

April 9, 2026, City Council Informal Meeting Agenda



5:30 PM

Apple Valley Municipal Center
7100 147th Street West, Apple Valley

1. Council Discussion Items (10 min.)
2. Minnesota Valley Transit Authority Annual Update (30 min.)
3. Discuss Status of CMF Expansion Project (30 min.)
4. Adjourn



ITEM:
MEETING DATE:
SECTION:

2.
April 9, 2026
Informal

Description: Minnesota Valley Transit Authority Annual Update (30 min.)	
Staff Contact: Tom Lawell, City Administrator	Department / Division: Administration

Action Requested:

Receive Annual Update from the Minnesota Valley Transit Authority

Summary:

The Minnesota Valley Transit Authority (MVTA) is the public transportation agency for seven suburbs located in the southern portion of the metropolitan area, including Apple Valley. MVTA Chief Executive Officer Luther Wynder has requested an opportunity to update the City Council on MVTA's current operations and future plans.

Background:

Founded in 1990, MVTA operates express, local, reverse commute, suburb-to-suburb, event services, and on-demand services in the south metro area. Cities currently served by MVTA include Apple Valley, Burnsville, Eagan and Rosemount in Dakota County and Prior Lake, Savage and Shakopee in Scott County.

MVTA is governed by an eight-member board consisting of elected officials or their designees. Apple Valley Mayor Clint Hooppaw serves as our Primary MVTA Commissioner, Councilmember Lisa Hiebert serves as our Alternate MVTA Commissioner and Community Development Director Tim Benetti serves as our MVTA Technical Work Group Member.

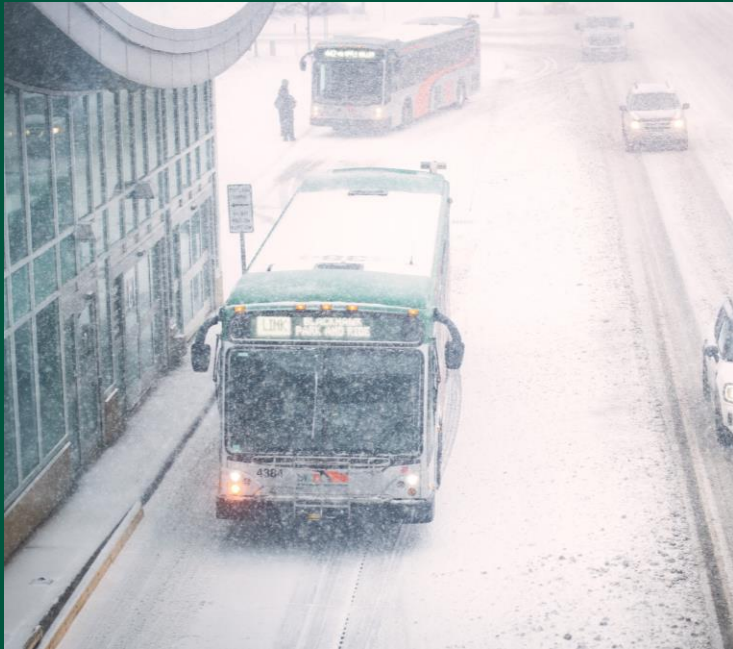
MVTA's core mission is to provide transformative transportation services to those who live, work, and play in our communities. Their vision is to establish MVTA as the most connected transit agency through service, innovation, technology, and partnerships.

Budget Impact:

N/A

Attachments:

1. MVTA Presentation to Apple Valley City Council April 9, 2026



MINNESOTA VALLEY TRANSIT AUTHORITY

APPLE VALLEY CITY COUNCIL 2026

SPEAKER INTRODUCTION



Luther Wynder

Chief Executive Officer

AGENDA

- About MVTA
- Apple Valley Ridership:
 - MVTA Fixed Routes
 - MVTA Connect
 - Event Services
- Service Analysis
 - High-Subsidy Report
 - *Local Forward*
 - 2026 Service Changes



ABOUT MVTA

Minnesota Valley Transit Authority (MVTA) is the public transportation agency serving seven cities throughout the south metropolitan area, throughout Dakota and Scott counties, including Apple Valley, Burnsville, Eagan, Rosemount, Prior Lake, Savage, and Shakopee.

Services Provided:

- Fixed Routes – 24 routes
 - Express/Reverse Commute
 - Local Service
- On-Demand
 - MVTA Connect
- Event Services
 - Sporting Events
 - Concerts
 - State Fair
 - Renaissance Festival



