	1.7 MB



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 28th day of June, 2006, revised the 24th day of January, 2007, revised the 31st day of October, 2012, revised the 10th day of December 2014 and revised on the 29th 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. MVTA 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

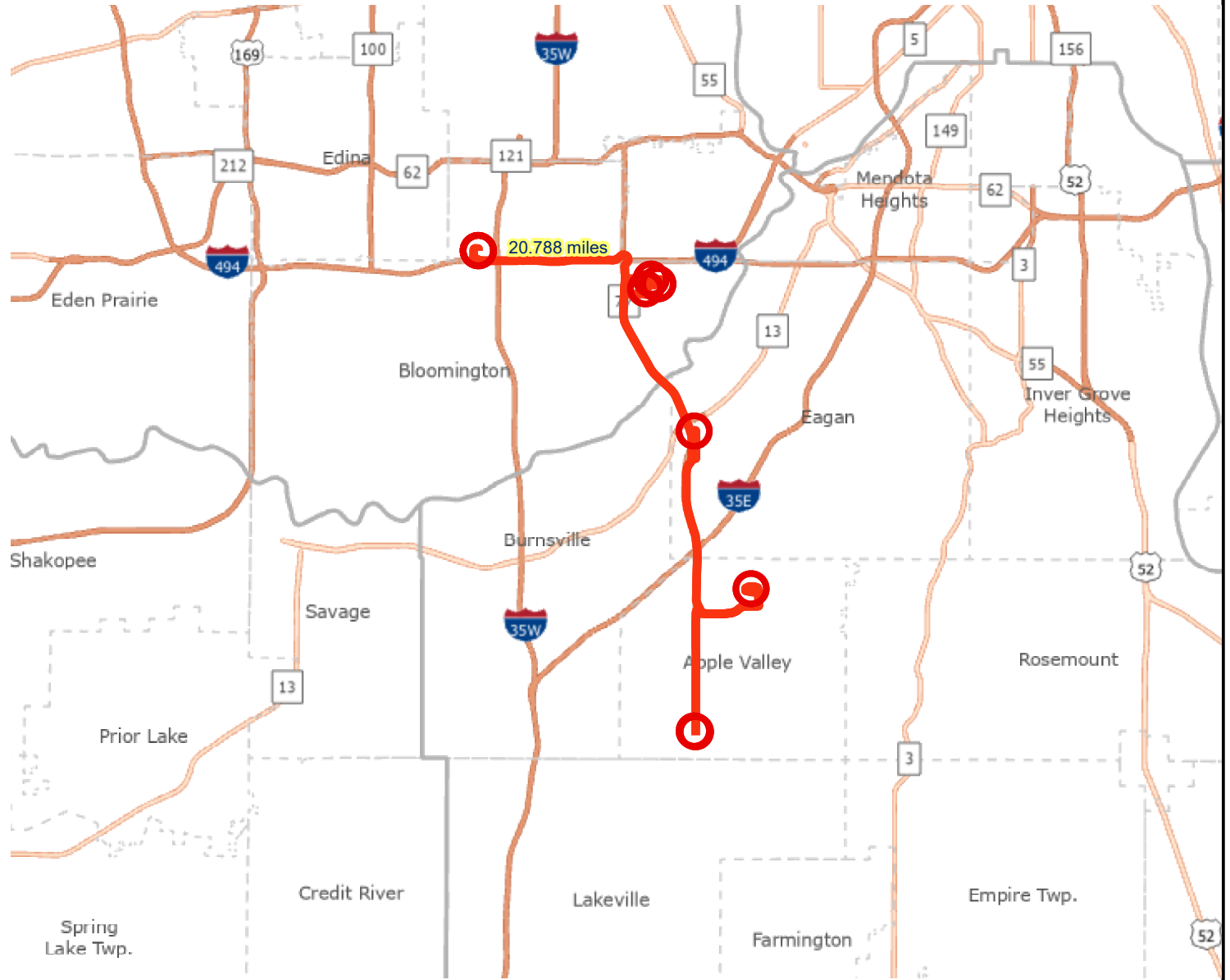
Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding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

