



Application

17066 - 2022 Transit Expansion

17606 - Express to Rice/University

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

04/14/2022 3:18 PM

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## Primary Contact

Name:\*

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Pronouns    First Name    Middle Name    Last Name

Title:

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Administration

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100 E. Highway 13

\*

Burnsville    Minnesota    55337  
City    State/Province    Postal Code/Zip

Phone:\*

952-230-1232  
Phone    Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

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## Organization Information

Name:

MN VALLEY TRANSIT AUTH

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: 100 E HWY 13

\* BURNSVILLE Minnesota 55337  
City State/Province Postal Code/Zip

County: Dakota

Phone:\* 612-882-7500  
Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

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## Project Information

Project Name Express to Rice/University

Primary County where the Project is Located Dakota, Ramsey

Cities or Townships where the Project is Located: Burnsville, Eagan, St. Paul

Jurisdictional Agency (If Different than the Applicant):

MVTA has developed a concept to launch all day express service from the Burnsville Transit Station to the intersection of Rice Street and University Avenue in Saint Paul.

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

The proposed route would improve connections to areas surrounding Rice and University, including the Minnesota State Capitol, the Minnesota Historical Society, Bethesda Hospital, and various museums, memorials, and local restaurants. It also provides additional midday connections to downtown Saint Paul, reaching even more universities and small businesses.

*(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 Rice Street Express Route

*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)** 17.4

*to the nearest one-tenth of a mile*

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## Project Funding

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

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

**Federal Amount** \$2,812,779.74

**Match Amount** \$703,194.94

*Minimum of 20% of project total*

**Project Total** \$3,515,974.68

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

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** MVTA General Fund Dollars

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

## Preferred Program Year

**Select one:** 2026

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

**Additional Program Years:** 2025

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

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## For All Projects

**Identify the Transit Market Areas that the project serves:** Market Area I, Market Area III

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

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

**County, City, or Lead Agency**

**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.*

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## **Requirements - All Projects**

### **All Projects**

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

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

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

## Goal A - Transportation System Stewardship

(Strategies A1, A3)

The proposed transit service would further enhance the transportation system for the entire Twin Cities region by creating strong all-day connections between existing transit facilities. Leveraging these existing resources will expand reliable and efficient mobility for riders in both existing and emerging Transit Market Areas.

## Goal B - Safety and Security

(Strategies B1, B6)

The proposed transit service will adhere to MVTA best practices for safety and security and considerations across the planning and operation of the specified route. The route will further Vision Zero by working to reduce the number of Single-Occupancy Vehicles on the road.

## Goal C - Access to Destinations

(Strategies C3, C4, C11, C17)

The proposed transit service will reduce congestion on major roadways and interstate corridors and optimize multimodal options across the region, reducing the overall effects of Single-Occupancy Vehicles. The service focuses on major job and employer connections and reaching historically underrepresented populations, servicing the Rice and University area which falls under the designation of a Regional Job Concentration as

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

well as populations designated under an Area of Concentrated Poverty, RAISE Area of Persistent Poverty, CDC Social Vulnerability Index, and Regional Environmental Justice areas. The service also offers reverse commute options, providing residents in this area opportunities to connect regionally to job opportunities in suburban areas. The service will also offer key regional transit connections to METRO Green Line light rail and other transit routes.

#### Goal D - Competitive Economy

(Strategies D1, D3)

The proposed transit route will effectively connect to a Regional Job Concentration area (Rice/University) that is identified in Thrive MSP 2040. The service will also connect communities across the urban core and suburban areas, provide increased connections to regional job opportunities and increase the share of modal choices.

#### Goal E - Healthy and Equitable Communities

(Strategies E1, E2, E3, E6, E7)

The proposed transit service will address reduction of emissions by facilitating a mode shift away from Single-Occupancy vehicles and to alternative transit modes, in support of regional and statewide goals to curb greenhouse gas emissions within the transportation sector. The transit route will also provide connectivity for historically under-represented populations and serve a disproportionately impacted Environmental Justice area.

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.

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

City of Burnsville 2040 Comprehensive Plan,  
Transportation Goals 1, 3, 4, 5, and 8.

