



Application

04752 - 2016 Travel Demand Management (TDM)

05370 - Dakota-Scott Transportation Management Association (TMA)

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/15/2016 2:19 PM

Primary Contact

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Salutation First Name Middle Name Last Name

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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 Minnesota 55337
City State/Province Postal Code/Zip

County: Dakota

Phone:* 612-882-7500
Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Dakota-Scott Transportation Management Association

Primary County where the Project is Located Dakota, Scott

Jurisdictional Agency (If Different than the Applicant): Minnesota Valley Transit Authority

The primary function of the Dakota-Scott TMA will be to increase access to transit for residents, employees and employers south of the river by educating, promoting and marketing transit options. This will be accomplished through a combination of outreach, marketing, and customer service activities, such as travel training. The Minnesota Valley Transit Authority is the public transit provider for seven cities located in Dakota and Scott County. As such, we are in a unique position to educate residents and employers about public transit and other transportation alternatives within our service area, and the region. We work closely with other transportation providers, such as DARTS, SmartLink, and the Metropolitan Council to coordinate service in our area. For this reason, the Dakota-Scott TMA will be a subsidiary of the Minnesota Valley Transit Authority.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The major focus of the Dakota-Scott TMA will be working with employers in the counties. According to the Metropolitan Council, there are more than 230,000 jobs in Dakota and Scott County. The Minnesota Department of Employment and Economic Development (DEED) calculates the unemployment rate in these two counties at 2.9 and 2.8 percent. As more jobs are added to the area, transit will be a key component in attracting workers. The Dakota-Scott TMA will work with employers to identify various transit options to serve their needs. This will also enable the MVTA to identify transit needs and develop new routes or restructure existing routes to help meet those needs.

The Dakota-Scott TMA will also serve as a resource for residents of the counties, especially those in the MVTA service area, looking for transportation alternatives. According to ACS data, in 2014 of the 274,000 Dakota and Scott County residents commuting to work, only 3% used public

transit. The majority of MVTA riders commute to jobs in downtown Minneapolis or St. Paul; however, there are local transit opportunities The Dakota-Scott TMA will work to educate workers on both local and commuting opportunities, and to encourage more riders. ACS data also indicates 5.4% and 7.8% of residents in Scott County and Dakota County, respectively, have incomes below the poverty level. These individuals are often transit dependent; the Dakota-Scott TMA will work with other partners to market public transit and other transportation opportunities.

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding)

TDM Dakota-Scott Transportation Management Association

Project Length (Miles)

0

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$241,600.00

Match Amount

\$60,400.00

Minimum of 20% of project total

Project Total

\$302,000.00

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 Operating funds

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:

2018

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

2017

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

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 (do not include 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	\$302,000.00
Totals	\$302,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$302,000.00
Construction Cost Total	\$302,000.00
Transit Operating Cost Total	\$0.00

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, the 2040 Regional Parks Policy Plan (2015), 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 objectives and strategies that relate to the project.

Goal: Transportation System Stewardship

Objective: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations (p 2.6)

The proposed project will work to match employers and employees with transit opportunities, and to educate potential riders about the availability of transit.

Goal: Access to Destinations

Objective: Increase the availability of multimodal travel options, especially in congested highway corridors. (p 2.8)

Objective: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations. (p 2.8)

List the goals, objectives, strategies, and associated pages:

The TMA will work to educate potential riders about the availability of transit within the MVTAs service area and the region.

Goal: Competitive Economy

Objective: Improve multimodal accesses to regional job concentrations (p. 2.11)

The proposed project will work to match employers and employees with transit opportunities, and to educate potential riders about the availability of transit.

Goal: Health Environment

Objective: Reduce transportation-related air emissions. (p 2.12)

Objective: Increase availability and attractiveness of transit, bicycling and walking to encourage healthy communities and active car-free lifestyles.

The TMA will reduce transportation-related air emissions by increasing ridership on transit routes through education and outreach.