MVTA FIXED ROUTE SERVICE IN APPLE VALLEY

Express

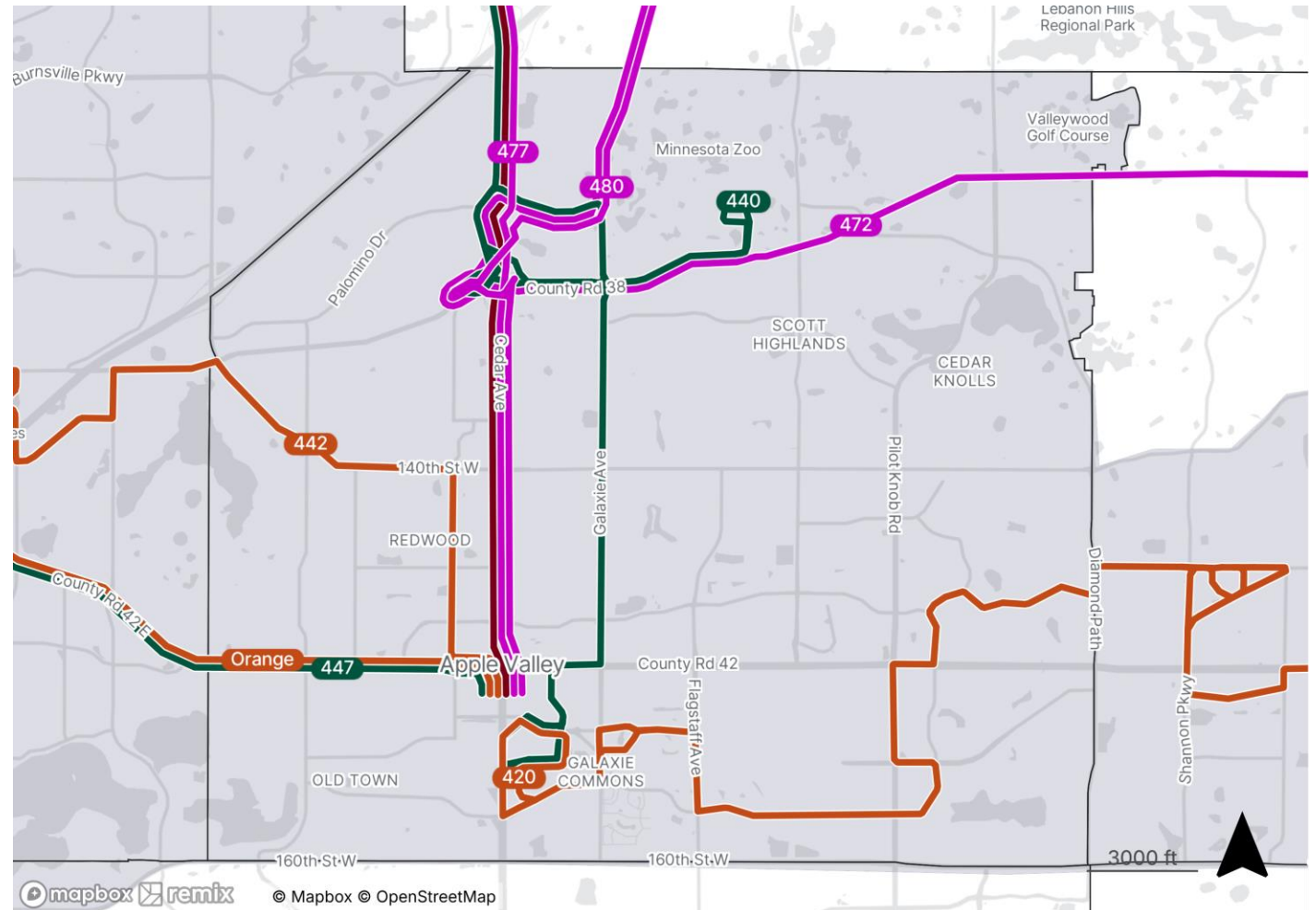
- 472
- 475
- 477
- 480

Local

- 420
- 440
- 442
- 447
- Orange LINK

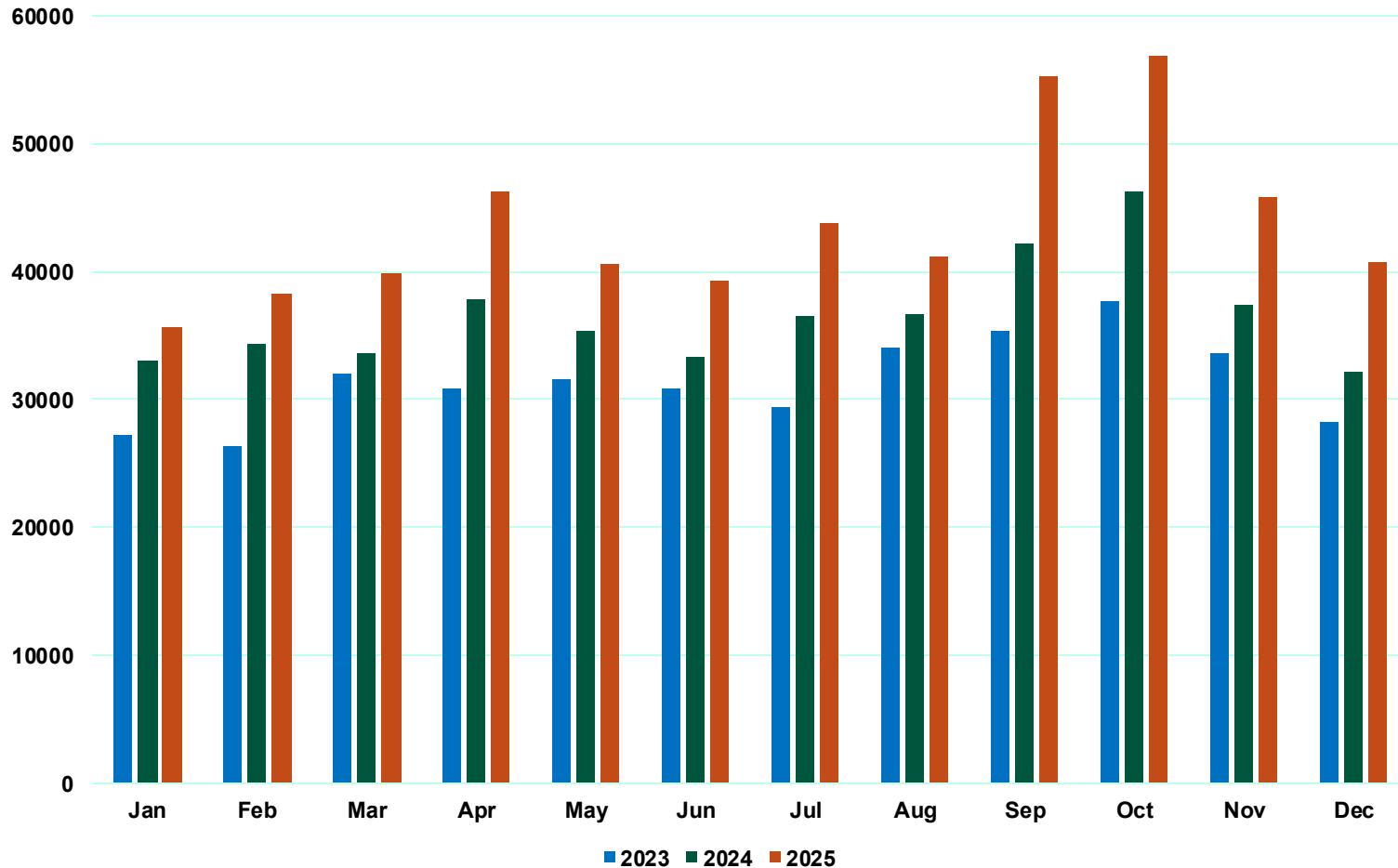
2025 systemwide ridership:

- **+7.8%** from 2024 to 2025
 - Express: **+10.4%**
 - Local: **-0.1%**



APPLE VALLEY RIDERSHIP BY MONTH

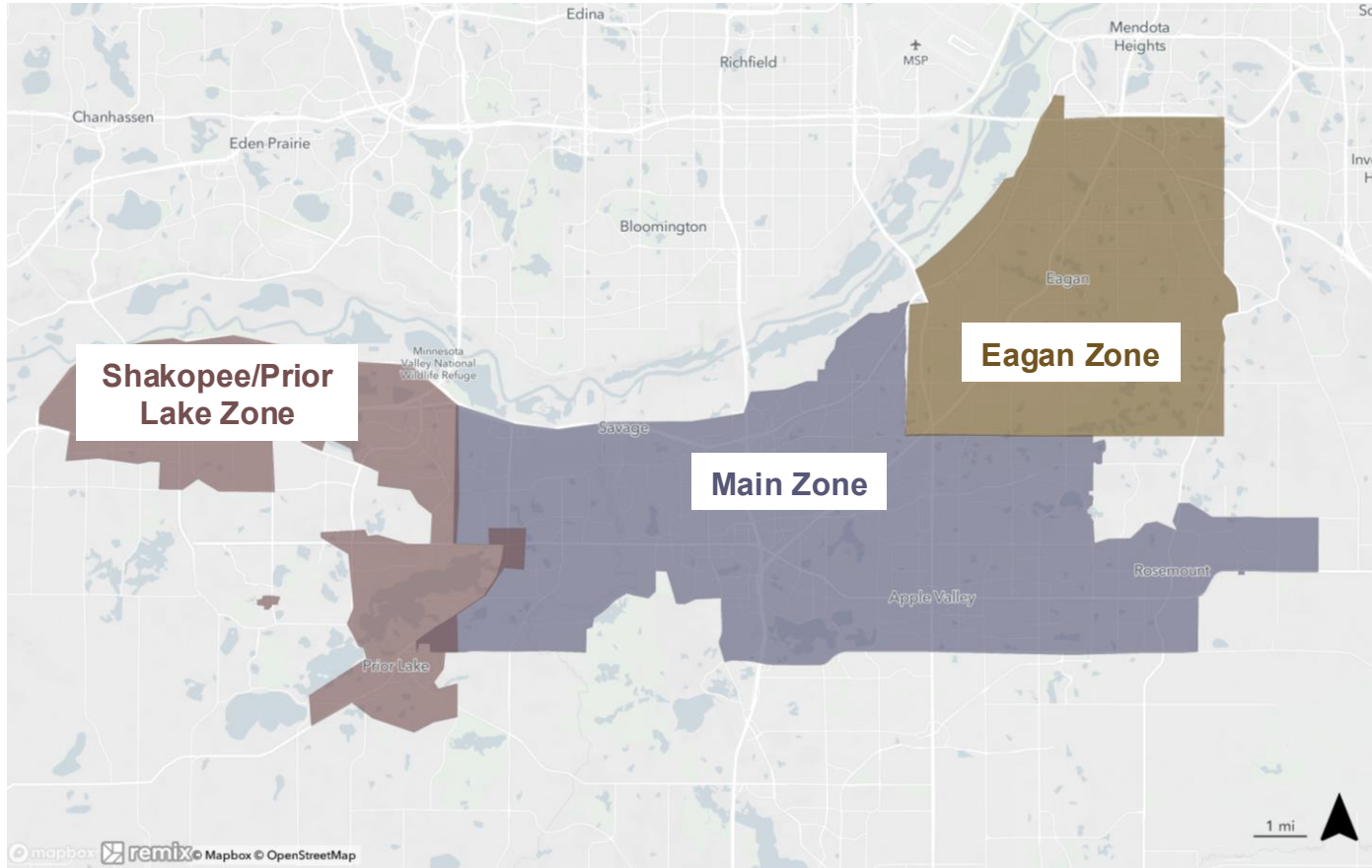
Apple Valley Ridership by Month 2023-2025



- 2025
 - Ridership is **+19.4%** from 2024 on Apple Valley services.
 - Connect Main Zone: **+37.0%**
 - Route 475: **+31.8%**
 - Route 420: **+24.8%**
 - Route 480: **+17.5%**
 - Route 477: **+14.4%**

* Data includes full route ridership of all routes that have at least one stop in Apple Valley, plus Connect Main Zone and an estimated share of Event ridership.

MVTA CONNECT



- MVTA Connect is an on-demand, rideshare service offering door-to-door service.
- Booked via the RideMVTA App.
- Cost: \$3 One-Way.
 - Free transfer to fixed routes
 - Accepts cash, credit cards, or Go-To cards for payment.
- Hours of Operation: 6AM – 9PM, 7-Days a Week.