City of Eagan 2040 Comprehensive Plan,  
Transportation Goals 1, 3, 4, and 6.

City of Prior Lake 2040 Comprehensive Plan,  
Transportation Goals 3 (Access to Destinations), 5  
(Healthy Environment), and 6 (Leveraging  
Transportation Investment to Guide Land Use).

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

City of Rosemount 2040 Comprehensive Plan,  
Transportation Goals 3 (Access to Destinations), 5  
(Healthy Environment), and 6 (Leveraging  
Transportation Investment to Guide Land Use).

City of Savage 2040 Comprehensive Plan,  
Transportation Implementation Goals 3 and 5.

City of Shakopee 2040 Comprehensive Plan,  
Transportation Goals 1 and 2.

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Date plan completed:**

**Link to plan:**

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

**Date self-evaluation completed:** 04/29/2020

**Link to plan:**

**Upload plan or self-evaluation if there is no link.** 1649684846777\_ADAPolicy\_FINAL-04292020.pdf

Upload as PDF

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

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

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

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

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



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

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

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

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

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

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

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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

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

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

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## Specific Roadway Elements

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

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$1,240,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$1,240,000.00</b>

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## Transit Operating Costs

Number of Platform hours	23001.26
Cost Per Platform hour (full loaded Cost)	\$98.95
Subtotal	\$2,275,974.68
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$3,515,974.68
Construction Cost Total	\$1,240,000.00
Transit Operating Cost Total	\$2,275,974.68

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 27014

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 1649367725202\_Pop\_Emp\_Rice\_Univ.pdf

*Please upload attachment in PDF form.*

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## Measure B: Transit Ridership

Existing transit routes directly connected to the project 3, 62, 67, 421, 425, 426, 445, 446, 460, 465, 470, 480, 495, 902-METRO Green Line

*Select all routes that apply.*

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP) METRO G Line (Rice/Robert St Arterial BRT)

*Select all transitways that apply.*

Upload Map 1649367470137\_Transit\_Connections\_Rice\_Univ.pdf

*Please upload attachment in PDF form.*

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## Response

*Met Council Staff Data Entry Only*

Average number of weekday trips 0

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## A Measure: Usage

Service Type Express Routes

New Annual Ridership (Integer Only) 110037

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 MVTA 475, 480, 484, and 495. These routes were selected due to similar densities and destinations served. Average PPISH ranged from 11 to 26.

From this analysis we estimate proposed Rice and University express service expansion to have 18 riders per in-service hour. To arrive at final annual ridership, we applied a 3% growth rate each year from 2026 to 2029.

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

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## **Measure A: Engagement**

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

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

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

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.

The proposed project serves the following Census Tracts near Rice/University and consist of the following percentages of minority and low-income populations:

Census Tract 327 (Saint Paul, MN):

Minority Population: 81%

Low-Income Population (Below 100% poverty threshold): 41%

Low-Income Population (Below 185% poverty threshold): 67.4%

RAISE Area of Persistent Poverty Tract: Yes

Opportunity Tract: Yes

Census Tract 337 (Saint Paul, MN)

Minority Population: 78.3%

Low-Income Population (Below 100% poverty threshold): 44%

Low-Income Population (Below 185% poverty threshold): 85.1%

**Response:**

RAISE Area of Persistent Poverty Tract: Yes

Opportunity Tract: Yes

Census Tract 428 (Saint Paul, MN)

Minority Population: 80% (Source: Remix, B03002 ACS 2015-2019)

Low-Income Population (Below 100% poverty threshold): 53%

Low-Income Population (Below 185% poverty threshold): 71.3%

RAISE Area of Persistent Poverty Tract: Yes

More specifically, within 1/2 mile of the proposed route, the populations are as follows:

Minority Population: 49%

Low-Income Population (Below 100% poverty threshold): 19%

Low-Income Population (Below 185% poverty threshold): 36.7%

ADA Population: 13%

Youth: 19%

Older Adults: 13%

Additional transit service to the Rice Street and University Avenue area in Saint Paul from the MVTA service area was initially sought and

advocated directly to MVTA by major employers in our service area who have employees living in St. Paul who don't have adequate transit options. MVTA took feedback and created a systemwide study and public engagement process and survey to gather feedback on future service, including potential routing to the Rice Street and University Avenue area.

