



Application

19834 - 2024 Transit Expansion
20314 - AVTS to DCTC Service
Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 12/15/2023 3:02 PM

Primary Contact

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

Name: * She/her/her Pronouns Skylar First Name Madsen Last Name
Middle Name
Title: Program Specialist
Department: Programs
Email: smadsen@mvtc.com
Address: 3116 Girard Ave S
Apt 201

* Minneapolis City Minnesota State/Province 55408 Postal Code/Zip
Phone: * 715-817-4094 Phone Ext.
Fax:
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 Ext.
Fax:
PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name AVTS to DCTC Service
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: Apple Valley, Rosemount
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) Data from a Systemwide Study conducted in 2022-23 suggested regular connections between Apple Valley Transit Station (AVTS) and Dakota County Technical College (DCTC) on weekdays would better serve the needs of students and educators.

This route will serve AVTS as well as other key areas in Apple Valley, including Cub Foods, Dakota County District Court, and various local apartment complexes. The proposed service would run from 5:44 am to 10:14 p.m. during the week, offering a large window of mobility for the students, educators, and community members in general to vital locations.

(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 AVTS to DCTC service

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) 22.15

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 \$2,212,232.00

Match Amount \$553,058.00

Minimum of 20% of project total

Project Total \$2,765,290.00

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: Market Areas 3,5,8

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 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 AVTS to DCTC 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.

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. The AVTS to DCTC project aligns with the following local transportation initiatives:

- 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.

-City of Rosemount 2040 Comprehensive Plan, Transportation Goals

Goal 3: Access to Destinations: Allowing people and businesses to prosper by using a reliable, affordable and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Goal 5: Healthy Environment: Confirming the regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Goal 6: Leveraging Transportation Investment to Guide Land Use: Leveraging the region's transportation investments to guide land use and development patterns that advance the

regional vision of stewardship, prosperity, livability, equity and sustainability.

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. 1702651181183_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	\$1,200,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$1,200,000.00

Transit Operating Costs

Number of Platform hours	12920.85
Cost Per Platform hour (full loaded Cost)	\$121.14
Subtotal	\$1,565,231.77
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	\$2,765,231.77
------------	----------------

Construction Cost Total	\$1,200,000.00
Transit Operating Cost Total	\$1,565,231.77

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 13122

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 2319

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

1702322674511_420_DCTC_Pop_Employment.pdf

Please upload attachment in PDF form

Measure B: Transit Ridership

Existing transit routes directly connected to the project 11

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) N/A

Select all transitways that apply.

Upload Map

1702322731002_420_DCTC_Transit_Connections.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 Urban and Suburban Local Routes

New Annual Ridership (Integer Only) 29658

Assumptions Used:

To project ridership on this suburban local route, we selected three peer routes (219, 445, 546) as proxies for the 420 extension. In selecting these routes, we only looked at local routes within Transit Market Area III, which would all classify as other suburban local routes. The particular reasons for each route are listed below:

- 219: Route 219 is a local route operating in the cities of Maplewood, White Bear Lake, North St. Paul, Oakdale, and a small part of St. Paul. The most important reason for selecting route 219 is the presence of Century College along the route. Much like Dakota County Technical College is a large and significant post-secondary enrollment location in a suburban community. Ridership on a route that serves a post-secondary school serves as a good indicator for Route 420 ridership. The other major similarity is that both routes are in transit market area III with some pockets of emerging market area II within the route. Other similarity notes: Stops are spaced in a short, local manner; both routes have major transit center connections; and although 219 is somewhat longer of a route, the total route distances are comparable.

- 445: Route 445 is a local route operating within Eagan. The route operates within transit market III, with a pocket of the route going through an emerging transit market II area. The route is also a clear local route, with regular stops along the entire route. There is also a transitway connection, with the 445 connecting to the Red Line at Cedar Grove Transit Station. Finally, the total distance of the route is quite similar to the 420 proposal, making for a good comparison.

- 546: Route 546 is a local route operating in Bloomington. Like route 219, route 546 is first applicable because it contains a stop at Normandale Community College, which is a major location of post-secondary enrollment like Dakota County Technical College. The second major reason 546 is similar to the proposed 420 is the transitway connections. Route 546 connects to the Orange Line at 98th Street Station, similar to how 420 connects to the Red Line at Apple Valley Transit Station. Finally, route 546 is within transit market area 3, which makes it a useful comparison for the proposed route 420.

