



Application

19834 - 2024 Transit Expansion
20315 - 4FUN Service Expansion
Regional Solicitation - Transit and TDM Projects

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Primary Contact

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

Organization Information

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

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

Project Information

Project Name 4FUN Service Expansion
Primary County where the Project is Located Dakota, Hennepin, Scott
Cities or Townships where the Project is Located: Prior Lake, Shakopee, Savage, Burnsville, Eagan, Bloomington
Jurisdictional Agency (If Different than the Applicant):

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

The 4FUN Service is currently a seasonal service that runs in the summer and early fall, connecting families and community members to places where they can have fun. The service currently serves locations such as the Mall of America, Valley Fair, Canterbury Park, and Mystic Lake during the summer and early fall, Thursday-Sunday. An expansion would allow the service to run year-round and seven days a week, furthering connections to landmark locations and entertainment venues across the metropolitan area.

The proposed expansion will allow the service to run year round, seven days a week.

(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 to expand MVTA 4FUN 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)

32.83

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

\$2,957,100.00

Match Amount

\$739,275.00

Minimum of 20% of project total

Project Total

\$3,696,375.00

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

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:

2025, 2026, 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 2,3,4,8

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

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Primary Types of Work

Examples: GRADE, AGG BASE, BIT 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 4FUN service expansion aligns with the following 2040 TPP goals:

A: Transportation System Stewardship, Page 58

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

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

maintaining, and operating the transportation system

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

C: Access to Destinations, Page 62

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

Strategies: C1; Continue to work together to plan and

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

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

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

D: Competitive Economy, Page 64

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

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

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

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

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. The 4FUN Service Expansion aligns with transportation goals outlined in the following local planning documents:

- City of Apple Valley 2040 Comprehensive Plan, Transportation Goals 1, 2, 5 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).
- City of Shakopee 2040 Comprehensive Plan, Transportation Goals 1 and 2.
- City of Eagan 2040 Comprehensive Plan, Transportation Goals 1, 3, 4, and 6.
- City of Savage 2040 Comprehensive Plan, Transportation Implementation Goals 3 and 5.

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. 1702652184584_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 | \$0.00 |
| Contingencies | \$0.00 |
| Right-of-Way | \$0.00 |
| Other Transit and TDM Elements | \$0.00 |
| Totals | \$0.00 |

Transit Operating Costs

| | |
|--|----------------|
| Number of Platform hours | 30023.28 |
| Cost Per Platform hour (full loaded Cost) | \$123.12 |
| Subtotal | \$3,696,466.23 |
| 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 | \$3,696,466.23 |
| Construction Cost Total | \$0.00 |
| Transit Operating Cost Total | \$3,696,466.23 |

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 47522

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:

Two of the stops along the route (Eagan Outlets and Burnsville Transit Station) are within MVTAs Connect boundaries. MVTAs Connect is a microtransit service that is intended to provide first-mile and last-mile service. Marschall Road Transit Station in Shakopee is in the boundaries of SouthWest Prime, SouthWest Transits microtransit service. Access to both of these microtransit services provide last-mile service from Route 4FUN and allow riders to make more connections.

(Limit 1,400 characters; approximately 200 words)

Upload Map

Please upload attachment in PDF form

1702325203147_4FUN Population-Employment Summary.pdf

Measure B: Transit Ridership

Existing transit routes directly connected to the project

54, 425, 440, 442, 444, 445, 447, 460, 465, 480, 493, 495, 497, 498, 499, 501, 515, 538, 539, 540, 901-METRO Blue Line, 903-METRO Red Line

Select all routes that apply.

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

Riverview Streetcar

Select all transitways that apply.

Upload Map

Please upload attachment in PDF form

1702325480883_4FUN Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

A Measure: Usage

Service Type

Express Routes

New Annual Ridership (Integer Only)

79143

Assumptions Used:

The majority of route 4FUN is in Market Area III and and partially in Market Area IV. We used the assumption that the peer routes chosen will be similar in terms of ridership because they are in similar Market Areas. Additionally, the peer routes chosen served similar destinations. MVTAs Route 495 is the only other suburb to suburb express route in MVTAs network. Because 4FUN currently runs 4 days of the week, that was also chosen to get a ridership estimate.