Information about the Systemwide Study and Survey was disseminated to residents in the region via paid advertisements, paid postcards, and social media outreach. MVTA staff have engaged current riders and met with businesses and chamber officials informally and in formal stakeholder public engagement. The initial phase of public engagement runs through April 2022.

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

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

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

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

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

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



This proposed route ties in well with the Rice Street Visioning Study currently underway between Ramsey County and the City of Saint Paul.

The study cites an initiative "...to define a community-driven vision for Rice Street between Pennsylvania Avenue and Wheelock Parkway" (see: <https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/future-road-construction-projects/rice-street-visioning-study>). Some of the key elements that align with MVTA's vision for this route include promoting economic growth and maintaining and augmenting transit service. A thoughtful redesign of pedestrian and bicycle accommodations in this area will promote multi-modal transportation and connection to transit. The service MVTA is proposing to this area will link to a major planned regional investment in a highly disadvantaged area, building meaningful connections in both directions.

**Response:**

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

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

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

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

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

Within ½ mile of identified locations (primarily park and rides and stations): there are 4418 publicly subsidized rental housing units.

Within the MVTA Service area as a whole:  
Over 11% of the affordable housing need in the region is within the MVTA service area, compared to 14% of the affordable housing need in the region is in the urban core. Approximately 3.2% of total housing units in the MVTA area are publicly subsidized, compared to 11.5% in the urban core. 60.3% of the affordable housing built in the past decade in the MVTA service area was built within the past 5 years.

Response:

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

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the Socio-Economic Conditions map used for this measure.	1649367579759_Socio_Econ_Rice_Univ.pdf

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## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	432
Distance from Terminal to Terminal (Miles)	19.54
VMT Reduction	8441.28
CO Reduced	20174.6592
NOx Reduced	1350.6048
CO2e Reduced	3094573.0
PM2.5 Reduced	42.2064
VOCs Reduced	253.2384

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

**Response**

The area around Rice and University in St. Paul contain a number of Tier 1 corridors for the Regional Bicycle Transportation Network (RBTN), with both shared and separated bicycle trails. The area sees heavy pedestrian traffic, including wide, urban sidewalks, a trail along the Green Line LRT, and mixed-use paths to and around parks. The connecting facility, Eagan Transit Station, is a mixed-use development containing a variety of retail services. It also includes bicycle storage and connections to pedestrian trails.

*(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 projects termini does not suffice and will be awarded zero points. \*If applicable*

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

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

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%

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## Measure: Cost Effectiveness

Total Annual Operating Cost:	\$758,658.00
Total Annual Capital Cost of Project	\$103,333.33
Total Annual Project Cost	\$861,991.33

The annual operating cost was estimated based on the number of platform hours (30.067/weekday) at a cost of \$98.95 per platform hour.

### Assumption Used:

Annual project cost assumes the purchase of 2 - 40' heavy-duty transit buses with a 12-year useful life. These buses will include a full technology package, providing WiFi and CAD/AVL technology to riders. Each bus was estimated to be \$620,000, for a total capital cost of \$1,240,000. Based on FTA's guidelines for useful life (12 years for heavy duty transit buses), a total annual capital cost of \$103,333.33 was assumed.

*(Limit 1400 Characters; approximately 200 words)*

### Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
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## Other Attachments

File Name	Description	File Size
01_Project Summary, Map_Express to Rice, University.pdf	Project Summary, Route Map	225 KB
02_LetterOfCommitment_ExpressRice,University_04.2022.pdf	CEO Letter of Commitment	78 KB
03_LettersOfSupport_Express-Rice,University_04.2022.pdf	Letters of Support	977 KB