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

The ridership estimate was determined by taking the average passengers per in-service hour (PPISH) of three comparable suburban routes: 219, 445, and 546. The PPISH ranged from 4.20 to 6.45.

Our estimate between these three peer routes determined that the 420 expansion is projected to carry 5.05 riders per in-service hour. On top of this number, we applied a 3% year-over-year growth rate from 2026 to 2029 to arrive at our final annual ridership total.

The additional service between trips and Dakota County Technical College (DCTC) expansion brought the ridership estimate to 29,658. The current 420 carried 7,488 passengers in 2022, making the total growth for the 420 DCTC expansion at 22,170 riders annually.

(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:

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.

Four Block groups along the proposed project have percentages of people in poverty below the regional average (Source: Remix, ACS 5-year 2021-2017). These are all in Apple Valley, and 3 of 4 are in the Galaxie Commons and Old Town neighborhoods.

(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:

- As of Fall 2022, DCTC reported 33% of its student population consists of Students of Color
- As of Fall 2022, DCTC reported 32% of its student population consists of adult students
- The 420 already provides service to Rosemount's 360 Communities Resource Center
- The new 420 will provide service to and from the Dakota County CAP Agency office
- There will be new access to businesses and jobs along Robert Trail, such as Aldi, Ace Hardware, a child care center, and an animal feed store.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments 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:

- ? 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 four census tracts within the ½ mile scope area of the route that qualify as regional environmental justice areas: 608.12, 608.28, 608.29, and 608.38.
- There are small concentrations of affordable and/or subsidized units close to both the CAP Agency and 360 Communities facilities.
- Via the socio-economic conditions map, there are a total of 1230 publicly subsidized rental units within ½ mile of the proposed route
- Access to CAP and 360 Communities

(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):

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

Upload the 'Socio-Economic Conditions' map used for this measure. 1702323602651_420_DCTC_Socio_Econ.pdf

Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	116
Distance from Terminal to Terminal (Miles)	10.9
VMT Reduction	1264.4
CO Reduced	3021.916
NOx Reduced	202.304
CO2e Reduced	463529.0
PM2.5 Reduced	6.322
VOCs Reduced	37.932
Total Emissions Reduced	466798.0

Measure A: Roadway, Bicycle, and Pedestrian Improvements

- Response
- Bike racks at transit stations, racks on buses
 - Tier 1 RBTN alignments
 - o Cedar Avenue in Apple Valley
 - o Flagstaff Avenue north of County Road 42
 - Tier 2 RBTN corridor
 - o Pilot Knob Road to Diamond Path in Apple Valley (route travels on 147th Street during this portion)
 - Tier 2 RBTN alignment
 - o Robert Trail in Rosemount
 - o County Road 42
 - Other Bike Lanes
 - o 145th street in Rosemount
 - Sidewalks at all stops
 - Indoor waiting at AVTS and RTS
 - Shelter at DCTC

(Limit 2,800 characters; approximately 400 words)

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:	\$521,763.33
Total Annual Capital Cost of Project	\$240,000.00
Total Annual Project Cost	\$761,763.33
Assumption Used:	

The total operating cost for the AVTS to DCTC service over the course of 3 years was calculated at \$1,565,290 based on total platform hours of 12,920.85 with \$121.14 in fully loaded costs per platform hour. Based on the guidelines for operating funds (3 years), \$521,763.33 was assumed.

Annual capital project cost assumes the purchase of 4 cutaway vehicles. Each cutaway was estimated to be \$600,000, for a total capital cost of \$1,200,000. Based on FTA's guidelines for useful life for medium duty transit buses (5 years), a total annual capital cost of \$240,000 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
02_AVTS-DCTC Letter of Commitment.pdf	MVTA commitment letter, local funding	79 KB
02_MVTA 2024 Regional Solicitation Local Match Letter AVTS to DCTC - signed.pdf	Met Council local match commitment letter.	126 KB
Apple Valley Chamber of Commerce Letter of Support.pdf	Letter of support AV Chamber of Commerce	2.5 MB
AVTS to DCTC Proposed Route.pdf	Map of the proposed AVTS to DCTC route.	74 KB
AVTS to DCTC Summary.pdf	One-page summary of AVTS to DCTC Service Expansion	251 KB
_LOS_AVTS to DCTC.pdf	Community letters of support.	2.0 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. MVRTA staff will develop a program to identify to operators those stops that must always be announced.