MVTA CONNECT DEMOGRAPHICS

MVTA Connect serves diverse populations and is a tool that helps historically marginalized communities in the suburban environment.



65.8% ride MVTA Connect to/from work.



49% of Connect riders say if Connect had not been an option, they would have used Uber/Lyft.



48% of MVTA Connect riders has an annual household income of less than \$25,000.



Over 47% of riders are people of color.
Over 60% of riders are women.



Over 25% of riders report having a disability or long-term health condition.

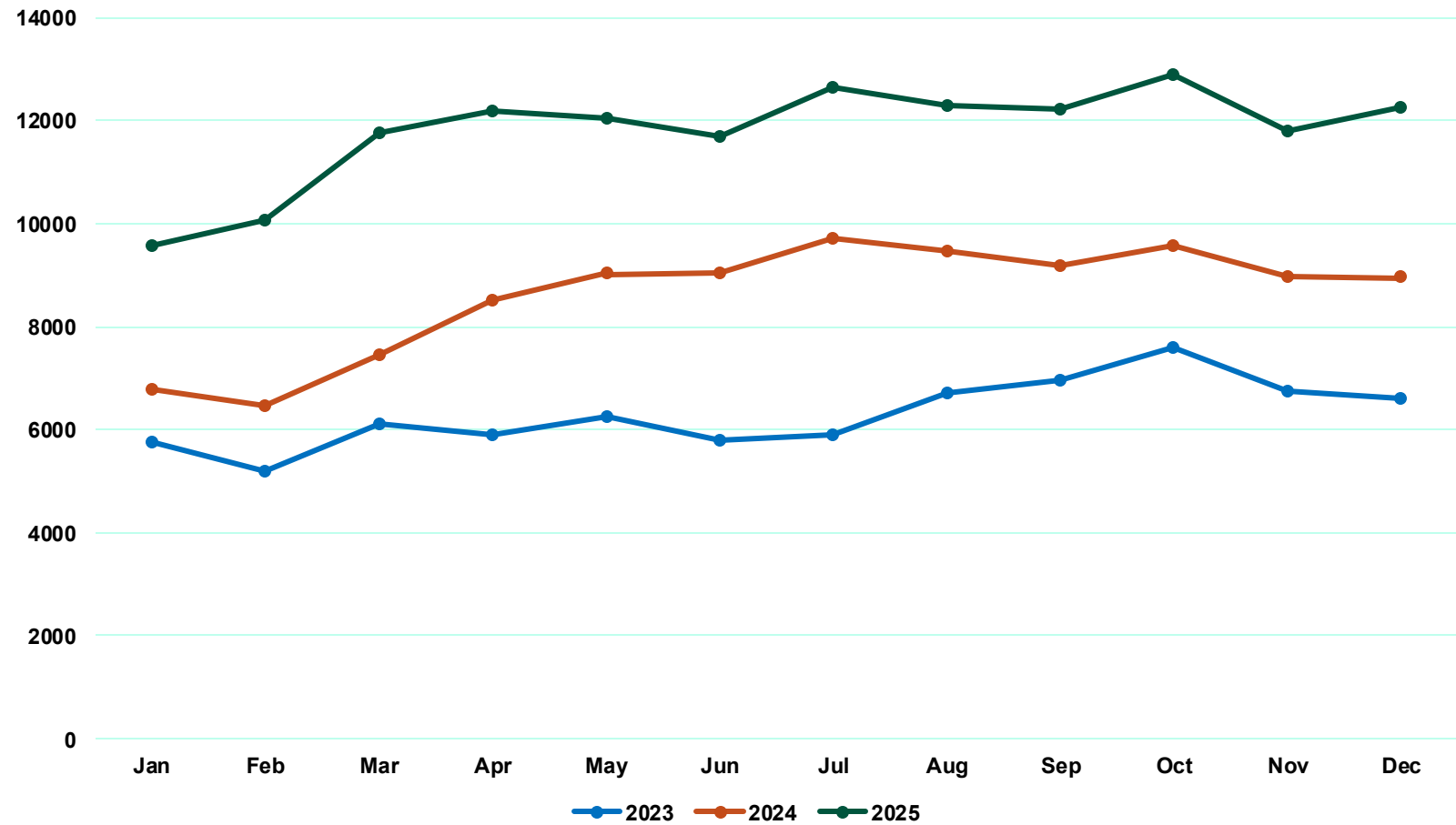


23% of riders are 35-44 years old.
23% of riders are 45-54 years old.



MAIN ZONE CONNECT RIDERSHIP

Main Zone Connect Ridership 2023-2025



2025

- 141,382
 - +37.0% from 2024
 - Systemwide: +33.7%
- Main Zone average daily ridership: 389
- Average wait time: 27.8 minutes

2026 SERVICE PLANS

- MVRTA is planning multiple service alterations in 2026 to increase ridership and efficiency
- Apple Valley Local Service Impacts
 - 442 service shortened to operate solely between Apple Valley and Burnsville
 - 440 extended, streamlined along Galaxie Ave, service added
- Apple Valley Express Service Impacts
 - Route 475 no longer serves MN Zoo
 - Route 472 suspended
 - Select Friday reductions on routes 475, 477, and 480



EVENT SERVICE

MVTA offers direct service to several events within the metro and beyond!

- **Events From Apple Valley:** Gopher Football, Vikings Football, Concerts
- **Park & Rides:** Apple Valley, Burnsville, Eagan, and Shakopee.
- **Cost:** \$6 Round-Trip.
 - Tickets can be purchased on the RideMVTA app or at the bus with exact payment.



LEGISLATIVE UPDATE

HIGH-SUBSIDY REPORT

- Minnesota Legislature required a high-subsidy route as part of its 2025 Legislative session.
- Report prepared and submitted to Legislature by Met Council **without Suburban Provider feedback or collaboration.**
 - Information **does not reflect actions taken since 2024**
 - **Does not note important caveats** related to operating costs and pilot services
- **Narrow subset** of service represented
- **Does not factor in hundreds of millions of funding in capital costs** used to develop and maintain BRT and LRT Services.

CONTEXT MATTERS

- Suburban transit \neq Urban transit
- Built for longer, peak trips and coverage-based services and accessibility
- MVTA's constant optimization:
 - Over 50% of "high-subsidy" routes already improved or removed
 - Routes still operating are showing ridership growth
- Service hours have been reduced 27% for remaining routes since 2023
- Ridership is up 10% (2025) on remaining routes.

LEGISLATIVE UPDATE

HF4111 proposes eliminating suburban providers and transfers responsibility to Met Council in 2027

- Removes **bi-partisan, local elected representation** from decision-making
- Includes **service reductions, higher fares, and less reliable service** for customers
- Savings assumptions are **outdated and misleading**
 - Redistributes existing funds and services **away from suburban communities** to the unelected Met Council
 - Only actual savings come from **eliminating Metro Mobility service** for \$723k over 2 years
 - **0.00036%** saving to MN taxpayers
- New regional funding began in 2023 with Transportation Sales Tax
 - **Increased funding should not result in less service**



Real Impacts of HF4111: Same tax burden, higher transit fares, less service

DELIVERING FOR COMMUNITIES

- MVTA serves **over 315,000 residents** (10.4% of Twin Cities population)
- Systemwide ridership: **Up 7.8% in 2025**
- **93%** customer satisfaction
- ***Local Forward***
 - Incorporate Transit Propensity Index and ridership analysis into service planning
 - TPI: Leading indicator to evaluate route potential based on density and demographics
 - Make changes to service that **improve efficiencies while prioritizing access** to key destinations
 - Prioritize **customer engagement and equity**
 - Incorporate partners through **South Metro Transit Coalition**:
 - Members include MN Zoo, Mystic Lake Casino, Canterbury Park, St. Francis Hospital, University of Minnesota, and more



QUESTIONS?



ITEM:
MEETING DATE:
SECTION:

3.
April 9, 2026
Informal Agenda

Description: Discuss Status of CMF Expansion Project (30 min.)	
Staff Contact: Matt Saam, Public Works Director	Department / Division: Public Works

Action Requested:

N/A

Summary:

At the April 9 Informal Council Meeting, staff will discuss the status of the Central Maintenance Facility (CMF) Project. Staff will present the various plan options developed by the design team. One of the main points of discussion will be the site itself and the space concerns that have become evident since the PFAS treatment issue has become a future reality for the site.