**Minnesota Valley Transit Authority**

# ADA Policy

## I. ABOUT THE POLICY

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

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

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

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

## II. APPLICATION OF POLICY

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

## III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

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

## IV. VEHICLES DESIGN RECORDS

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

## V. VEHICLE ASSIGNMENT

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



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

## VI. MOBILITY AID

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

## VII. BOARDING

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

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

## VIII. FARES

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

## IX. PRIORITY SEATING/SECUREMENT AREA

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

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

## X. SECUREMENT AND RESTRAINT

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

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

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

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

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

## XI. TRANSFER TO FIXED SEATING

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

## XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

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

## XIII. SERVICE ANIMALS

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

## XIV. ANNOUNCING OF STOPS

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

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

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

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

## XV. ALIGHTING

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

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

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

## XVII. REPLACEMENT VEHICLES

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

# Population/Employment Summary

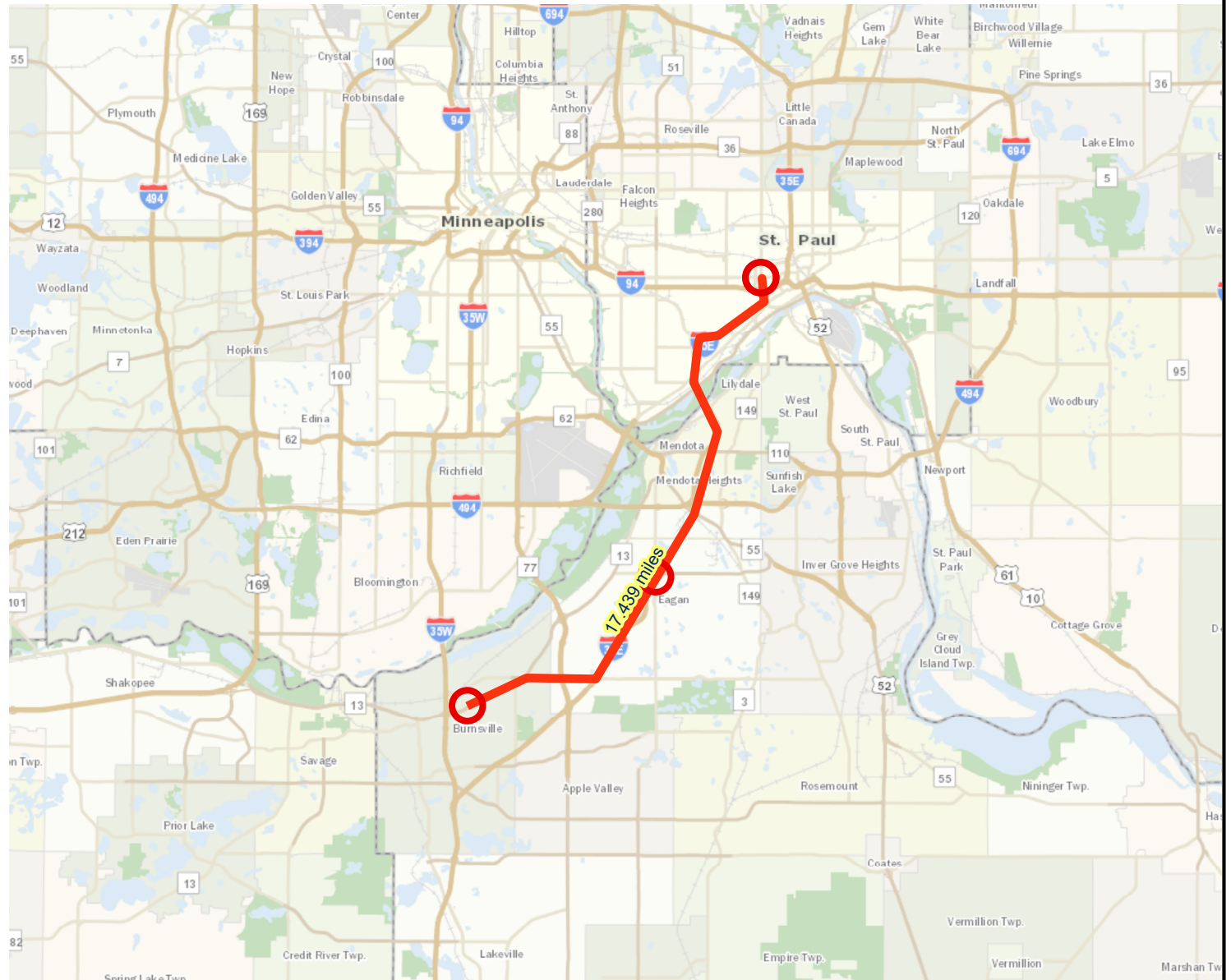
Transit Expansion Project: Rice/University Express | Map ID: 1649367015212