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

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

XV. ALIGHTING

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

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

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

XVII. REPLACEMENT VEHICLES

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

Population/Employment Summary

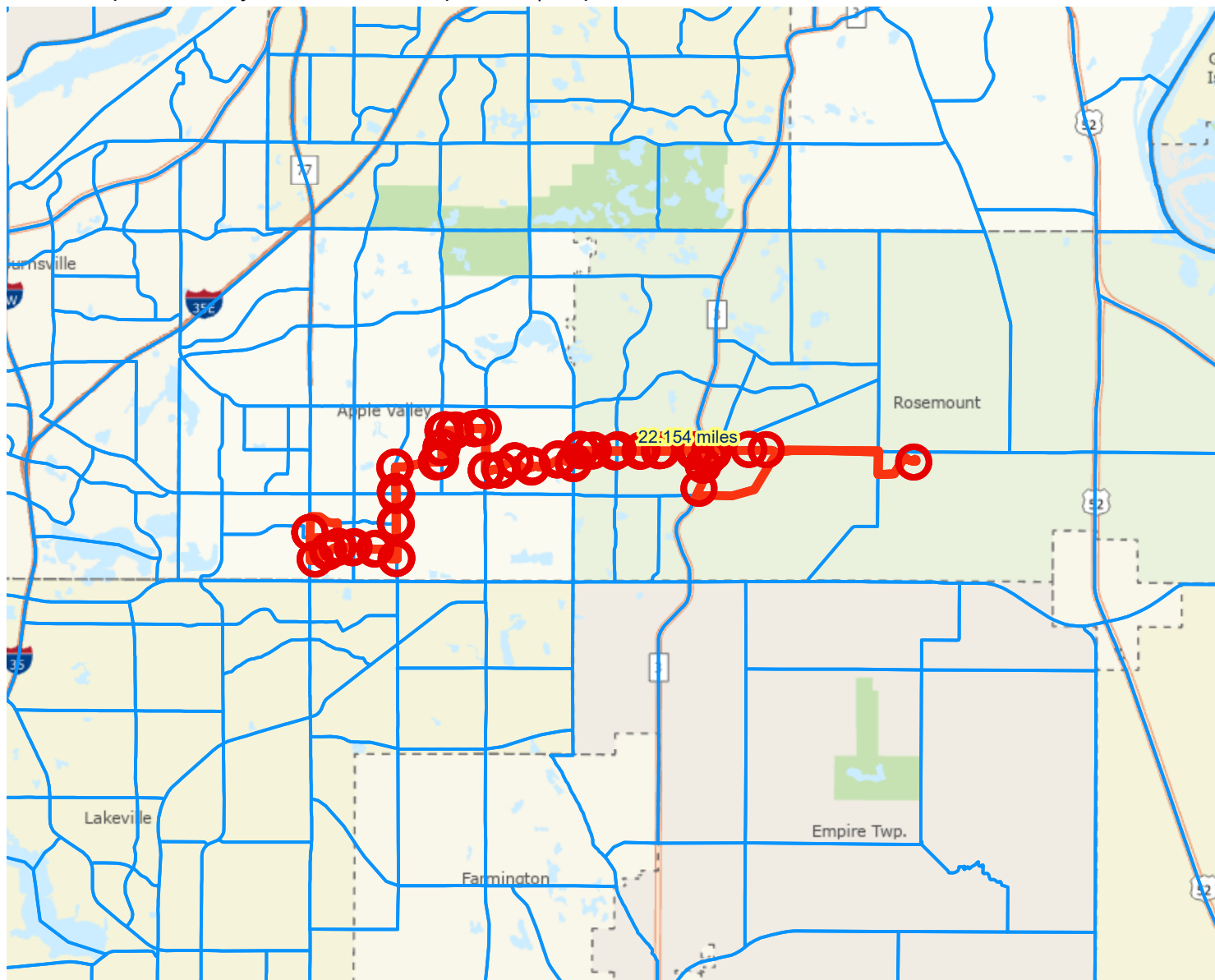
Transit Expansion Project: 420 DCTC Expansion | Map ID: 1700601270883