Background:

On August 14, 2025, the City Council discussed restarting the design process for the CMF Project at the informal meeting. On the same date at the Regular Council Meeting, the City Council approved a second amendment to the agreement with Oertel Architects for Architectural Services for the project.

On April 11, 2025, the City Council identified improvements to the Central Maintenance Facility as a high priority project for the City.

On November 21, 2023, the City Council approved an amendment to the agreement with Oertel Architects for Architectural Services on Project 2021-154, CMF Improvement and Expansion; Project 2021-171, JCRPE Maintenance Facility; and Project 2021-172, Police Garage.

On October 12, 2023, the City Council approved Site Plan/Building Permit Authorization for the Police Operations Building.

On January 26, 2023, the City Council approved Site Plan/Building Permit Authorization for the CMF Building Additions and Site Improvements.

On December 9, 2021, the City Council approved an agreement with Oertel Architects for Architectural Services and approved an agreement with RJM Construction for Construction Manager Services on Project 2021-154, CMF Improvement and Expansion; Project 2021-171, JCRPE

Maintenance Facility; and Project 2021-172, Police Garage.

On October 14, 2021, the City Council approved a resolution directing the preparation of plans/specifications for the CMF Improvement and Expansion Project, the JCRPE Maintenance Facility and the Police Garage.

On December 12, 2019, the City Council accepted the Central Maintenance Facility Space Needs/Facility Assessment Report.

The original building on the CMF site was constructed in 1972 and is 50+ years old. An addition to the original building on the site was completed in 1987. In 2015, a new wash bay was completed as part of the Water Treatment Plant expansion project.

Budget Impact:

To be discussed.

Attachments:

1. Presentation

CMF PROJECT SITE DISCUSSION

City Council Informal Meeting – April 9, 2026



Matt Saam, Public Works Director
Brandon Anderson, City Engineer
Charles Grawe, Asst. City Administrator

Discussion Topics

- Review of where we were – 2019-2024 Site Plan
 - Concerns with previous plan
- Existing site options
 - Pros/Cons of existing site
- Alternate ideas
- Plan Options Matrix
- Going Forward

CMF PROJECT – WHERE WE WERE (2019-24 SITE PLAN)



CMF PROJECT – CONCERNS WITH 2019-24 SITE PLAN



- Fleet separation
- Construction site phasing
- Tight on parking
- Tight on Office Space
 - Full on opening day
- Cost ~ \$33.1M

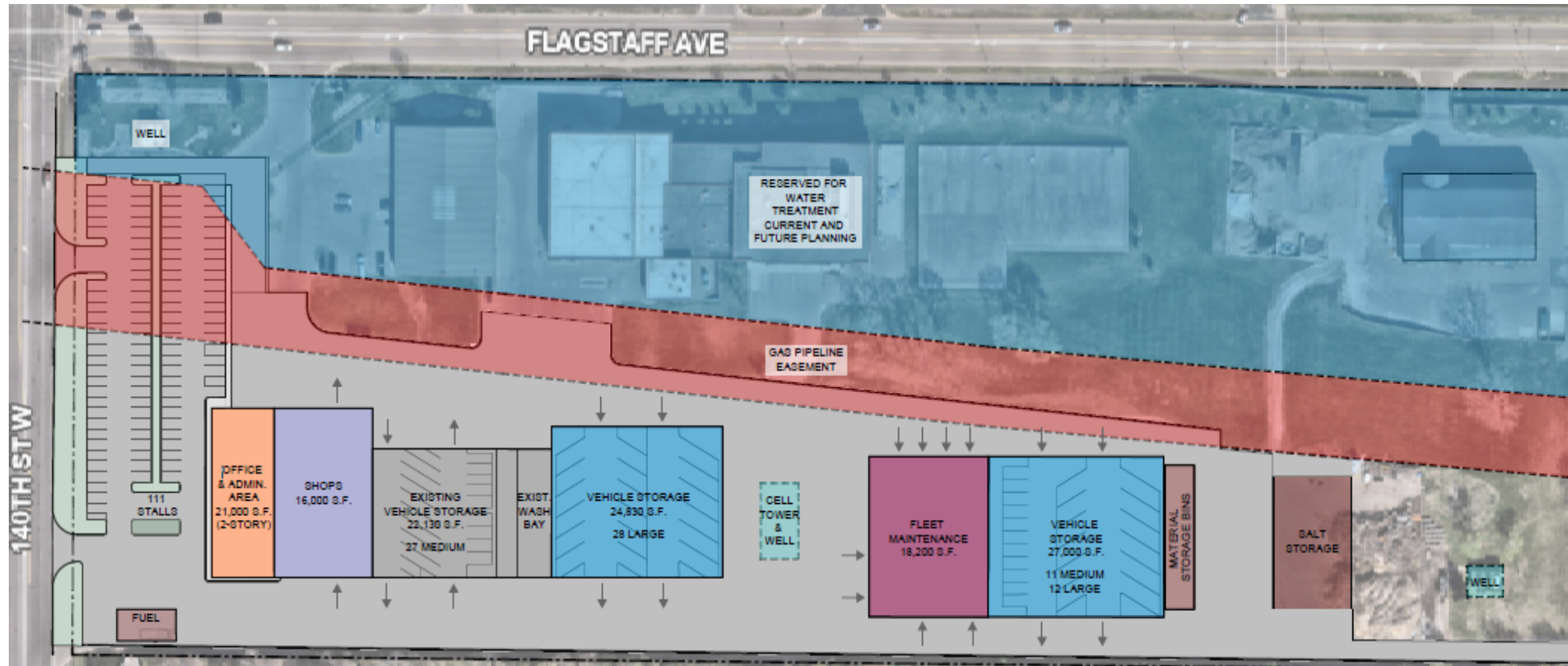


CMF PROJECT – SITE PLAN OPTION 1



Includes

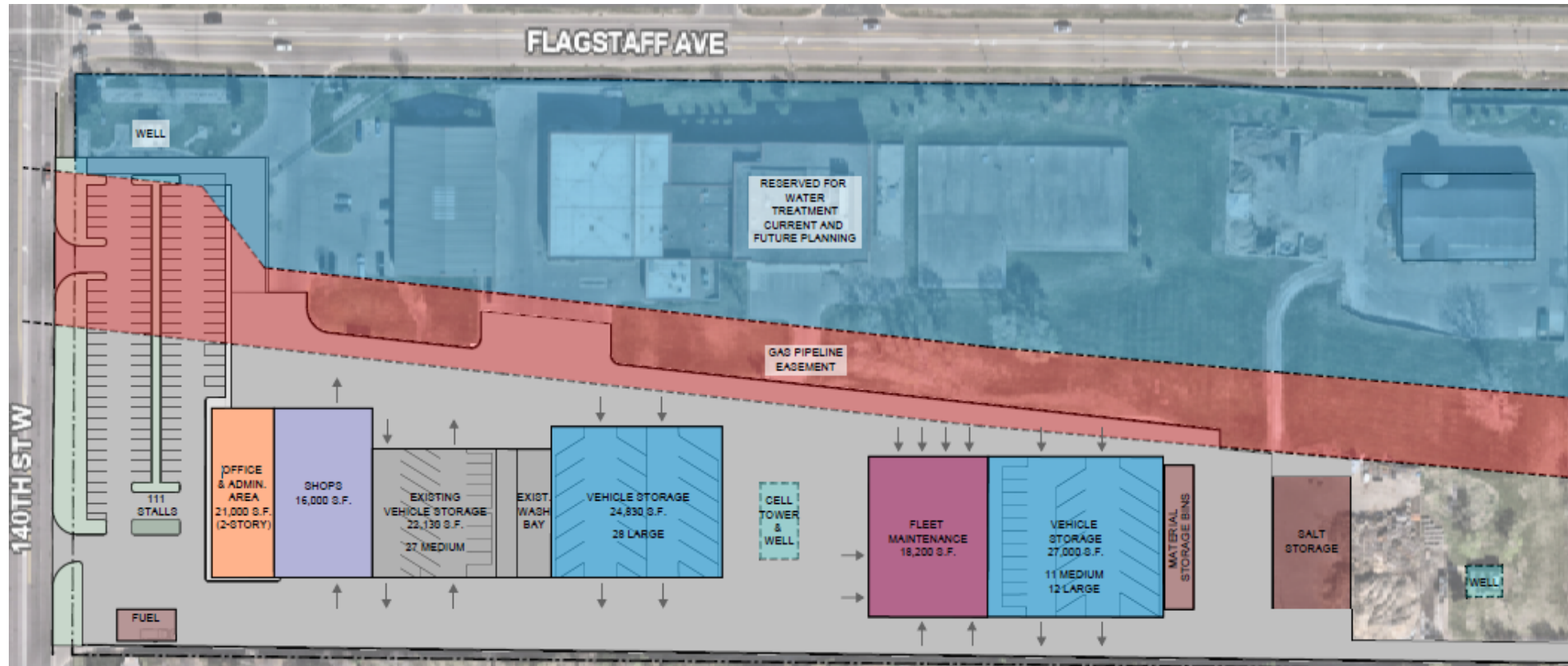
- Fleet moved to south
- New, combined storage bldgs. 2 & 3
- Demo of existing office for parking
- New shops & 2-story office
- Cost ~ \$38.7M