Transit Connections

Transit Expansion Project: MVRTA Route 474 - Apple Valley - Zoo - Best Buy | Map ID: 1701837055322



Results

Transit with a Direct Connection to project:
 4 420 425 440 442 444 445 447 472 475 477
 480 495 501 515 538 539 54 540 542 901 903
 924

- *Johnson/Lyndale
- *Red Line Extension
- *Riverview
- *American Boulevard

**indicates Planned Alignments*

Transit Market areas: 2, 3, 4, 8

- Project Points
- Project
- Project Area



Created: 12/5/2023
 LandscapeRSA3



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



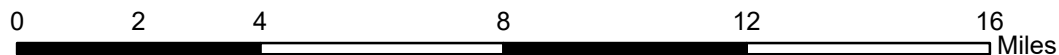
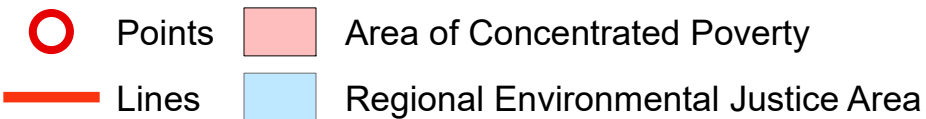
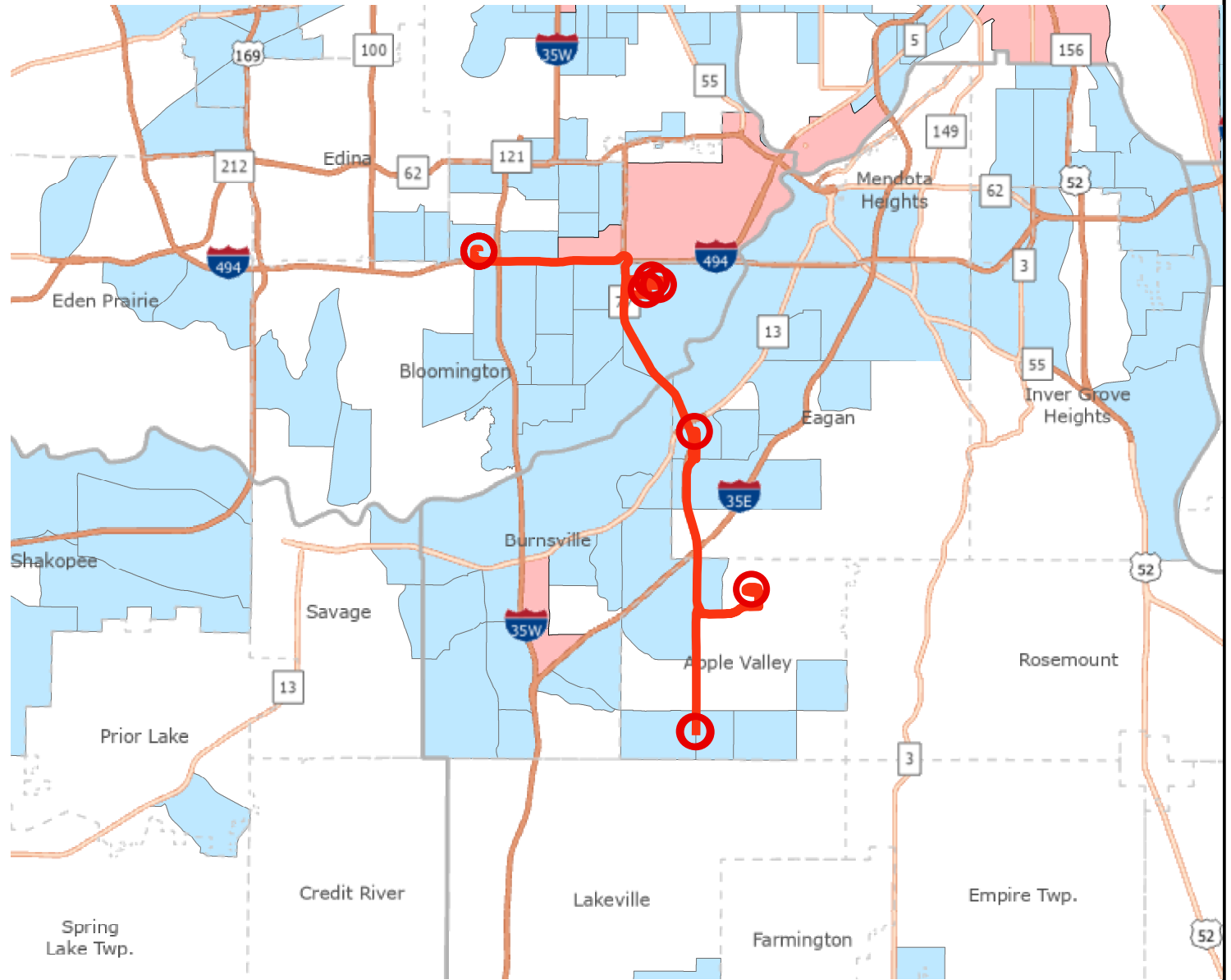
Socio-Economic Conditions