Results

Within QTR Mile of project:
Total Population: 37328
Total Employment: 13122
Postsecondary Students: 2319

Within HALF Mile of project:
Total Population: 57619
Total Employment: 19284
Postsecondary Students: 2319

Within ONE Mile of project:
Total Population: 81105
Total Employment: 21218



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/21/2023
LandscapeRSA4



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



Transit Connections

Transit Expansion Project: 420 DCTC Expansion | Map ID: 1700601270883

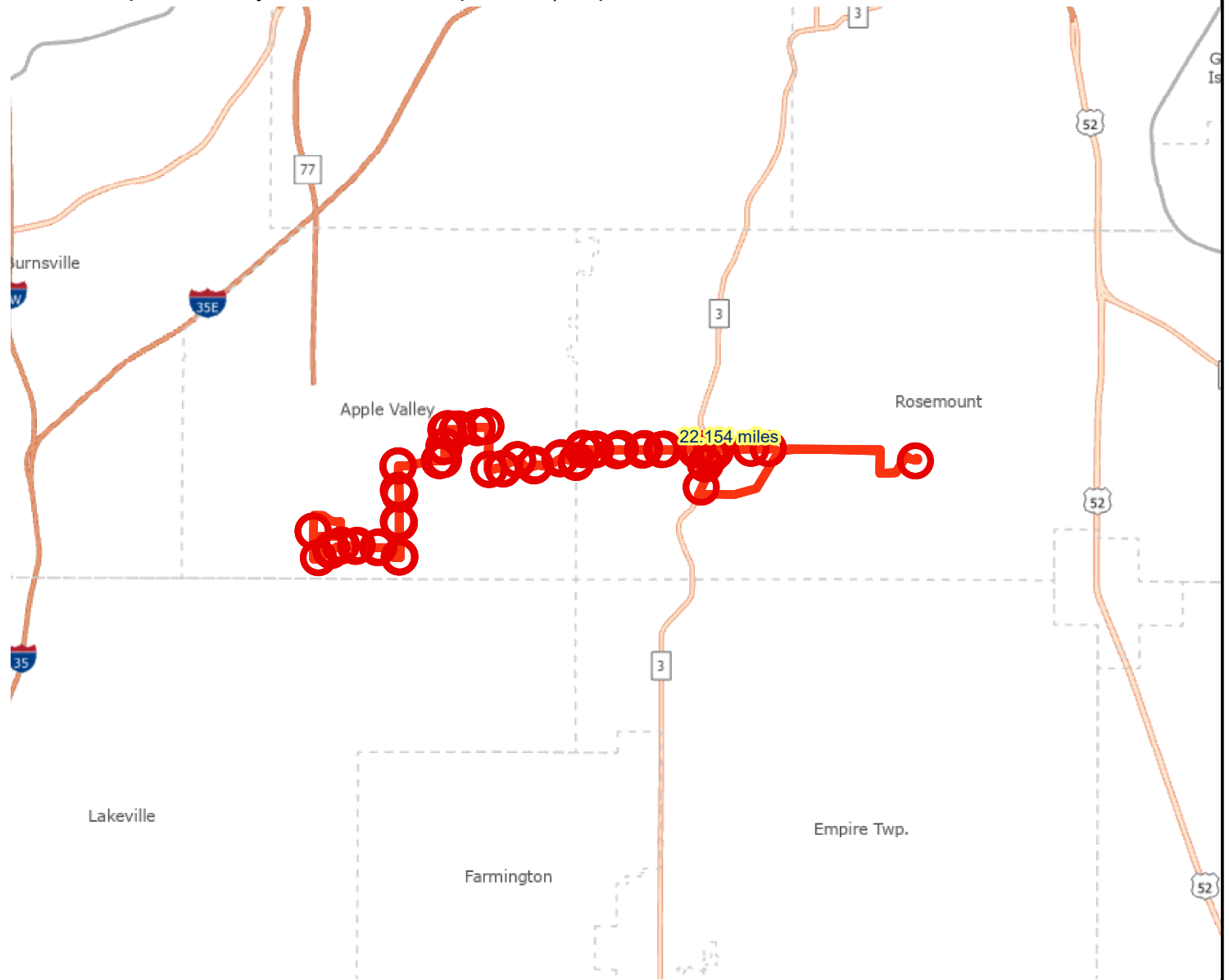
Results

Transit with a Direct Connection to project:
420 440 442 447 472 475 477 480 484 903