CMF PROJECT – CONCERNS WITH SITE PLAN OPTION 1



- Fleet separation
- Unable to turn big plow trucks into Fleet Garage
- New salt closer to homes
- Construction site phasing

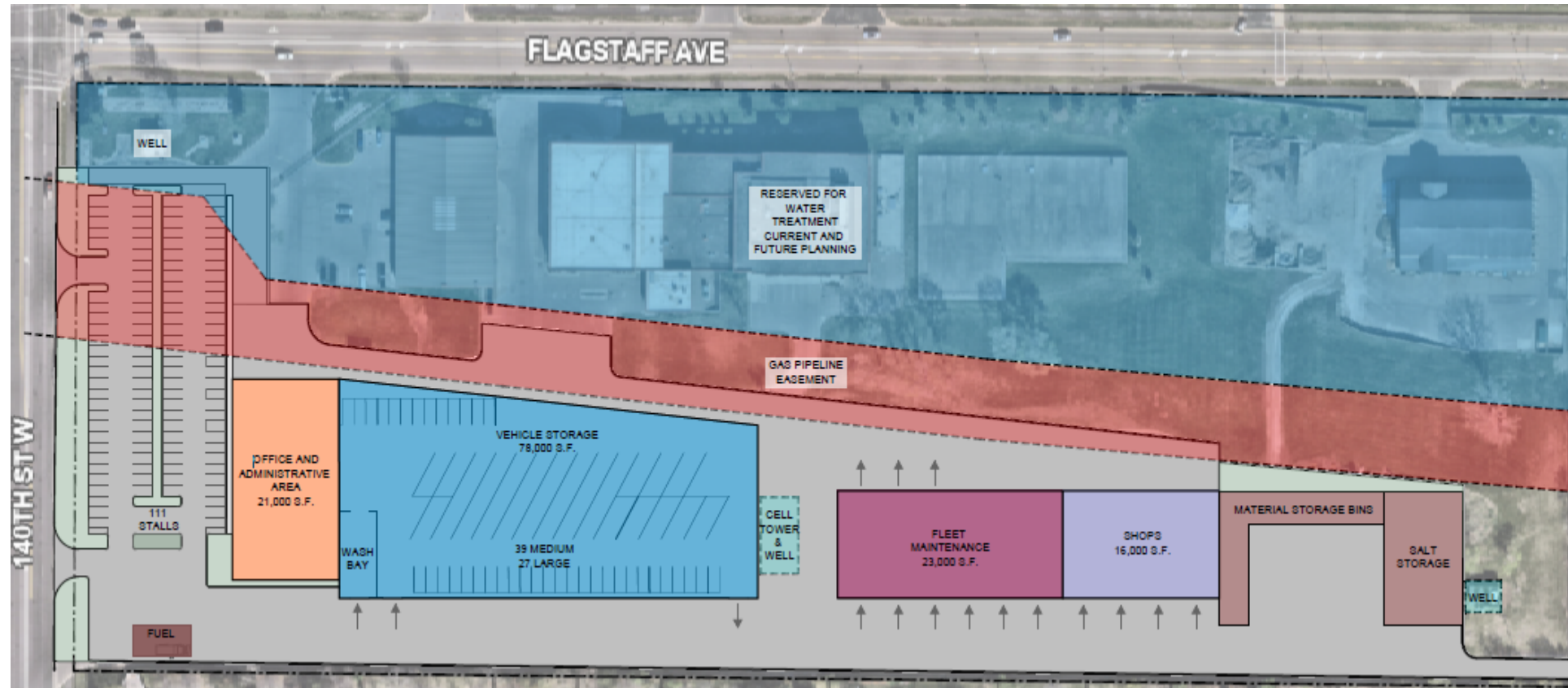


CMF PROJECT – SITE PLAN OPTION 2



Includes

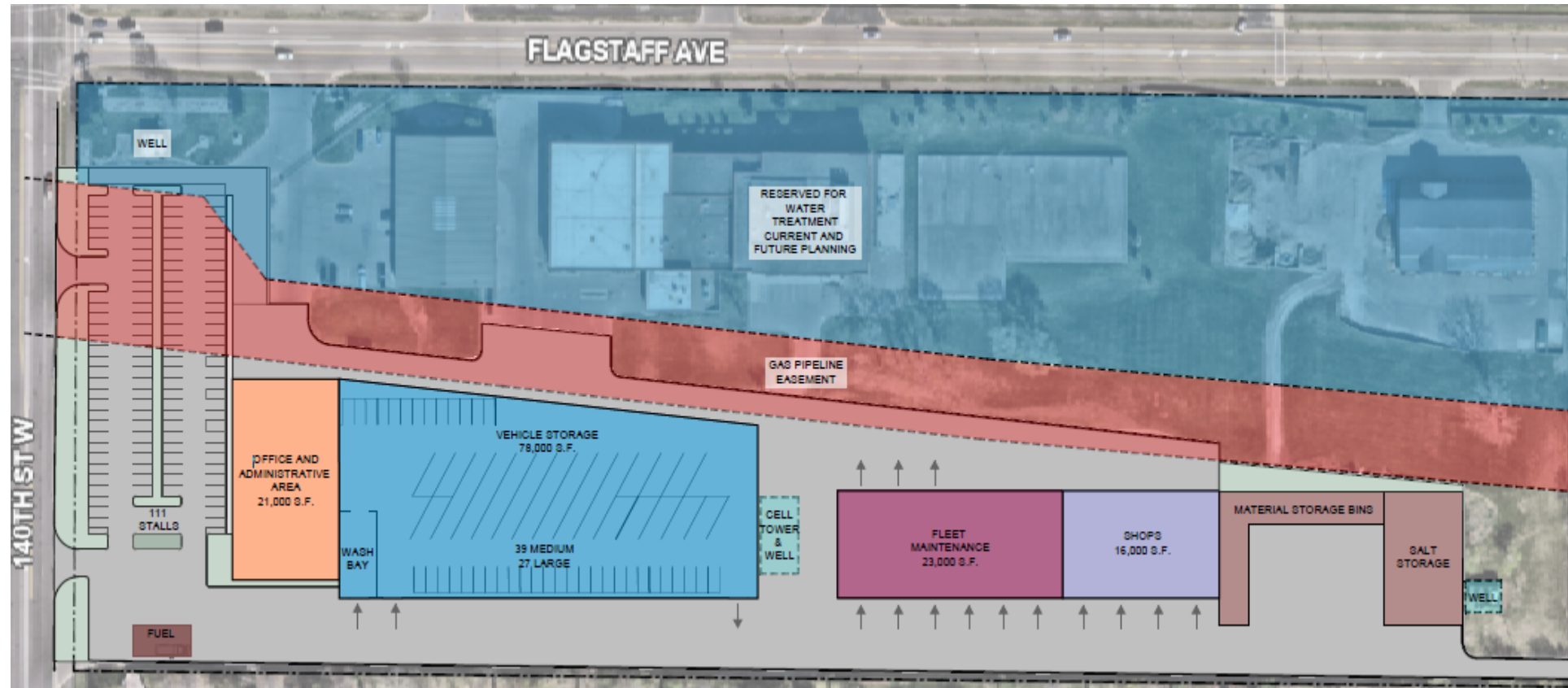
- All exist buildings on west side demolished
- All new buildings
- Fleet & shop areas to south
- 1-story office
- New salt closer to homes
- Cost ~ \$45.7M



CMF PROJECT – CONCERNS WITH SITE PLAN OPTION 2



- Would require significant site grading
- Construction site phasing
- Limited/no boneyard or storage area
- New salt closer to homes
- Site maxed out, at capacity



CMF PROJECT – PROS/CONS OF EXISTING SITE



PROS

1. City owns the CMF property
2. Modifying existing site and buildings, is the least expensive type of improvement (even if little operational benefit is achieved)
3. Existing site is centrally located and provides easy access to/from both 140th Street and Flagstaff Ave
4. Utilities and maintenance share the site administrative staff which are co-located together