(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 Hours (PPISH) of comparative peer routes MVTAs 495, 410, and 444. These routes were selected due to similar densities, market areas, and destinations served. Average PPISH ranged from 2.9 to 8.0.

From this analysis, we estimate proposed 4FUN service expansion to have 6.3 riders per in-service hour. To arrive at final annual ridership, we applied a 3% growth rate each year from 2026 to 2029. The added service (Mon ? Wed and year round) brought us to a projected ridership of 59,845. With the Thurs-Sun/May ? October span we currently run, the total projected annual ridership is 79,143.

(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:

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

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.

Black, Indigenous, and People of Color: There are 8 census tracts near stops along the route that are 50% or higher people per square mile who are non-White or of Hispanic/Latino origin. The highest include two blocks near Mall of America that are >80%, one near Eagan outlets that is 60% and two near Burnsville Transit Station that are >80%. (Remix, US Census, 2021)

Low-income populations: There are 4 census tracts near stops along the route that meet the 2040 TPP's regional percentages criteria. Near Mall of America there is a census tract that has 23.3% of people living in poverty. A census tract near Eagan outlets has 35.5% of people living in poverty. Burnsville Transit Station has two census tracts nearby that are >18% of people living in poverty.

(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:

4FUN currently provides regional connections through service from across the South Metro up to Mall of America, the busiest transit center in Minnesota. With several census tracts of disadvantaged communities located near stops along the route, the current Thursday through Sunday service allows for a multitude of transportation options. By adding service on Monday to Wednesday, 4FUN becomes a more reliable service that communities can take to get to the essentials such as work, school, and errands like groceries or appointments.

(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 a total of 1,934 subsidized rental housing units in census tracts within ½ mile of the proposed project.

- 6 out of the 7 stops along the route are in Regional Environmental Justice Areas

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

Measure D: BONUS POINTS

| | |
|---|--|
| Project is located in an Area of Concentrated Poverty: | Yes |
| Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): | Yes |
| Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): | |
| Upload the ?Socio-Economic Conditions? map used for this measure. | 1702325750561_4FUN Socio-Economic Conditions.pdf |

Measure A: Daily Emissions Reduction

| | |
|--|------------|
| New Daily Transit Riders (Integer Only) | 192 |
| Distance from Terminal to Terminal (Miles) | 35.598 |
| VMT Reduction | 6834.816 |
| CO Reduced | 16335.2102 |
| NOx Reduced | 1093.5706 |
| CO2e Reduced | 2505644.0 |
| PM2.5 Reduced | 34.1741 |
| VOCs Reduced | 205.0445 |
| Total Emissions Reduced | 2523312.0 |

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Response

Bike racks are present at Burnsville Transit Station and Marschall Road Transit Station, as well as on the buses. Burnsville Transit Station also has a bicycle locker program. There are indoor waiting areas at Mall of America Transit Station, Burnsville Transit Station, and Marschall Road Transit Station. There are several different points along the route that connect to the Regional Bicycle Transportation Network (RBTN).

- Tier 1 RBTN alignments:
 - o Killebrew Dr just south of Mall of America Transit Station
 - o Cedar Grove Pkwy at the Eagan Outlet Mall
 - o Burnsville Transit Station
 - o Hwy 169 near Valley Fair entrance
- Tier 1 RBTN corridors:
 - o Mall of America Transit Station
- Tier 2 RBTN alignments:
 - o Marschall Rd (Marschall Road Transit Station)
 - o Msytic Lake Dr (near Mystic lake bus stop)
- Tier 2 RBTN corridors
 - o Mall of America Transit Station
 - o Valley Fair Bus Stop

(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: \$1,232,125.00

Total Annual Capital Cost of Project \$0.00

Total Annual Project Cost \$1,232,125.00

Assumption Used: The total operating cost for the 4FUN Service Expansion over the course of 3 years was calculated at \$3,696,375 based on total platform hours of 30,023.28 with \$123.12 in fully loaded costs per platform hour. Based on the guidelines for operating funds (3 years), \$1,232,125 was assumed.