*Red Line Extension

*indicates Planned Alignments

Transit Market areas: 3, 5, 8



○ Project Points

— Project

▭ Project Area



Created: 11/21/2023
LandscapeRSA3



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



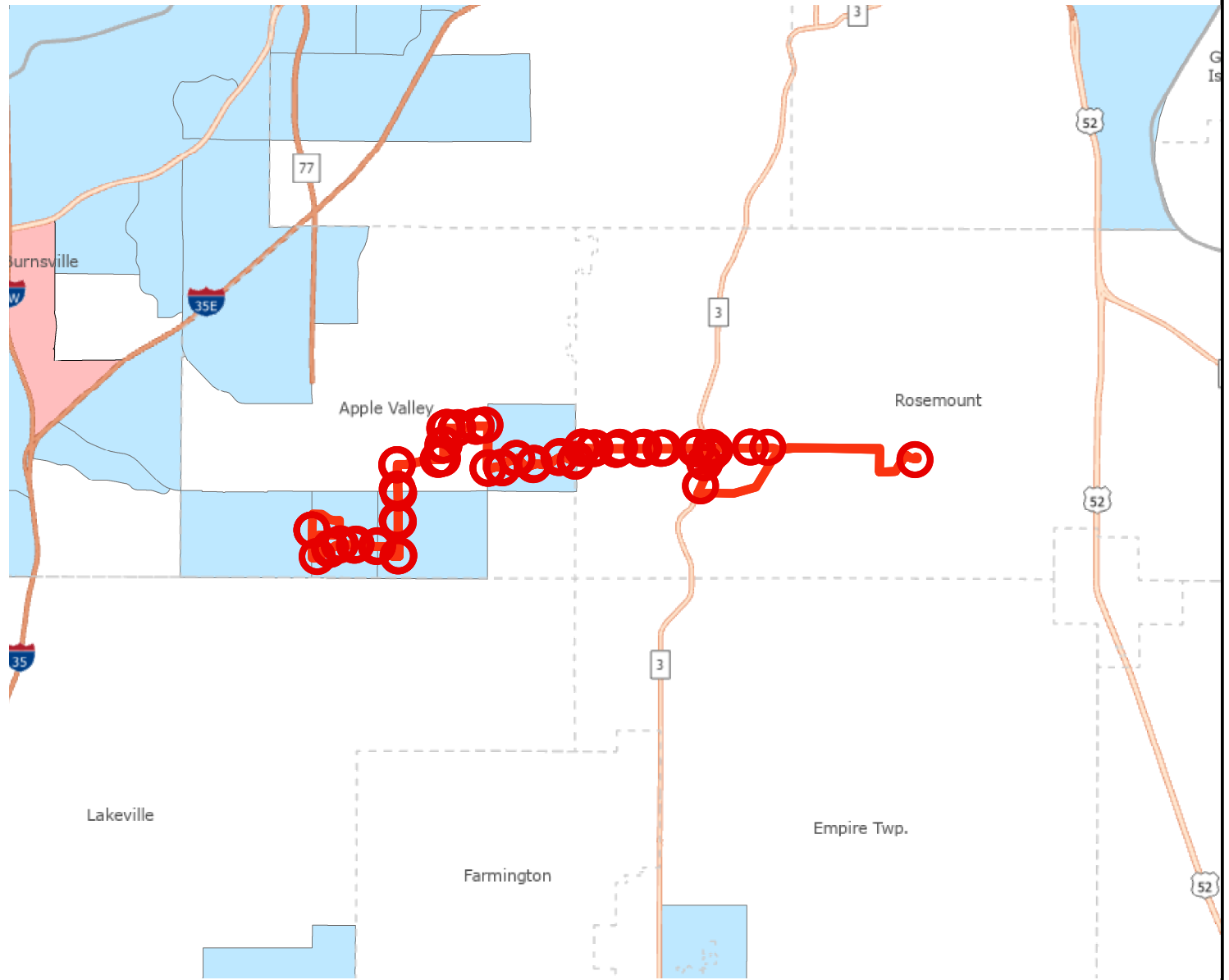
Socio-Economic Conditions





Transit Expansion Project: 420 DCTC Expansion | Map ID: 1700601270883

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1230

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



Created: 11/21/2023
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisite/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,

Minnesota Valley Transit Authority (MVTA) is excited to submit the Apple Valley Transit Station (AVTS) to Dakota County Technical College (DCTC) Service Expansion application through the 2024 Regional Solicitation Program. Funds will be used to expand Route 420 and connect students and educators to DCTC as well as other vital community locations.