CMF PROJECT – PROS/CONS OF EXISTING SITE



CONS

1. Water Treatment Plant (PFAS) expansion is necessary and significantly detracts from site space available for the rest of maintenance operations
2. West side of site is not of adequate size (~ 9ac) to meet the space requirements for the rest of maintenance operations and some off-site expansion is inevitable, ie. exterior storage (boneyard) and salt bin
3. Significant grade changes across the site make further construction challenging and more expensive
4. Physical constraints of existing site (including pipeline easement) inhibit operations causing great operational inefficiencies; ie. plow trucks need large turning radiuses to enter a building, requiring even narrower building designs
5. Long, thin building design eliminates operational efficiency from close proximity of different divisions

CMF PROJECT – PROS/CONS OF EXISTING SITE



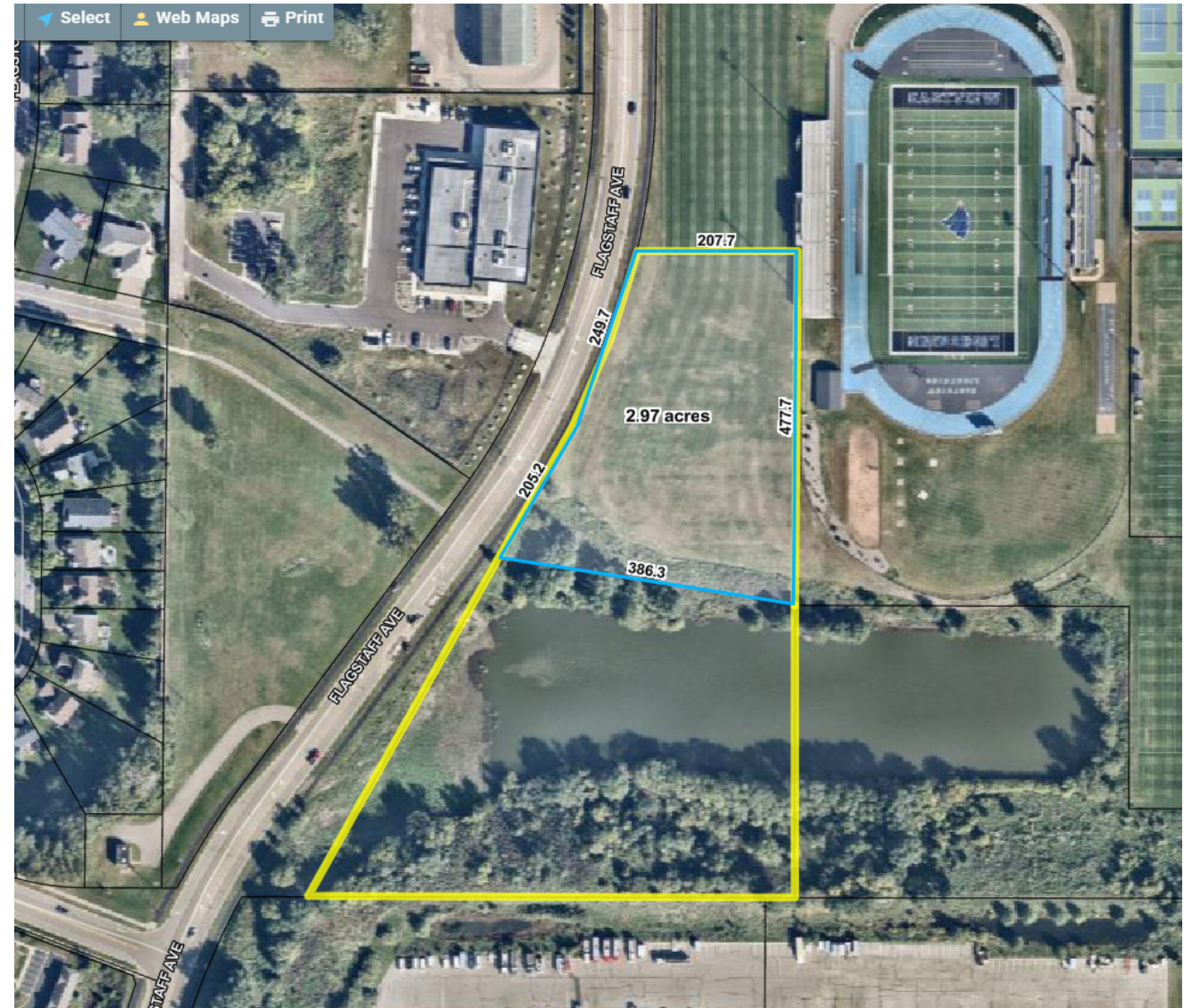
CONS

6. Complexities of remodeling/adding to the existing site along with utility relocations create longer, phased construction timeline and severe operational disruption
7. Existing building configurations are highly inefficient for operations and, even with remodeling, will not be able to meet operational needs well
8. Existing buildings are near the end of their useful life and, if they remain, will require significant expense to remodel
9. Adequate office addition may require a two-story design that increases costs
10. Existing parking lot is undersized
11. Nearby residential buildings limit some construction options due to noise and aesthetic concerns

CMF PROJECT – OFFSITE OPTIONS

A. East Flagstaff – Field Site

- City-owned
- Approx. 3 acres north of pond
- Very undersized



CMF PROJECT – OFFSITE OPTIONS



B. CR 46 Site

- City-owned
- Approx. 13.7 acres
- Significant grade & groundwater issues
- Existing residential
- Access issues



CMF PROJECT – OFFSITE OPTIONS



C. Menards Parcels

- Would require purchase
- Approx. 3 & 3.8 acres
 - Very undersized
- Located at very visible corners



CMF PROJECT – OFFSITE OPTIONS



D. Rockport Pit Area

- Would require purchase of split parcel
- Plenty of acreage
- Price may be a challenge



CMF PROJECT – OFFSITE OPTIONS



E. Magellan Site (NE)

- Would require purchase of split parcel
- Approx. 14.2 acres
- Relatively flat site
- Good access
- Close to other City sites



CMF PROJECT – PROS/CONS OF MAGELLAN SITE



PROS

1. Site Characteristics
 - a. Minimal physical site constraints (pipeline not in center of site)
 - b. Relatively flat with few grading issues; reduces construction costs
2. Access - located off 147th St and close to Flagstaff Ave, other City sites
3. Building new on separate site shortens the construction timeline, eliminates phasing, and minimizes operational disruption (all saving construction costs)
4. New building could be optimally sized and configured to meet operational needs and maximize operational efficiency
 - a. Close proximity between divisions (Streets, Parks, Fleet)
 - b. Adequate turning radius area for large trucks entering building
 - c. Single story office
 - d. Adequately sized parking area

CMF PROJECT – PROS/CONS OF MAGELLAN SITE



PROS

5. New building offers longer and enhanced useful lifespan than remodeling of existing old building
6. All neighboring properties are industrial in nature, removing noise and visual concerns that may exist at current site next to residential
7. Water Treatment Plant expansion could utilize west side of existing CMF site allowing greater design options and potentially reducing costs