Overall costs were estimated based on 7 day per week service.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

| File Name | Description | File Size |
|--|--|-----------|
| 03_4FUN Service Expansion Letter of Commitment.pdf | MVTA Commitment, Local Match Letter | 79 KB |
| 4FUN Expansion - Route.pdf | Map of the proposed 4Fun service expansion | 168 KB |
| 4FUN Service Expansion Summary.pdf | One-page summary of the 4FUN Service Expansion | 221 KB |
| _LOS_4FUN.pdf | Community support letters. | 424 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 28th day of June, 2006, revised the 24th day of January, 2007, revised the 31st day of October, 2012, revised the 10th day of December 2014 and revised on the 29th day of April 2020.

II. APPLICATION OF POLICY

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

III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

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

IV. VEHICLES DESIGN RECORDS

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

V. VEHICLE ASSIGNMENT

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

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

VI. MOBILITY AID

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

VII. BOARDING

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

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

VIII. FARES

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

IX. PRIORITY SEATING/SECUREMENT AREA

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

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

X. SECUREMENT AND RESTRAINT

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

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

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

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

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

XI. TRANSFER TO FIXED SEATING

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

XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

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

XIII. SERVICE ANIMALS

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

XIV. ANNOUNCING OF STOPS

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

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

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

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

XV. ALIGHTING

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

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

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

XVII. REPLACEMENT VEHICLES

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

Population/Employment Summary

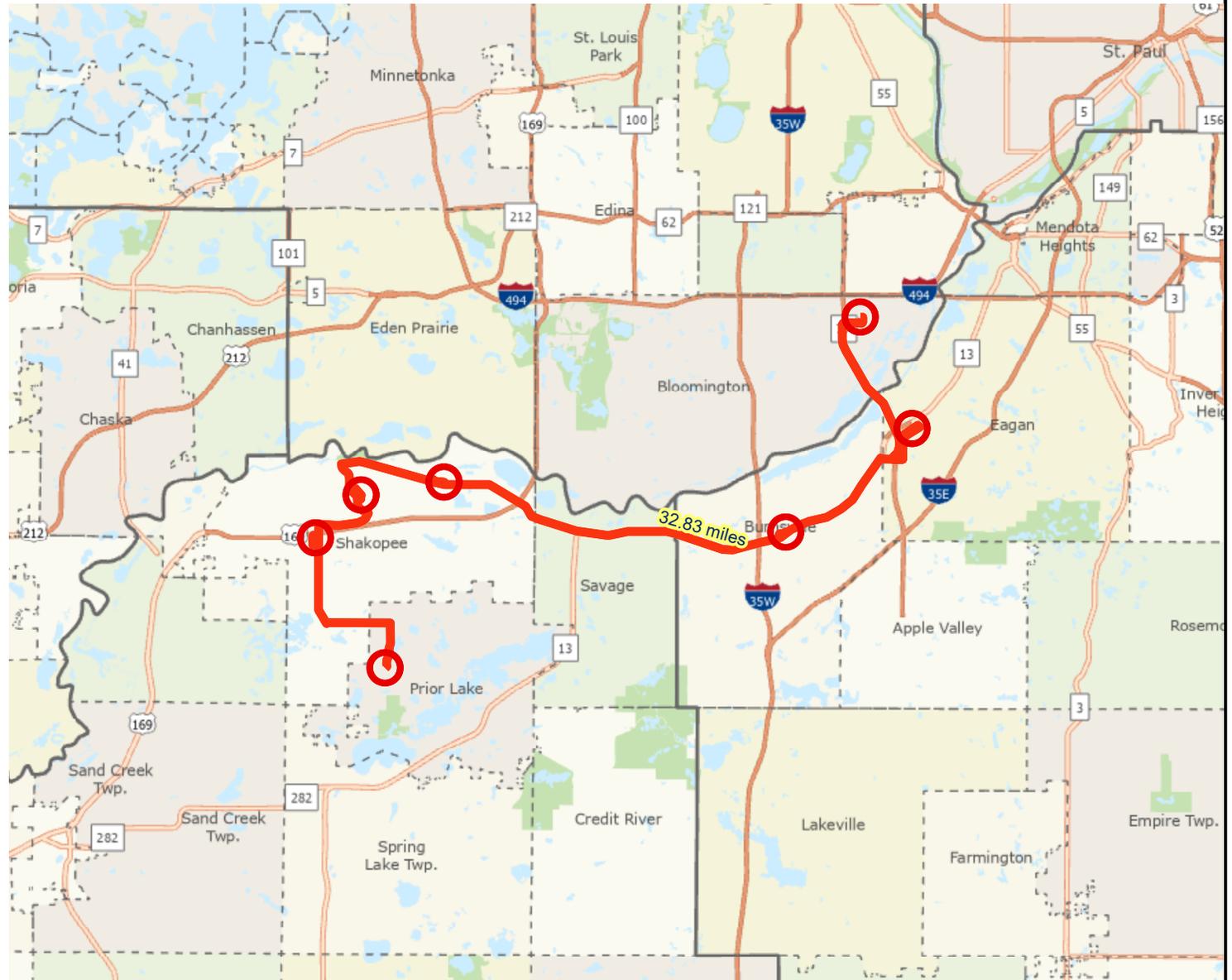
Transit Expansion Project: 4FUN (410) | Map ID: 1700603252347