The Metropolitan Council has committed to providing \$240,000 in local match funding to match capital portions of this request. MVTA is committed to providing the remaining local match portion of \$313,058 to operate this project and further pledges to cover any unforeseen funding needs. The AVTS to DCTC Service Expansion project is requesting \$2,212,232 in federal dollars, for a total project cost of \$2,765,290. MVTA is committed to implementing this service and will continue to fund this service beyond Regional Solicitation if it is successful.

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 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
MVTA 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 between Apple Valley Transit Station and Dakota County Technical College.

The Metropolitan Council is committed to providing \$240,000 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. 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

"The Voice of Business"



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

December 14, 2023

Dear Elaine Koutsoukos,

Since first meeting at the Western Service Center with former Sen. Paul Wellstone in 2022 where he secured the initial funding to us for the BRT Study, the 1st in Minnesota, I have been deeply engaged with the transit corridor. As Chamber of Commerce President for 22 years as well as the Apple Valley Visitors Bureau on behalf of the City, I write in support of the Minnesota Valley Transit Authority's (MVTA) application for funding through the 2024 Regional Solicitation program. If awarded, funding would support the Apple Valley Transit Station (AVTS) to Dakota County Technical College (DCTC) service extension.

The Minnesota Valley Transit Authority is the second largest public transportation agency in Minnesota, providing transportation throughout seven suburbs south of the Minneapolis-Saint Paul metropolitan area. As one of the largest public transit operators in the state, MVTA is a core component of public transit in Minnesota. Every day, MVTA buses serve high volumes of riders and help connect commuters, students, and workers to education, employment, and recreational opportunities. However, MVTA's service region is currently experiencing significant development and growth. In order to accommodate the growth in the region, MVTA is actively seeking to increase service to the locations most important to their communities.

Funding from Regional Solicitation would support service that will connect students and educators to DCTC as well as other vital community locations, such as Cub Foods, Dakota County District Court, and various local apartment complexes. Just today I met with the head of Mall of America (41 million visitors as I used to be Director of Tourism for MOA) along with MN Chamber and other metro Chambers and service needs to be enhanced between Mall of America and Minnesota Zoo where we just ribbon cut the new Treetop Trail which will attract another half-million visitors totally 2 million annually. It will lead to increased opportunity and mobility.