CONS

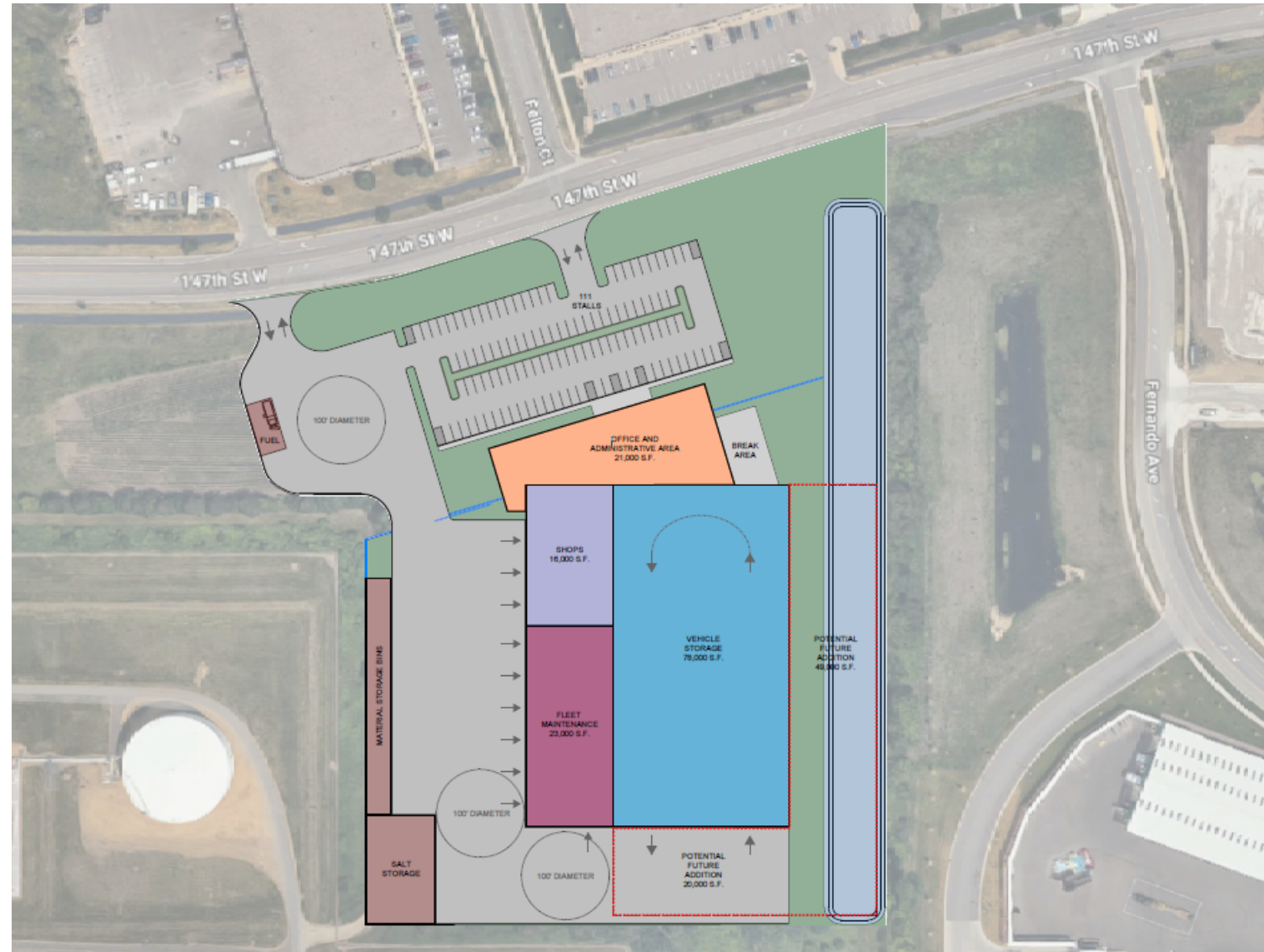
1. Cost of property purchase
2. Water Treatment Plant would be separated from new CMF site

CMF PROJECT – MAGELLAN SITE



Includes

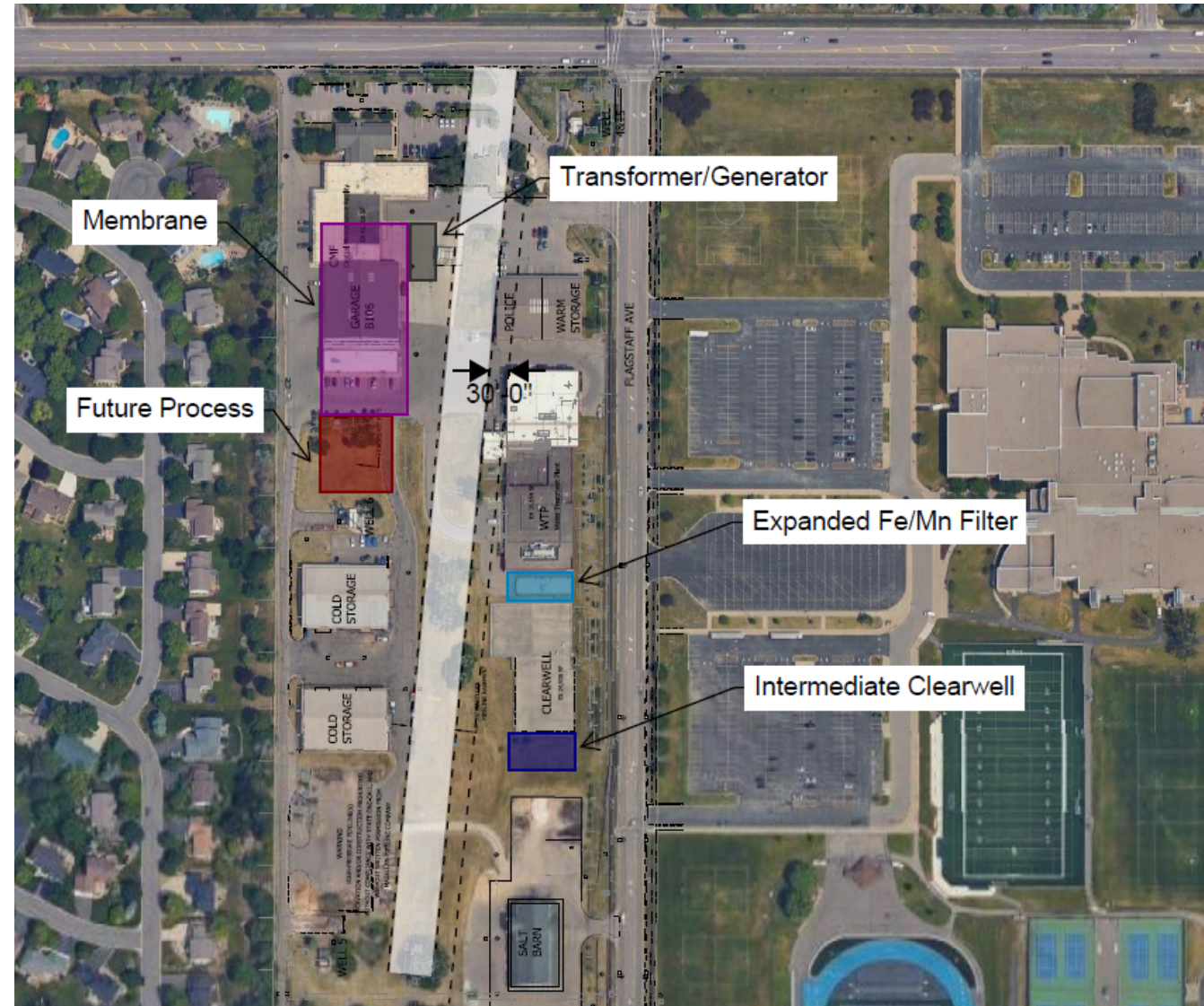
- Sufficient room for all divisions except utilities (stay with WTP)
- Dual access points off 147th
- Includes room for salt and fuel
- Single story office area
- Adequate on-site parking
- Good fit among similar uses
- Early estimate ~ \$41.3M
 - Not including land costs