Transit Expansion Project: MVTA Route 474 - Apple Valley - Zoo - Best Buy | Map ID: 1701837055322

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2109

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



Created: 12/5/2023
LandscapeRSA2



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





December 15, 2023

Metropolitan Council
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 2024 Regional Solicitation Program

Dear Elaine Koutsoukos,

The Minnesota Valley Transit Authority (MVTA) is excited to submit the MOA to MN Zoo Service Expansion application through the 2024 Regional Solicitation Program. Requested funds will be used to service a brand-new route with connections between the Mall of America and the Minnesota Zoo.

MVTA has received a formal commitment from the Metropolitan Council to provide \$480,000 in local funding to match capital portions of this project. MVTA commits to the remaining local match portion of \$656,654 to operate this project and further pledges to cover any unforeseen funding needs. The MOA to MN Zoo project is requesting \$4,546,614 in federal dollars, for a total project cost of \$5,683,268. If this service is successful, MVTA commits to its continued funding.

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, which includes following through on the MOA to MN Zoo Service Expansion project.

We appreciate your consideration. Please contact Vicky Loehrer, Program Manager, at VLoehrer@mvta.com, if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Luther Wynder". The signature is written in a cursive style and is positioned above a horizontal line.

Luther Wynder
Chief Executive Officer



December 12, 2023

Transportation Advisory Board
Metropolitan Council
390 N. Robert Street
St. Paul, MN 55101

To Whom It May Concern:

Minnesota Valley Transit Authority (MVTA) is requesting a grant through the 2024 Regional Solicitation to operate service to the Mall of America and the Minnesota Zoo from the Apple Valley Transit Station and the Cedar Grove Transit Station.

The Metropolitan Council is committed to providing \$480,000 in local funding to match capital portions of this request if it is selected for funds. Funds are programmed in our Capital Improvement Program and will become available in calendar year 2027 or later program year. Any necessary operating funds, including match to federal funds for the operation of this project will be provided by MVTA.

Following increased funding for transit resulting from the 2023 state legislative session, the Council will consider revisions to existing policies and will establish new policies for financial assistance to transit service providers. These changes will be developed in coordination with providers in the region.

Under current practice, the Council establishes a shared pool of capital funds for suburban transit providers for federal project match requests. In the future, the Council may increase general assistance to providers so that providers may prioritize and fund their own match requests within available resources for their communities' operating and capital priorities. With this change, if implemented, match funding for this project may be provided by MVTA from increased resources allocated by the Council.