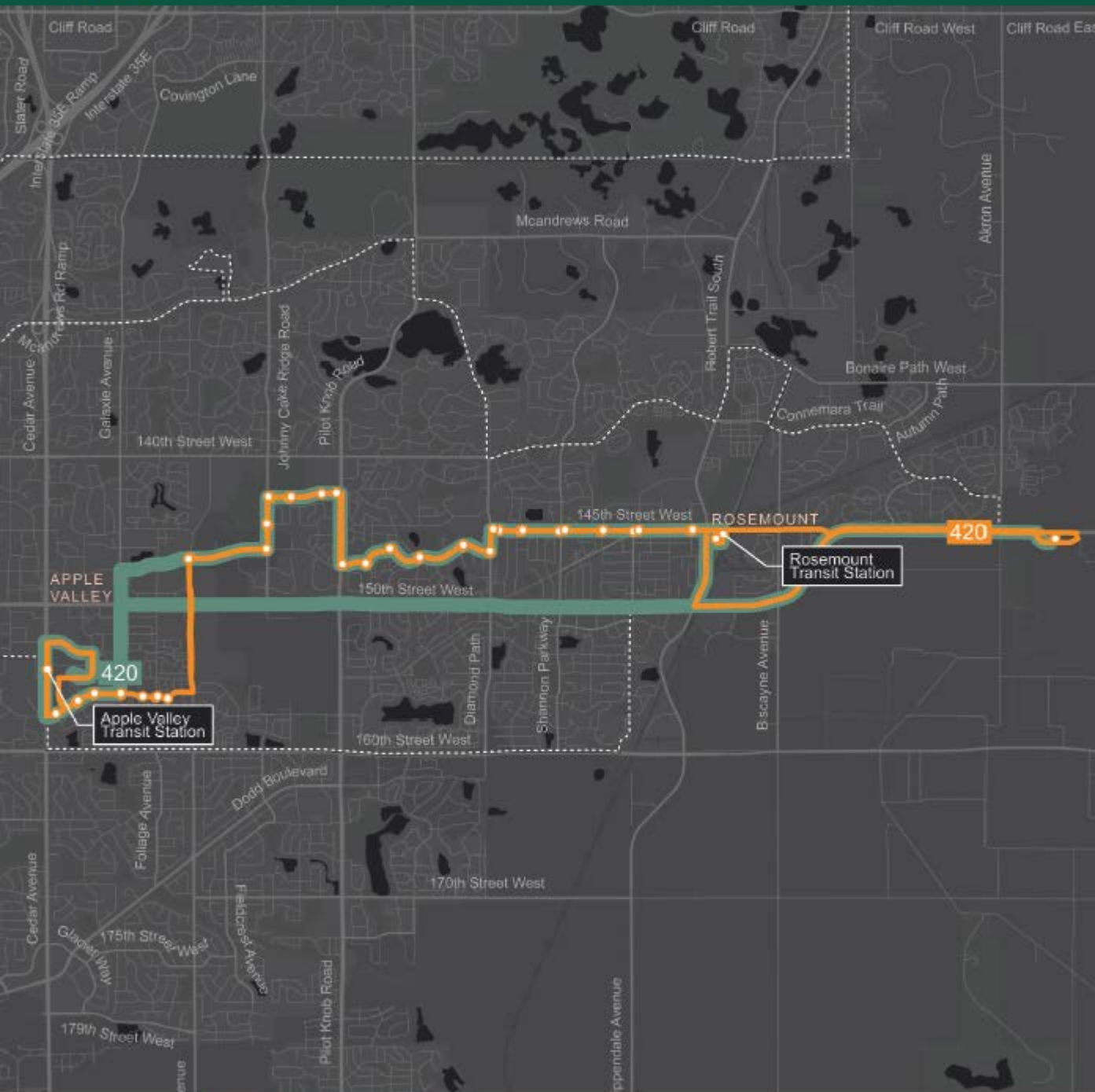
Again, I support the MVTA's application for funding through the 2024 Regional Solicitation Program.

Sincerely,




Edward Kearney, President

Apple Valley Chamber of Commerce & Tourism Bureau

420 Proposed Routing and Bus Stops



420

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



AVTS to DCTC

Route 420 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 420: AVTS to DCTC

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. MVTA has found great value in engaged conversations with the seven communities we serve to better understand their needs, and what they find valuable in their service. Data from a Systemwide Study conducted in 2022-23 suggested regular connections between Apple Valley Transit Station (AVTS) and Dakota County Technical College (DCTC) on weekdays would better serve the needs of students and educators.

Aside from a direct connection to the college, the route also serves other key areas in Apple Valley, including Cub Foods, Dakota County District Court, and various local apartment complexes. The proposed service would run from 5:44 am to 10:14 p.m. during the week, offering a large window of mobility for the students, educators, and community members in general to vital locations.

MVTA is committed to providing safe, accessible, and reliable services 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 \$2,765,290
 REQUESTED FEDERAL AMOUNT \$2,212,232
 LOCAL MATCH \$2,765,290

December 14, 2023

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

Dear Elaine Koutsoukos,

On behalf of the City of Apple Valley, we are writing in support of the Minnesota Valley Transit Authority's (MVTA) application for funding through the 2024 Regional Solicitation program. If awarded, funding would support the Apple Valley Transit Station (AVTS) to Dakota County Technical College (DCTC) service extension.

The Minnesota Valley Transit Authority is the second largest public transportation agency in Minnesota, providing transportation throughout seven suburbs south of the Minneapolis-Saint Paul metropolitan area. As one of the largest public transit operators in the state, MVTA is a core component of public transit in Minnesota. Every day, MVTA buses serve high volumes of riders and help connect commuters, students, and workers to education, employment, and recreational opportunities. However, MVTA's service region is currently experiencing significant development and growth. In order to accommodate the growth in the region, MVTA is actively seeking to increase service to the locations most important to their communities.