CMF PROJECT – WTP UTILIZE CMF SITE

Benefits

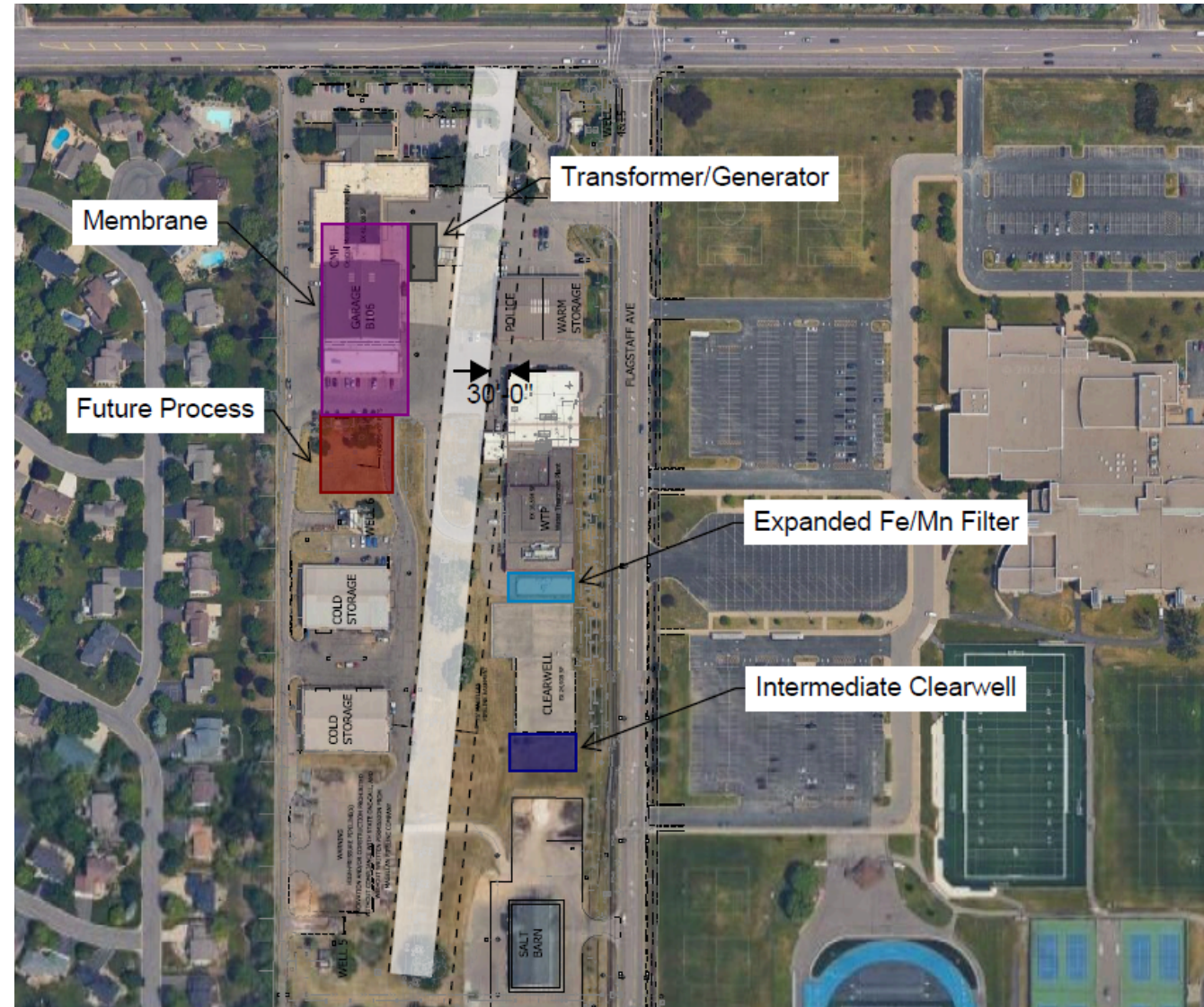
- Design/Construction Flexibility
 - Eliminate need to stack membranes; more horizontal than vertical
 - Improves maintenance access, operator safety when not stacked
 - Construction space: materials, staging, worker parking
 - Reduces construction complexity



CMF PROJECT – WTP UTILIZE CMF SITE

Benefits

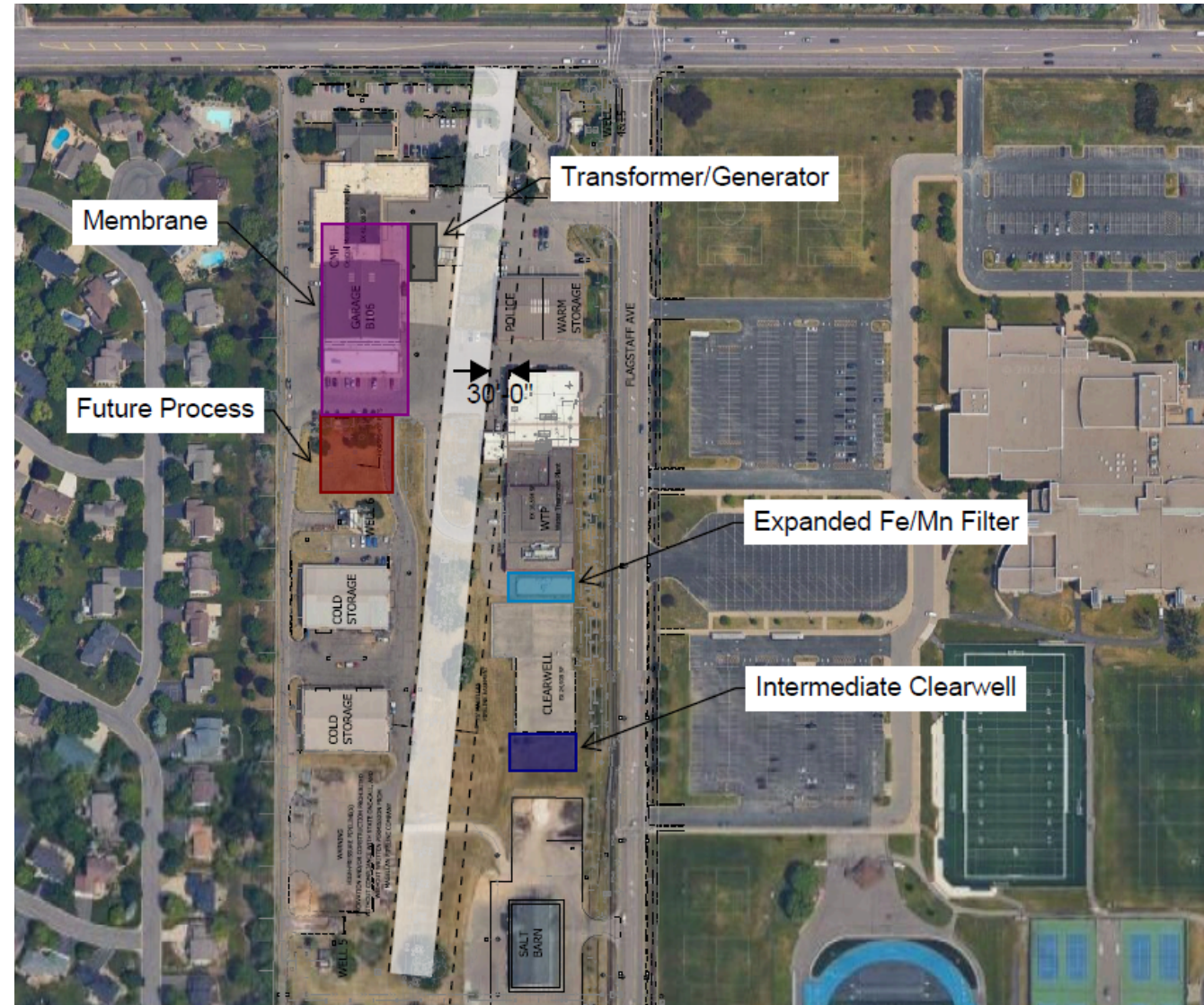
- Separate Membrane Building
 - Allows exist WTP to operate independently
 - Minimizes conflicts caused by interacting with existing WTP
 - Reduces overall construction duration
- Campus Piping
 - Eliminates two Flagstaff crossings and boulevard work
 - Eliminates pumping of storm/sanitary around bldg



CMF PROJECT – WTP UTILIZE CMF SITE

Benefits

- Flexibility for future
 - Leaves room for expansion of membranes or exist WTP
 - Room for unknown future technologies
- Potential Cost Savings/Avoided Costs
 - Mods to exist. Garage: \$1.4M
 - New Garage: \$2.8M
 - New Salt Barn: \$1.8M
 - **Total Savings ~ \$6M**



CMF PROJECT – SUMMARY MATRIX



Plan	Original Plan: Fleet garage on east side replacing former PD garage	Option 1: Fleet garage on west side replacing cold storage	Option 2: Fleet garage on west side replacing cold storage	Option 3: All non-water operations moved to new site
Cost	\$33.1 million	\$38.7 million	\$45.7 million	\$41.3 million plus land acquisition
WTP Impact	Does not allow for WTP expansion	Allows WTP expansion to the north on the east side	Allows WTP expansion to both north and south of east side	Allows full use of entire CMF site saving \$6 million from WTP project
Level of Refresh	Keeps 50 year old inefficient structures that will cost more to maintain	Keeps South Fork Garage, rebuilds all other spaces	Total reconstruction of all buildings	Total reconstruction of all buildings
Office and Parking	Does not meet long-term parking and office needs	Expands parking and office spaces	Expands parking and office spaces	Expands parking and office spaces
Overall Storage	Increases with Fleet and Vehicle Storage addition	Loss of outdoor storage space	Loss of outdoor storage space	No loss of storage space
Operations During Construction	Extensive phasing costs	Extensive phasing costs	Extensive phasing costs	No phasing costs

CMF PROJECT – GOING FORWARD



If Council is open to considering an off-site option:

1. Now thru early summer – Staff would work on obtaining a land appraisal for off-site option.
2. Summer 2026 – Bring back appraisal for Council consideration.



QUESTIONS?