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 Comprehensive Plan, October, 2010, pages A1, A4, A5

City of Burnsville Comprehensive Plan, June, 2010, pages I-5, I-14, I-15, VIII-4, VIII-5, VIII-6

City of Eagan Comprehensive Plan, April, 2010, pages 7-2, 7-3, 7-42

List the applicable documents and pages:

City of Prior Lake Comprehensive Plan, 2008, page 72

City of Rosemount Comprehensive Plan, July, 2008, page 3

City of Savage Comprehensive Plan, September, 2009, pages 5-29, 5-33, 5-35

City of Shakopee Comprehensive Plan, August, 2009, pages 36, 37

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, 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.

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

5. Applicants that are not 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.

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

Travel Demand Management (TDM): \$75,000 to \$300,000

Transit System Modernization: \$100,000 to \$7,000,000

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

8. The project must comply with the Americans with Disabilities Act.

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. 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

12. 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

13. 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 (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial three-year funding period for transit operating funds.

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

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.

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

Transit Expansion and Transit System Modernization projects only:

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.

Project Information-Transit and TDM

County, City, or Lead Agency	Minnesota Valley Transit Authority
Zip Code where Majority of Work is Being Performed	55337
(Approximate) Begin Construction Date	07/02/2018
(Approximate) End Construction Date	07/01/2020
Name of Park and Ride or Transit Station:	N/A

i.e., MAPLE GROVE TRANSIT STATION

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

From: (Intersection or Address)	N/A
To: (Intersection or Address)	N/A

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work	N/A
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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.

Measure A: Project's Use of Existing Infrastructure

One of the purposes of the Dakota-Scott Transportation Management Association (TMA) is to provide information on transit options to residents, employees and employers in the Dakota County and Scott County cities served by the Minnesota Valley Transit Authority (MVTA), as well as the entire region. To this end, the Dakota-Scott TMA will cover the entire MVTA service area, and will utilize all of the MVTA facilities. These include the Apple Valley Transit Station, Palomino Hills Park & Ride, and 157th Street Station in Apple Valley, Burnsville Transit Station and Heart of the City Park & Ride in Burnsville, Blackhawk Park & Ride, Cedar Grove Transit Station and Eagan Transit Station in Eagan, Lakeville Cedar Park & Ride in Lakeville, Rosemount Transit Station in Rosemount, the Savage Park & Ride in Savage, and the Eagle Creek Park & Ride, Marschall Road Transit Station and Southbridge Crossings Park & Ride in Shakopee. Service from all of these facilities provides transit connections to the remainder of the Twin Cities Metropolitan Area, including downtown Minneapolis, downtown St. Paul, the Mall of America, the University of Minnesota, the 46th Street Station, and the South Bloomington Transit Center. From these facilities, riders will have connections to the METRO Red Line, METRO Blue Line, METRO Green Line, and many local and commuter routes. The MVTA also provides service in several major transportation corridors, including I-35W, I-35E, TH 77 (Cedar Avenue), and Highway 169.

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

The TMA will also utilize the existing MVTA fleet, which includes 164 buses.

Measure A: Average Weekday Users

Average Weekday Users

660

The average daily weekday MVTA ridership through 2015 is 10,836. The goal of the Dakota-Scott TDM is to increase ridership through marketing, education and outreach. We believe we can increase average daily ridership at least 3 percent per year with this approach. This number does not include the anticipated increase in weekend ridership, due to a variety of factors, including marketing, education, outreach, and a new, 7-day per week route to be implemented in 2016.

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

The number of average weekday users as a result of this project is calculated as follows:

Average daily weekday users in 2015 = 10,836

Estimated average daily weekday users in 2018 =
 $10,836 \times 3\% = 11,161$

Estimated average daily weekday users in 2019 =
 $11,161 \times 3\% = 11,496$

New average daily weekday users as a result of
TDM = $(11,161 - 10,836) + (11,496 - 11,161) = 660$.

Measure A: Project Location and Impact to Disadvantaged Populations

The primary function of the Dakota-Scott TMA will be to increase access to transit for residents, employees and employers south of the river by educating, promoting and marketing transit options. This will be accomplished through a combination of outreach, marketing, and customer service activities, such as travel training. The TMA will benefit low income populations, people of color, children, people with disabilities and the elderly by providing a resource for comprehensive transit opportunities. There are no negative impacts to these populations as a result of this project.