Results

Within QTR Mile of project:
Total Population: 29884
Total Employment: 47522
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 48226
Total Employment: 59150
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 89110
Total Employment: 76799



 Project Points  Project Area

 Project



Created: 11/21/2023
LandscapeRSA4

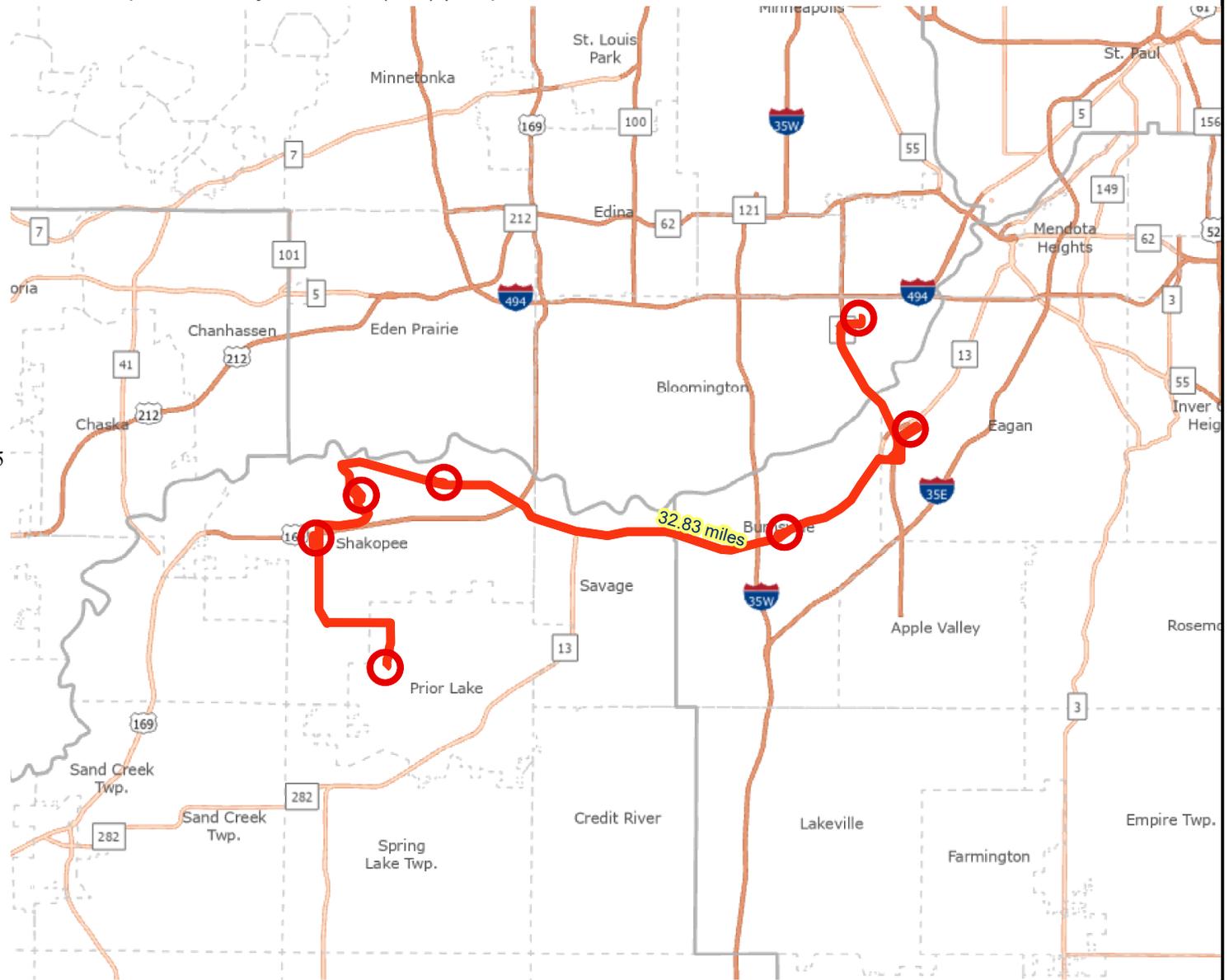


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Transit Connections

Transit Expansion Project: 4FUN (410) | Map ID: 1700603252347



Results

Transit with a Direct Connection to project:
425 440 442 444 445 447 460 465 480 493 495
497 498 499 501 515 538 539 54 540 542 901
903 924