## Results

Within QTR Mile of project:  
 Total Population: 15232  
 Total Employment: 27014  
 Postsecondary Students: 0

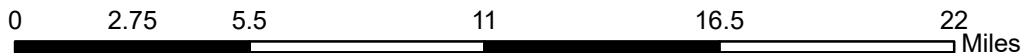
Within HALF Mile of project:  
 Total Population: 41359  
 Total Employment: 44760  
 Postsecondary Students: 0

Within ONE Mile of project:  
 Total Population: 74111  
 Total Employment: 97043



 Project Points  Project Area

 Project



Created: 4/7/2022  
 LandscapeRSA4

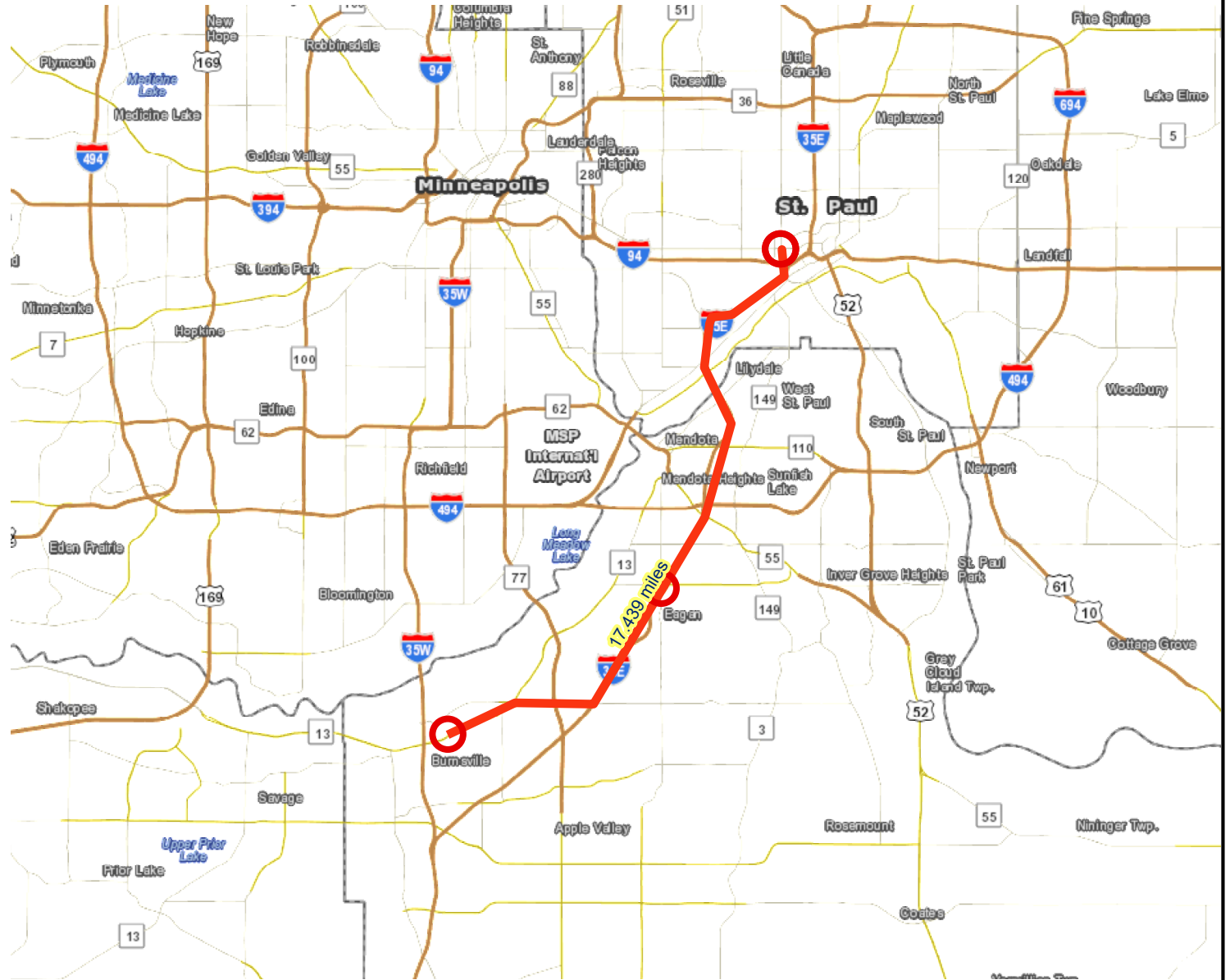


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# Transit Connections