According to the Metropolitan Council, there are more than 230,000 jobs in Dakota and Scott County. The MN DEED calculates the unemployment rate in these two counties at 2.9 and 2.8 percent. Jobs continue to be added to the area, many of which are lower-skilled jobs, which tend to attract a more transit-dependent population. Transit will be a key component in attracting workers. The Dakota-Scott TMA will work directly with employers to identify various transit options to serve their needs. This will also enable the MVTA to identify transit needs and develop new routes or restructure existing routes to help meet those needs.

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

The demographics within Dakota and Scott counties have changed rapidly over the last few years. The percentage of people of color within the two counties doubled between 2000 and 2014. At the same time, the number of elderly persons, persons with disabilities and persons living in poverty has increased. As shown on the Socio-Economic Conditions map, there are specific areas of concentrated poverty as well as several areas of above the regional average of concentrated race and poverty within the counties. The MVTA is the public transit provider for seven cities located in Dakota and Scott County. As such, we are in a unique position to educate residents and employers

about public transit and other transportation alternatives within our service area, and the region. We work closely with other transportation providers, such as DARTS, SmartLink, and the Metropolitan Council to coordinate service in our area. The Dakota-Scott TMA will work to educate workers on both local and commuting opportunities. This will be done through outreach to local schools, non-profit organizations, and other community organizations. We will assist potential riders with travel training, and coordinate with other agencies better suited to meet riders' needs.

Measure B: Affordable Housing

City/Township

Apple Valley
 Burnsville
 Eagan
 Prior Lake
 Rosemount
 Savage
 Shakopee

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Population in City	Score	Population/Total Populations	Housing Score Multiplied by Population percent
	0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Population in City	0
Total Housing Score	0

Measure A: Areas of Traffic Congestion and Reduction in SOV Trips

There are several segments of congested roadways located within Dakota and Scott County, according to the 2014 Congestion Report prepared by the Minnesota Department of Transportation. Highway 77 (Cedar Avenue) experiences 1-2 hours of congestion in the morning peak hours from its south boundary to the north side of the Minnesota River. I-35W is congested during the morning peak for 1-2 hours between the 35W-35E split to Highway 13, and for 2-3 hours from Highway 13 to the Minnesota River Crossing. Highway 169 experiences 2-3 hours of congestion in the morning peak at the Minnesota River crossing, and 1-2 hours from the Minnesota River to I-494. Southbound I-35W is congested for 1-2 hours in the afternoon peak from Bloomington to the Minnesota River crossing. Southbound Highway 169 is also congested for 2-3 hours from I-494 to the Minnesota River.

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

Local highways are also experiencing congestion. These include County Road 42, in both Scott and Dakota Counties, County Roads 31 (Pilot Knob Road) and 32 (Cliff Road) in Dakota County, and Highway 13 in Scott County. According to the 2030 Comprehensive Plan for both Dakota and Scott County, these road segments are expected to become increasingly congested, along with parallel roadways.

The Dakota-Scott TMA will work to ease congestion on these roads by promoting transit throughout the area. The increased use of transit reduces the number of single occupancy vehicles on congested roadways. The TMA will not only promote traditional public transit; we will also work with employers to establish van pools, ride share programs or other programs that may be a better fit, yet will encourage shared rides, and ultimately

reduce congestion.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	330
Average Commute Trip Length (Default 12.1):	16.4

MVTA's average daily weekday ridership through 2015 is 10,836. The goal of the Dakota-Scott TDM is to increase ridership through marketing, education and outreach. We believe we can increase average daily ridership at least 3 percent per year with this approach. This number does not include the anticipated increase in weekend ridership, due to a variety of factors, including marketing, education, outreach, and a new, 7-day per week route to be implemented in 2016.

The number of average weekday users as a result of this project is calculated as follows:

Average daily weekday users in 2015 = 10,836

Estimated average daily weekday users in 2018 =
 $10,836 \times 3\% = 11,161$

Estimated average daily weekday users in 2019 =
 $11,161 \times 3\% = 11,496$

New average daily weekday users as a result of TDM = $(11,161 - 10,836) + (11,496 - 11,161) = 660$.