- *Highway 169
- *Riverview
- *American Boulevard

*indicates Planned Alignments

Transit Market areas: 2, 3, 4, 8

-  Project Points
-  Project
-  Project Area



Created: 11/21/2023
LandscapeRSA3



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



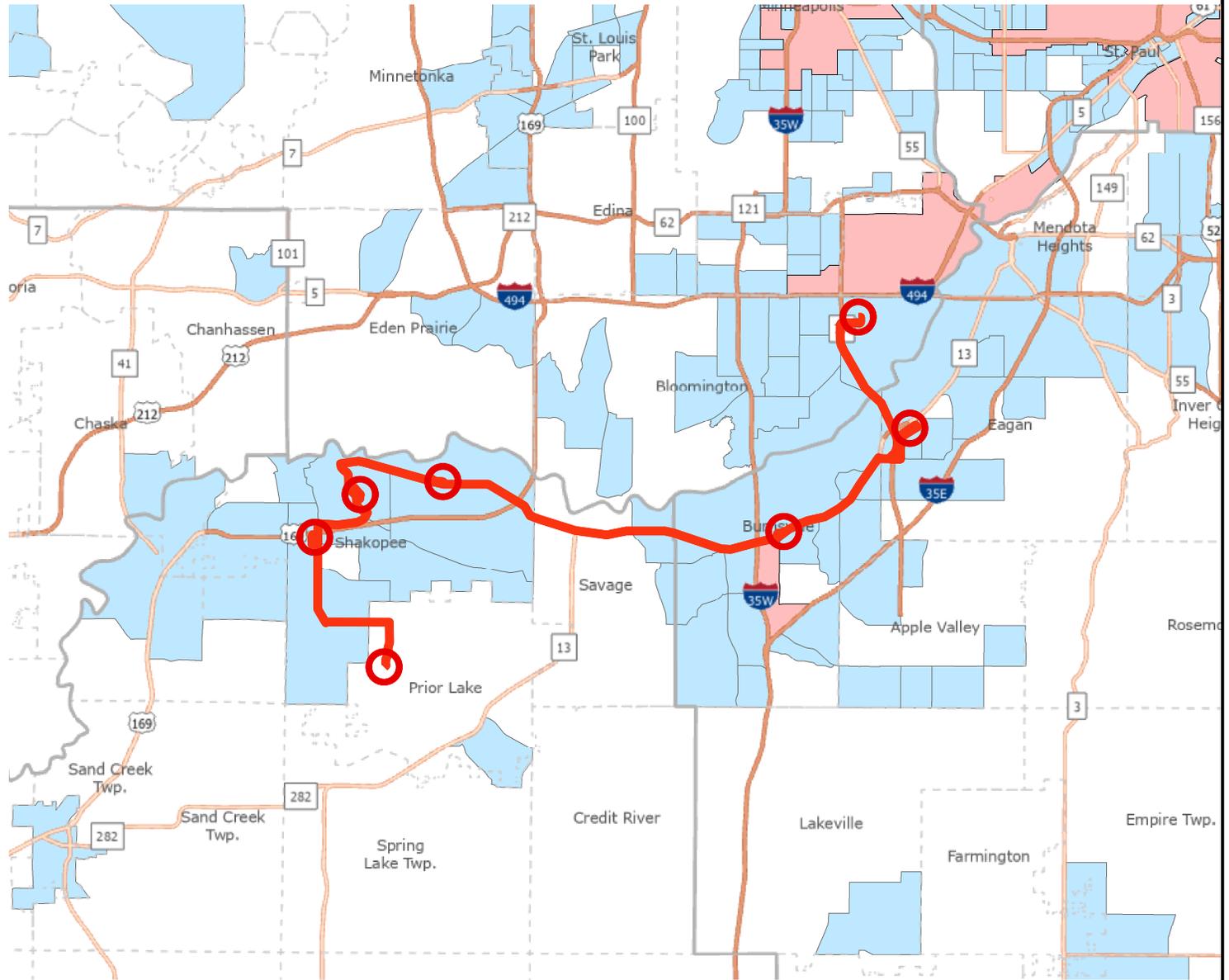
Socio-Economic Conditions

Transit Expansion Project: 4FUN (410) | Map ID: 1700603252347

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1934

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



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



Created: 11/21/2023
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissite/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 4FUN Service Expansion application through the 2024 Regional Solicitation Program. Requested funds will be used to increase the frequency of the agency's existing 4FUN route to provide year-long service seven days a week.

The MVTA is committed to not only providing the local match of \$739,275 but also executing a project that focuses on our customers and communities. The 4FUN Service Expansion is requesting \$2,957,100 in federal dollars, for a total project cost of \$3,696,375. If this service expansion is successful, MVTA will continue to fund it beyond Regional Solicitation support.

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

Existing 4FUN Route (2023)

Revised 4FUN Routing (2024)

Mall of America

Eagan Outlet Mall

Valleyfair

Canterbury Park

Burnsville Transit Station

Marshall Road Transit Station

Mystic Lake Casino

1 mi

4FUN Route Service 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.

4FUN Service Expansion

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. The 4FUN bus does exactly what you think it would - connects families and community members to places where they can have fun. The service currently serves locations such as the Mall of America, Valley Fair, Canterbury Park, and Mystic Lake during the summer and early fall, Thursday-Sunday. An expansion would allow the service to run year-round and seven days a week, furthering connections to landmark locations and entertainment venues across the metropolitan area.