Sincerely,

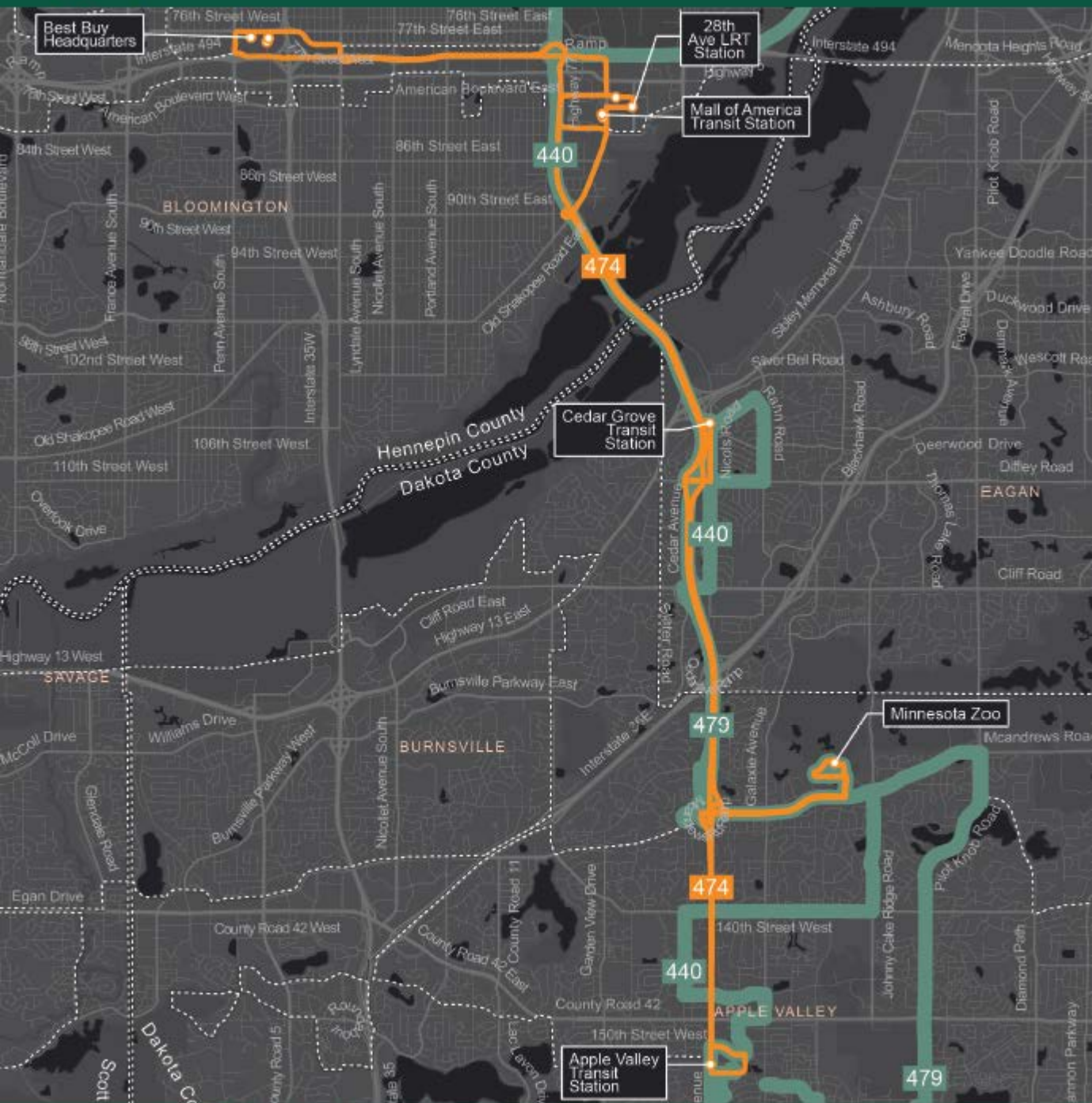
A handwritten signature in blue ink, appearing to read "Charles Carlson".

[Charles Carlson \(Dec 14, 2023 12:28 CST\)](#)

Charles Carlson
Executive Director, Metropolitan Transportation Services

Cc: Heather Giesel
Nicole Clapp
Ashlee Smith
Skylar Madsen
Heidi Scholl

474 Proposed Routing and Bus Stops



474

- Bus Stops Served
- Proposed Routing
- Current Route(s)



MOA to MN Zoo

Transit Expansion



Submission for Award Consideration in the 2024 Regional Solicitation Program

About MVTA

Minnesota Valley Transit Authority (MVTA) is the second largest transportation agency by ridership in Minnesota, serving seven cities throughout the south metropolitan area, including Dakota and Scott counties currently experiencing rapid population and job growth. MVTA operates 25 routes and approximately 169 buses, including a variety of service options ranging from micro transit to regional routes. MVTA also owns and operates several transit stations and park-and-ride facilities with a combined capacity of almost 6,500 spaces.