The calculation assumes the average daily users will each take 2 trips, so the number of users is $660/2 = 330$.

The MVTA average route distance is 16.4 miles. This is the distance used for the Regional Subsidy Report for express routes. Approximately 70% of MVTA routes are express.

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

Measure: Innovation

The Dakota-Scott TMA will incorporate the entire MVTA service area, which includes seven cities in two separate counties, approximately 177 square miles, and a population of nearly 295,000. Rather than creating a separate organization and governmental structure, the Dakota-Scott TMA will be a function of the MVTA; the MVTA Board of Commissioners will provide policy direction, and the TMA will be staffed by MVTA staff. Additionally, while most TMO/TMA organizations are primarily intended to assist employers, the Dakota-Scott TMA will have a broader focus.

In 2015, MVTA conducted a survey to of the MVTA member cities and surrounding communities to understand how to best to meet the transit needs of these communities, to measure attitudes/opinions of the MVTA and our service, and to identify areas of demand/need. The survey indicated 44% of respondents living within the MVTA service area were not too familiar or not at all familiar with MVTA. This number increased to 50% of the respondents living within the counties but outside of the MVTA cities. A lack of information on transit services was also cited by the survey respondents as a limiting factor in using transit.

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

As a result of this survey, MVTA understands the need to market and educate residents of our member cities, as well as residents outside of our existing service area, on the availability and benefits of public transit. A major function of the Dakota-Scott TMA will be to work with employers in Dakota and Scott Counties. What makes this TMA unique, however, will be the additional focus on the residents of the counties, especially those looking for transportation alternatives. The MVTA is in a unique position to educate residents and employers about public transit and other transportation

alternatives within our service area, and the region. We have the ability to bring together multiple partners, including chambers of commerce, local governments, other transportation providers, such as DARTS, SmartLink, and the Metropolitan Council to coordinate service in our area. The Dakota-Scott TMA will work with employers and residents to identify various transit options to serve their needs. This will also enable the MVTA to identify transit needs and develop new routes or restructure existing routes to help meet those needs.

Measure A: Organization's Experience and Resources

Response (Limit 1,400 characters; approximately 200 words):

The MVTA was established in 1990 as the public transit provider for five cities located in Dakota and Scott County. In 2015, the MVTA was expanded to include the cities of Prior Lake and Shakopee. Today, MVTA provides more than 30 routes, operates fourteen transit stations and park and ride facilities in our service area, and provides approximately 3 million rides per year. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and service.

Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:

Yes

Applicant has identified potential funding sources that could support the project beyond the initial funding period:

Applicant has not identified funding sources to carry the project beyond the initial funding period:

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

The goal of the Dakota-Scott TDM is to increase ridership through marketing, education and outreach. We believe we can increase average daily ridership at least 3 percent per year with this approach. The additional revenues earned as a result of increased ridership will allow MVTA to incorporate this program into its annual operating budget beyond the initial funding period.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$302,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$302,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments M

File Name	Description	File Size
Budget.pdf	Dakota-Scott TMA Budget	170 KB
MVTA Letter of Support_TMA.pdf	MVTA Letter of Commitment for TMA	537 KB
mvta_system_map_map_1.k.pdf	MVTA System Map	958 KB
Socio-Econ_Map.pdf	Socio-Economic Map	272 KB

Dakota-Scott TDM Budget

	Year 1	Year 2	Total Project
Salary (1 FTE)	\$ 58,300.00	\$ 59,700.00	\$ 118,000.00
Benefits	\$ 25,700.00	\$ 26,300.00	\$ 52,000.00
Office Equipment	\$ 2,000.00	\$ -	\$ 2,000.00
Marketing/Outreach	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00
Printing	\$ 15,000.00	\$ 15,000.00	\$ 30,000.00
TOTAL	\$ 151,000.00	\$ 151,000.00	\$ 302,000.00

July 15, 2016

Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
St. Paul, MN 55101

RE: Regional Solicitation TDM Application for Dakota-Scott TMA

Dear Ms. Koutsoukos:

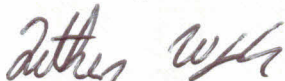
The Minnesota Valley Transit Authority (MVTA) is submitting an application in the TDM category for the Dakota-Scott Transportation Management Association as part of the 2016 Regional Solicitation. The primary function of the Dakota-Scott TMA will be to increase access to transit for residents, employees and employers south of the river by educating, promoting and marketing transit options. This will be accomplished through a combination of outreach, marketing, and customer service activities, such as travel training.