Funding from Regional Solicitation would support service that will connect students and educators to DCTC as well as other vital community locations, such as Cub Foods, Dakota County District Court, and various local apartment complexes. It will lead to increased opportunity and mobility.

Again, we support the MVTA's application for funding through the 2024 Regional Solicitation Program.

Sincerely,



Clint Hooppaw
Mayor
City of Apple Valley, MN



Tom Lawell
City Administrator
City of Apple Valley, MN



DAKOTA COUNTY
TECHNICAL COLLEGE

////////////////////, DCTC.EDU • 651-423-8000 • 1300 145TH ST. E, ROSEMOUNT, MN 55068

12 December 2023

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

Dear Elaine Koutsoukos,

I enthusiastically support the Minnesota Valley Transit Authority's (MVTA) application for funding through the 2024 Regional Solicitation program. If awarded, funding would support the Apple Valley Transit Station (AVTS) to Dakota County Technical College (DCTC) service extension, providing much needed access to public transit for our students.

The Minnesota Valley Transit Authority is the second largest public transportation agency in Minnesota, providing transportation throughout seven suburbs south of the Minneapolis-Saint Paul metropolitan area. As one of the largest public transit operators in the state, MVTA is a core component of public transit in Minnesota. Every day, MVTA buses serve high volumes of riders and help connect commuters, students, and workers to education, employment, and recreational opportunities. However, MVTA's service region is currently experiencing significant development and growth. In order to accommodate the growth in the region, MVTA is actively seeking to increase service to the locations most important to their communities.

Funding from Regional Solicitation would support service that will connect students and educators to DCTC as well as other vital community locations, such as Cub Foods, Dakota County District Court, and various local apartment complexes. Businesses and housing are expanding rapidly around the college. In addition to expanding access to the college, this extension would connect residents to the businesses in this area like Lifetime. It would also connect the residents of multi-unit housing to employers and businesses in Apple Valley and beyond.

Again, I support the MVTA's application for funding through the 2024 Regional Solicitation Program.

Sincerely,

A handwritten signature in blue ink that reads "Michael Berndt".

Michael Berndt, President
Dakota County Technical College
Inver Hills Community College

Congress of the United States
House of Representatives
Washington, DC 20515-2302

Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
Minnesota Department of Employment and Economic Development
390 Robert Street North
Saint Paul, Minnesota 55101

RE: Support for the Minnesota Valley Transit Authority's Service Extension 2024 Regional Solicitation Program Funding Application

Dear Coordinator Elaine Koutsoukos:

I am writing in support of the Minnesota Valley Transit Authority's (MVTA) application for funding through the 2024 Regional Solicitation program. If awarded, this funding would support the Apple Valley Transit Station to Dakota County Technical College service extension. I'm proud to have supported the bipartisan Infrastructure Investment and Jobs Act, which is vital to the Met Council's infrastructure investments.

The Minnesota Valley Transit Authority is the second largest public transportation agency in Minnesota, providing transportation throughout seven suburbs south of the Minneapolis-Saint Paul metropolitan area. As one of the largest public transit operators in the state, MVTA is a core component of public transit in Minnesota. Every day, MVTA buses serve high volumes of riders and help connect commuters, students and workers to education, employment and recreational opportunities. However, MVTA's service region is currently experiencing significant development and growth. To accommodate this regional growth and ensure broad accessibility of its services, MVTA is actively seeking to expand its routes.

The region between the Apple Valley Transit Station and Dakota County Technical College is a prominent area that is experiencing rapid growth. By extending MVTA's services in this region, accessibility to critical locations such as Cub Foods, Dakota County District Court and various local apartment complexes will significantly increase.

In summary, this funding would support services to connect students and educators to the Dakota County Technical College as well as other vital community locations and will lead to increased opportunity and mobility for the region's residents. I fully support the Minnesota Valley Transit Authority's application for funding through the 2024 Regional Solicitation program and I encourage you to strongly consider their application. If I can answer any questions, please do not hesitate to contact me through my Legislative Assistant, Rachel Hunter, at (202) 225-2271 or Rachel.Hunter@mail.house.gov.

Sincerely,



Angie Craig
Member of Congress