MVTA has found great value in engaged conversations with the seven communities we serve to better understand what they find valuable in their service. In 2021, the 4FUN route carried 1,575 riders. In 2022, ridership grew to 3,523. In 2023, ridership more than doubled the year before with 7,873 passengers. To see ridership grow so intensely within the span of three years tells the agency that it is time for this route to expand to accommodate more riders looking 4Fun.



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

ESTIMATED PROJECT COST \$3,696,375
REQUESTED FEDERAL AMOUNT \$2,957,100
LOCAL MATCH \$739,275



**CANTERBURY
PARK** SHAKOPEE, MINN

1100 Canterbury Rd S
Shakopee, MN 55379

Mission: To Provide Fun and Games
Like No Place Else!
www.CanterburyPark.com

December 13, 2023

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

Dear Elaine Koutsoukos,

We write to you in support of the Minnesota Valley Transit Authority's (MVTA) request for funding through the 2024 Regional Solicitation program for the 4FUN Service Expansion. MVTA requests this funding to expand 4FUN into a year-round service available 7 days a week.

MVTA serves several of the fastest growing counties in Minnesota's Second Congressional District. The need for a robust public transit system is key to our region's quality of life and economic vitality. It is crucial that MVTA is able to provide extensive service to the desired locations of the communities they serve.

Funding from Regional Solicitation will go toward increasing the frequency of MVTA's existing 4FUN service. This service connects riders to locations like Valleyfair, Canterbury Park, Mystic Lake, and the Mall of America. It's become a staple to families in MVTA's service area. Currently, this service runs through the summer and early fall, Thursday – Sunday; this funding will allow it to mobilize riders year-round, every day of the week.