Route 474: MOA to MN Zoo

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. A systemwide study conducted in 2021-22 proposed an entirely new route that provides connections between the Mall of America (MOA) and the Minnesota Zoo, with stops at Apple Valley Transit Station (AVTS) and Cedar Grove Transit Station (CGTS); Route 474.

MVTA has found great value in engaged conversations with the seven communities we serve to better understand what they find valuable in their service. Route 474 will raise ridership through increased mobility to desirable destinations in the metropolitan area.

MVTA is committed to providing safe, accessible, and reliable service to our communities and beyond. Along with this commitment comes a responsibility to build progressive partnerships and develop initiatives that effectively serve the public through increased accessibility and meaningful connections.



ESTIMATED PROJECT COST \$5,683,268

REQUESTED FEDERAL AMOUNT \$4,546,614

LOCAL MATCH \$1,136,654

Schools

Labels Off/On: Labels Off

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

SNAP Retailers

Locations of all SNAP-authorized retailers in the United States, as of September, 2023.

-  SNAP Retailer

Health Facilities

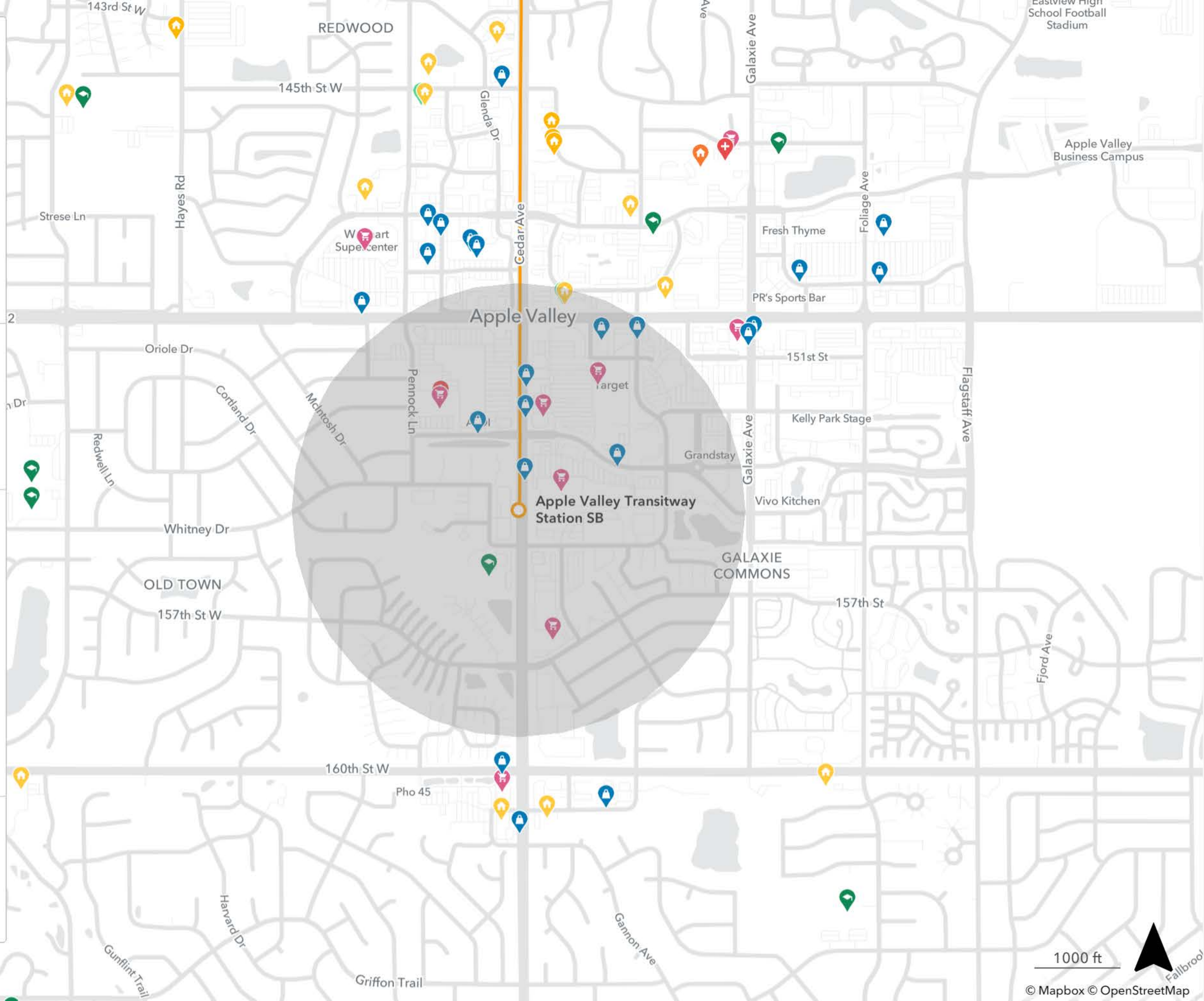
Labels Off/On: Labels Off

-  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



1000 ft



Schools

Labels Off/On: Labels Off

- Child Care Center
- Public School
- Private School
- College / University
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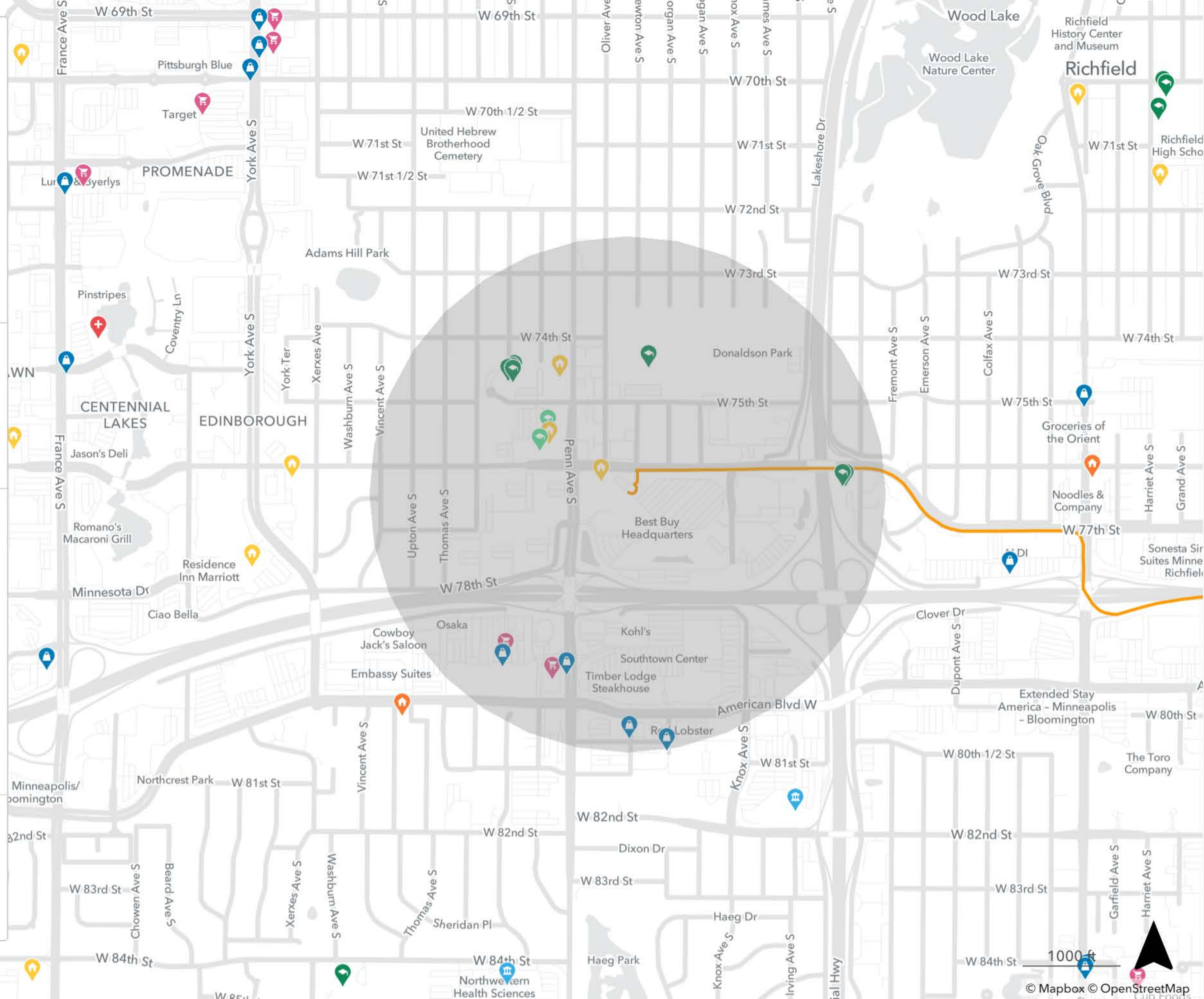
Labels Off/On: Labels Off