The MVTA is the public transit provider for seven cities located in Dakota and Scott County. As such, we are in a unique position to educate residents and employers about public transit and other transportation alternatives within our service area, and the region. We work closely with other transportation providers, such as DARTS, SmartLink, and the Metropolitan Council to coordinate service in our area. For this reason, the Dakota-Scott TMA will be a subsidiary of the Minnesota Valley Transit Authority.

MVTA presently operates fourteen transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is well aware of what is necessary to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and service.

Please feel free to contact me or Senior Project Manager Jane Kansier at 952-882-7500 if you have any questions.

Sincerely,



Luther Wynder
Executive Director

Minnesota Valley Transit Authority Transit System Map

Effective May 2016

Downtown Minneapolis

Buses entering downtown on 2nd Avenue stop at bus stops with "E" signs.
Buses leaving downtown on Marquette Avenue stop at bus stops with "C" signs.

Legend:
 - Bus routes (solid lines)
 - Bus stops (black dots)
 - Limited service (dashed lines)
 - Limited Service Bus stops (grey dots)

Downtown St. Paul

Legend:
 - Pick-up route (solid line)
 - Drop-off route (dashed line)
 - Bus stops (black dots)

University of Minnesota

Legend

Route Number
 476

Bus Route
 - Express Routes (solid blue)
 - Local Routes (solid green)
 - Flex Routes (dashed blue)

Non-Stop Bus Route
 Bus does not make stops on this portion of the route.

Limited Service Bus Route
 Only certain trips take this portion of a route.

Limited Service Non-Stop Route
 Only certain trips take this portion of a route.