Canterbury Park is a year-round 24/7 Entertainment Attraction with over 1 million attendees each year. We provide best in class events from ISCO Snowmobile Racing, the Spring and Autumn Craft Shows, Sports Tournaments, to Concerts & Live Racing in the Summer. The Fun Bus has also been used by Canterbury Park Team Members as a mode of transportation to work. By expanding to a year-round, full week service, we will not only see better participation from guests, but will allow us to expand our candidate pool across the region.

We fully support the efforts of MVTA and ask for your full consideration in funding such significant service improvements.

Sincerely,

John Groen
General Manager
Canterbury Park

Deb Schaber
Director of Entertainment
Canterbury Park

December 14, 2023

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

Dear Elaine Koutsoukos,

I write to you in support of the Minnesota Valley Transit Authority's (MVTA) request for funding through the 2024 Regional Solicitation program for the 4FUN Service Expansion. MVTA requests this funding to expand 4FUN into a year-round service available 7 days a week.

MVTA serves several of the fastest growing counties in Minnesota's Second Congressional District. The need for a robust public transit system is key to our region's quality of life and economic vitality. It is crucial that MVTA is able to provide extensive service to the desired locations of the communities they serve.

Funding from Regional Solicitation will go toward increasing the frequency of MVTA's existing 4FUN service. This service connects riders to locations like Valley Fair, Canterbury Park, Mystic Lake, and the Mall of America. It's become a staple to families in MVTA's service area. Currently, this service runs through the summer and early fall, Thursday – Sunday; this funding will allow it to mobilize riders year-round, every day of the week.

I fully support the efforts of MVTA and ask for your full consideration in funding such significant service improvements.

Sincerely,

A handwritten signature in black ink that reads "Lindsey Port". The signature is written in a cursive, flowing style.

Senator Lindsey Port

Minnesota Senate District 55



December 12, 2023

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

Dear Elaine Koutsoukos,

I write this letter to indicate our support of the Minnesota Valley Transit Authority's (MVTA) request for service expansion of the 4FUN Bus Route to a year-round schedule.

In the short period of time that this bus service has run, the results have shown nothing but growth and opportunity moving forward. This unique service has been impactful by providing improved accessibility to several iconic gathering places and venues via safe and reliable transportation service. Increasing connections should always be a priority in any community development plan, and this service has already demonstrated its ability do that.

At Valleyfair alone, we are aware of multiple layers of stakeholders that have come to use the 4FUN bus service including guests who use the service to visit the Park during our operating season, seasonal associates who use the service as a primary mode of transportation to and from work, and our international associates who come to work in this country for periods of months at a time, but are not able to come with any type of reliable means of transportation.

Once again, I rise in support of the submission for award consideration as part of the 2024 Regional Solicitation Program. I thank you for your support and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Raul Rehnborg", is written over a white, curved background element.

Raul Rehnborg



December 15, 2023

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

Dear Elaine Koutsoukos,

I write to you on behalf of the Burnsville Chamber of Commerce in support of the Minnesota Valley Transit Authority's (MVTA) request for funding through the 2024 Regional Solicitation program for the 4FUN Service Expansion. MVTA requests this funding to expand 4FUN into a year-round service available 7 days a week.

MVTA serves several of the fastest growing counties in Minnesota's Second Congressional District. The need for a robust public transit system is key to our region's quality of life and economic vitality. It is crucial that MVTA is able to provide extensive service to the desired locations of the communities they serve.

Funding from Regional Solicitation will go toward increasing the frequency of MVTA's existing 4FUN service. This service connects riders to locations like Valley Fair, Canterbury Park, Mystic Lake, and the Mall of America. It's become a staple to families in MVTA's service area. Currently, this service runs through the summer and early fall, Thursday – Sunday; this funding will allow it to mobilize riders year-round, every day of the week.

We support the MVTA request for funding through the 2024 Regional Solicitation program for the 4FUN Service Expansion. and ask for your full consideration in funding this service improvements.

Sincerely,

Jennifer Harmening

Jennifer Harmening
President
Burnsville Chamber of Commerce