- 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



Schools

Labels Off/On: Labels Off

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

SNAP Retailers

Locations of all SNAP-authorized retailers in the United States, as of September, 2023.

- SNAP Retailer

Health Facilities

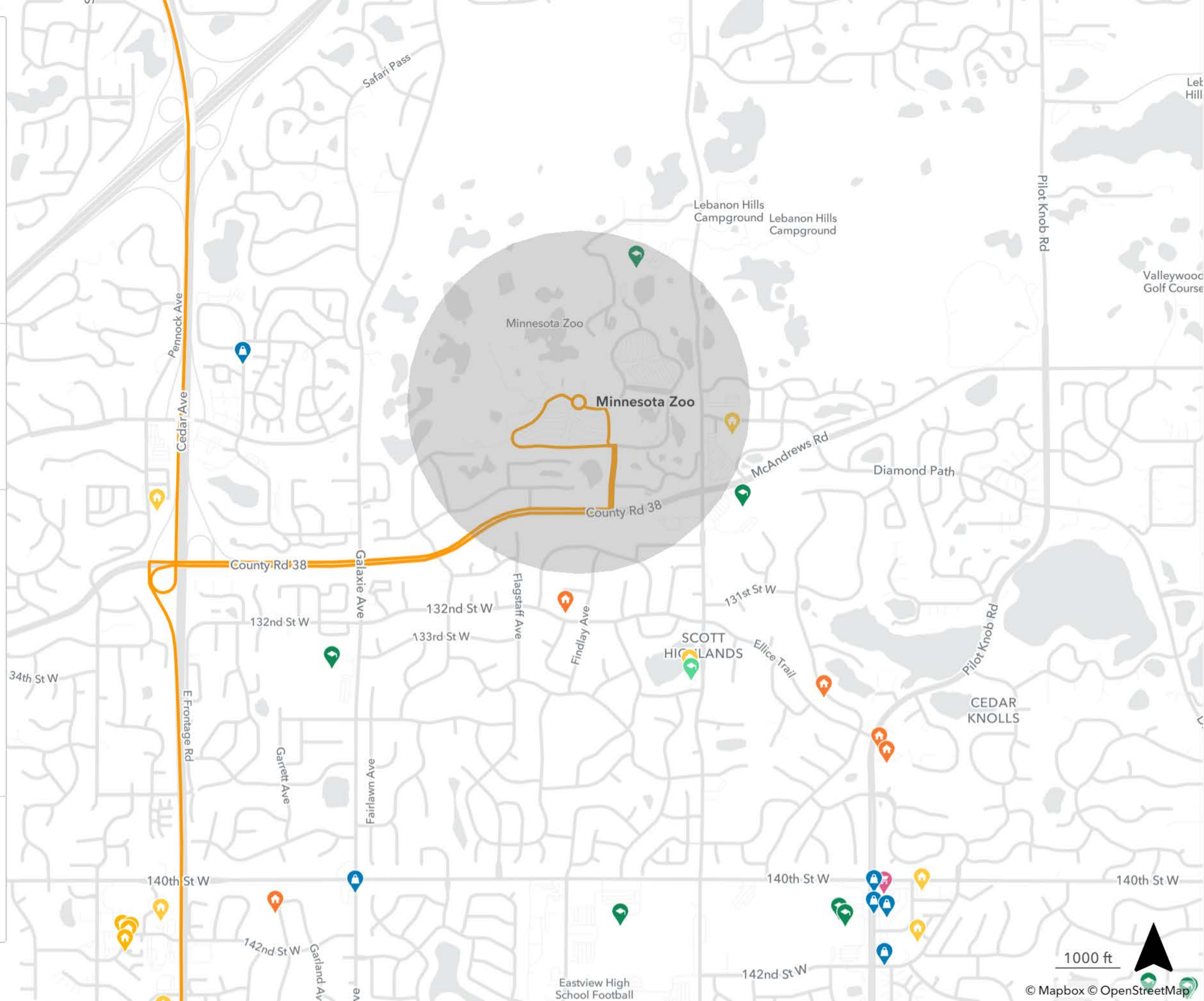
Labels Off/On: Labels Off

- 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





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

December 14, 2023

Metropolitan Council
Elaine Koutsoukos
390 Robert Street North
Saint Paul, Minnesota 55101

Dear Elaine Koutsoukos,

On behalf of City of Apple Valley, we are writing in support of the Minnesota Valley Transit Authority's (MVTA) requests for funding through the 2024 Regional Solicitation Program for Mall of America to Minnesota Zoo Service.

As the second largest public transit provider by ridership in Minnesota, it is crucial that MVTA is able to provide expansive and accessible service to the seven communities it serves and beyond. MVTA serves several of the fastest growing counties in the south Twin Cities Metro and Minnesota so the need for a robust public transit system is key to our region's quality of life and economic vitality.

This transit expansion is a new route and will allow connections between the Mall of America and the Minnesota Zoo, mobilizing more of the community to destinations they desire.

In conclusion, we fully support the efforts of Minnesota Valley Transit Authority as they seek external funding to support service designed to expand transit options.

For all the above reasons we view the requested service expansion as vital to MVTA's riders and ask for your strong consideration in funding such regionally significant improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Clint Hooppaw', is written over a horizontal line.

Clint Hooppaw
Mayor
City of Apple Valley, MN

A handwritten signature in blue ink, appearing to read 'Tom Lawell', is written over a horizontal line.