Direction of travel on one-way part of route
 - Blue arrow: direction of travel

Red Line Bus Rapid Transit
 - Red line with arrow: direction of travel

Light Rail
 - Dashed blue line with arrow: direction of travel

Many routes travel on this highway
 - Solid black line with number: highway

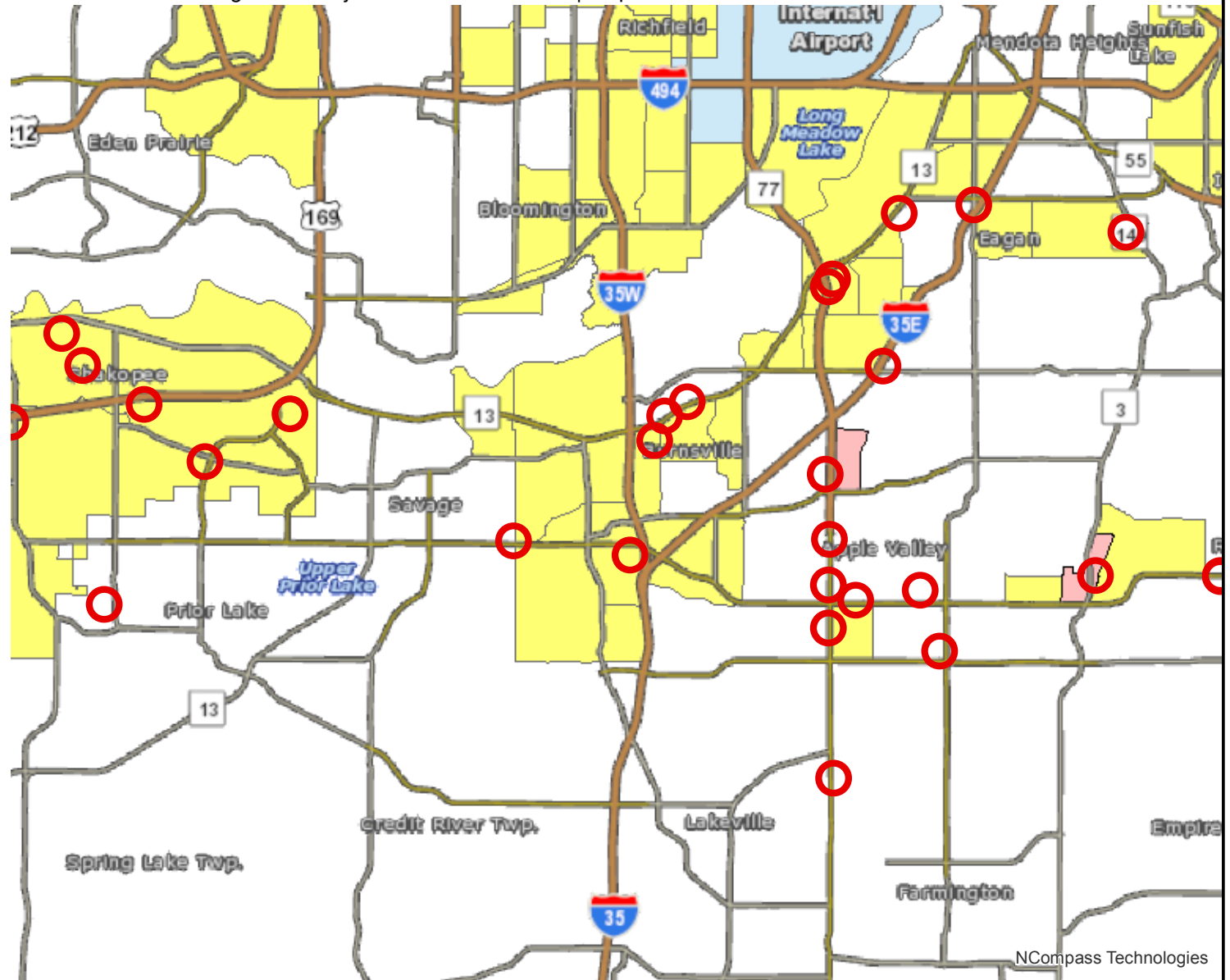
Park & Ride lot - park for free while you commute.
Bike Lockers - safely store your bike while you commute.
Bus Service - connect with bus routes at this location.
Rail Service - connect with rail service at this location.
Point of Interest
Flex Route Deviation Area - Routes 420 and 421

Stations and Park & Ride locations:

- 46th Street Station:** Routes: 7, 9, 46, 74, 84, 436, 446, Blue Line, A Line
- 28th Avenue Station:** Routes: 54, Blue Line
- Mall of America Station:** Routes: 5, 54, 415, 444, 515, 538, 539, 540, 542, Red Line, Blue Line
- Eagan Transit Station:** Routes: 437, 445, 446, 470, 480, 484
- Cedar Grove Transit Station:** Routes: 437, 438, 440, 444, 445, 472, 473, 491, 492, Red Line
- South Bloomington Transit Center:** Routes: 18, 465, 535, 539, 554, 539
- Blackhawk Park & Ride:** Routes: 438, 470, 472, 480
- Palomino Hills Park & Ride:** Routes: 440, 476, 477, 480
- 140th Street Station:** Route: Red Line
- 157th Street Station:** Routes: 477, 479
- Rosemount Transit Station:** Routes: 420, 476, 478, 484R
- Apple Valley Transit Station:** Routes: 420, 440, 442, 475, 477, 480, Red Line
- Lakeville Cedar Park & Ride:** Route: 477
- Heart of the City Park & Ride:** Routes: 464, 480
- Burnsville Transit Station:** Routes: 421, 426, 444, 460, 465
- Burnsville Park & Ride:** Routes: 421, 444, 464
- Southbridge Crossings Park & Ride:** Routes: 490, 491, 492, 499
- Eagle Creek Park & Ride:** Routes: 490, 491, 492
- Marschall Road Transit Station:** Routes: 490, 493, 497, 499

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



- Project Points
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



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LandscapeRSA2



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