Transit Expansion Project: Rice/University Express | Map ID: 1649367015212



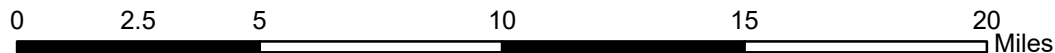
## Results

Transit with a Direct Connection to project:  
3 425 444 445 446 460 465 470 480 495 62  
67 902  
\*G Line

\*indicates Planned Alignments

Transit Market areas: 1, 3

-  Project Points
-  Project
-  Project Area



Created: 4/7/2022  
LandscapeRSA3



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



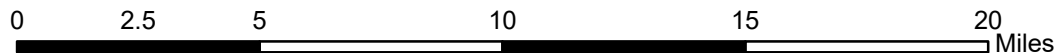
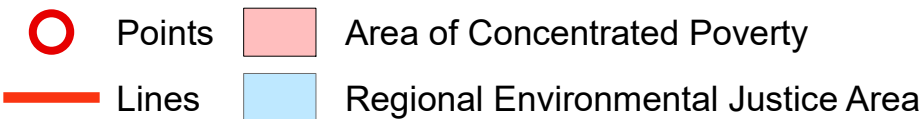
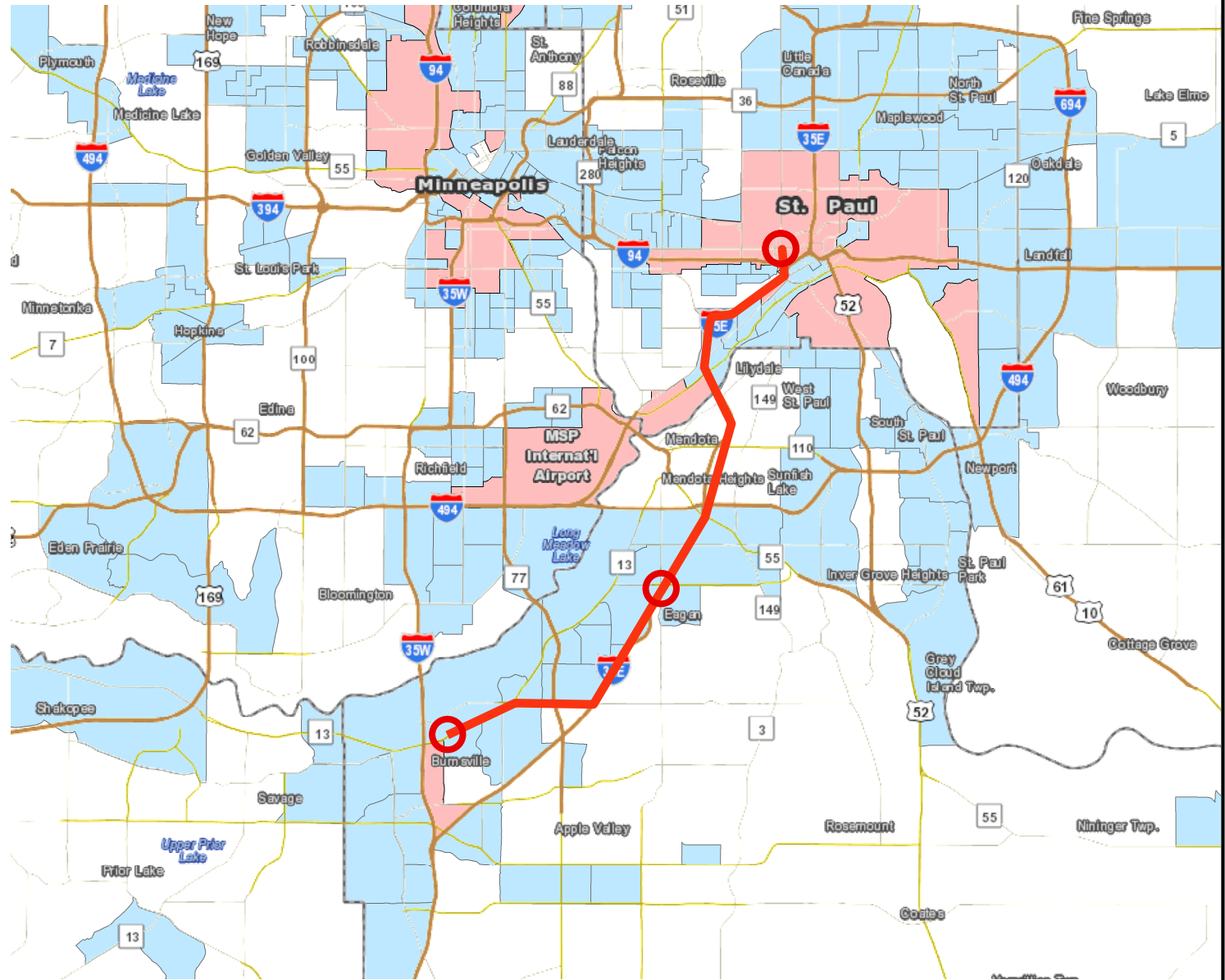
# Socio-Economic Conditions