Tom Lawell
City Administrator
City of Apple Valley, MN



MINNESOTA ZOO

December 13, 2023

Metropolitan Council
Elaine Koutsoukos
390 Robert Street North
Saint Paul, Minnesota 55101

Dear Ms. Koutsoukos,

On behalf of the Minnesota Zoo, I enthusiastically write in support of the Minnesota Valley Transit Authority's (MVTA) requests for funding through the 2024 Regional Solicitation Program for Mall of America to Minnesota Zoo Service. The Zoo has been supportive of a connection between the Zoo and Mall for the past 7 years and sees the connection as vital to our long-term sustainability as an accessible community destination.

As the largest attraction in Dakota County, serving 1.5 million visitors annually and as the 5th largest Zoo in the country, it is crucial that MVTA provides expansive and accessible service to the seven communities it serves and beyond. MVTA serves several of the fastest growing counties in the south Twin Cities Metro and Minnesota, so the need for a robust public transit system is key to our region's quality of life and economic vitality.

This transit expansion is a new route and will allow connections between the Mall of America and the Minnesota Zoo, mobilizing more of the community to destinations they desire. In addition, the connection provides critical transportation access to our expanding and diverse employee base of more than 500 people and to the School of Environmental Studies, also located on our campus.

In conclusion, I fully support the efforts of Minnesota Valley Transit Authority as they seek external funding to support service designed to expand transit options. For all the above reasons we view the requested service expansion as vital to MVTA's riders and ask for your strong consideration in funding such regionally significant improvements.

Please do not hesitate to reach out to me with questions. I can be reached at john.frawley@state.mn.us or 952-431-9299.

Most sincerely,

John Frawley
Minnesota Zoo
Zoo Director//Zoo Foundation President