Transit Expansion Project: Rice/University Express | Map ID: 1649367015212

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 4418

Project located IN an Area of Concentrated Poverty.



Created: 4/7/2022  
LandscapeRSA2



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



# Transit Expansion Express to Rice and University

Minnesota Valley Transit Authority

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

### About MVTA

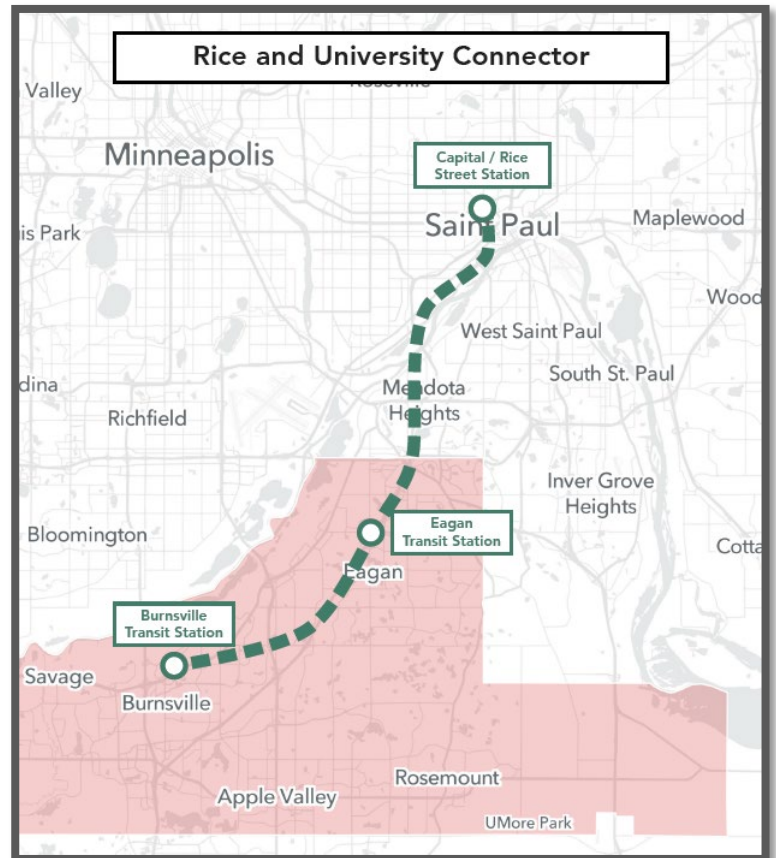
The **Minnesota Valley Transit Authority (MVTA)** is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating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

### Route Concept: Express to Rice and University

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. MVTA has found great value in service that reaches beyond the borders of its two counties, the University of Minnesota and service to Mall of America being two prominent examples, and has now developed a concept to launch all day express service to the intersection of Rice Street and University Avenue in Saint Paul.

The proposed route would improve connections to areas surrounding Rice and University, including the Minnesota State Capitol, the Minnesota Historical Society, Bethesda Hospital, and various museums, memorials, and local restaurants. It also provides additional midday connections to downtown Saint Paul, reaching even more universities and small businesses.

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.



**TOTAL PROJECT COST \$3,515,975**  
Requested Federal Funds **\$2,812,780**  
Local Match Funds **\$703,195**



April 14, 2022

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

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

Dear Elaine Koutsoukos,

The Minnesota Valley Transit Authority (MVTA) is writing to you to state our commitment in providing express service to Rice and University. Service to Rice and University has been a customer request for some time, including a Scott and Dakota County employer request.

If awarded, this densely populated area will have direct connections to Eagan Transit Station and Burnsville Transit Station, including connections from these transit locations. The MVTA is requesting capital dollars for bus procurement and operating dollars for three-years of service; MVTA will provide the local match and continue to fund, if successful, after the three-year commitment. The MVTA has the staff, facilities, and service knowledge to deliver reliable service to our customers!

MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is equipped to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and services.

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

Sincerely,

A handwritten signature in black ink that reads 'Luther Wynder'.

Luther Wynder  
MVTA Chief Executive Officer  
Officer





April 7, 2022

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

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

Dear Elaine Koutsoukos,

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

Due to popular customer demand and fulfillment of an unmet need, MVTA's service concept funding request is to provide Express service between Burnsville and Egan to Rice/University. The Rice/University area will connect riders to the Minnesota State Capital, the Minnesota Historical Society, hospitals, museums, restaurants, small business, and universities. MVTA's proposed service concept will providing all day express service, including mid-day connections.

I fully support MVTA's request for funding in the 2022 Regional Solicitation Program.

Sincerely,

A handwritten signature in blue ink that reads "Maureen Scallen Failor". The signature is written in a cursive style.

Maureen Scallen Failor  
President  
Dakota County Regional Chamber of Commerce  
1895 Plaza Drive, Suite 110  
Egan, Mn 55121



April 12, 2022

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

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

Dear Ms. Koutsoukos,

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

Due to popular customer demand and fulfillment of an unmet need, MVTA's service concept funding request is to provide Express service between Burnsville and Eagan to Rice/University. The Rice/University area will connect riders to the Minnesota State Capital, the Minnesota Historical Society, hospitals, museums, restaurants, small business, and universities. MVTA's proposed service concept will providing all day express service, including mid-day connections.

I fully support MVTA's request for funding in the 2022 Regional Solicitation Program.

Sincerely,

Mike Maguire  
Mayor

**MAYOR | MIKE MAGUIRE    COUNCIL MEMBERS | PAUL BAKKEN, CYNDEE FIELDS, GARY HANSEN, MIKE SUPINA    CITYOFEAGAN.COM**

**CITY ADMINISTRATOR | DIANNE MILLER    MUNICIPAL CENTER | 3830 PILOT KNOB ROAD, EAGAN, MN 55122-1810**

**MAIN: (651) 675-5000    MAINTENANCE: (651) 675-5300    UTILITIES: (651) 675-5200**

**IF YOU HAVE A HEARING OR SPEECH DISABILITY, CONTACT US AT (651) 675-5000 THROUGH YOUR PREFERRED TELECOMMUNICATIONS RELAY SERVICE.**

April 8, 2022

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

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

Dear Elaine Koutsoukos,

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

Due to popular customer demand and fulfillment of an unmet need, MVTA's service concept funding request is to provide Express service between Burnsville and Eagan to Rice/University. The Rice/University area will connect riders to the Minnesota State Capital, the Minnesota Historical Society, hospitals, museums, restaurants, small business, and universities. MVTA's proposed service concept will providing all day express service, including mid-day connections.

I fully support MVTA's request for funding in the 2022 Regional Solicitation Program.

Sincerely,



Elizabeth B. Kautz, Mayor

Cc: Burnsville City Council  
Gregg Lindberg, Interim City Manager