



Application

17065 - 2022 Transit System Modernization

17603 - Technology, ADA Enhancements

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 04/14/2022 3:14 PM

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 Minnesota 55337
City State/Province Postal Code/Zip

County: Dakota

Phone:* 612-882-7500
Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

Project Information

Project Name Technology, ADA Enhancements

Primary County where the Project is Located Dakota, Scott

Cities or Townships where the Project is Located: Apple Valley, Burnsville, Eagan, Lakeville, Rosemount, Savage, Shakopee

Jurisdictional Agency (If Different than the Applicant):

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

The Technology, ADA Enhancements project includes the implementation, upgrade, expansion of innovative elements across MVTA's 139 square miles of service area. Elements such as e-paper and real-time signage at 53 stops and shelters, indoor interactive kiosks at four MVTA transit hubs, platform displays at three sites, and the implementation of bus stop beacons, smart lighting, text-to-speech buttons, annunciators, and more. These technologies enhance wayfinding and accessibility for all passengers across the region. Furthermore, these tools remove barriers for transit riders of all abilities and resource levels, allowing them to access and navigate public transportation effectively and confidently.

(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.](#)

Technology, ADA Enhancements, real-time information, wayfinding, bus stop beacons, smart lighting, text-to-speech, and annunciators.

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) 0

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 \$500,000.00

Match Amount \$125,000.00

Minimum of 20% of project total

Project Total \$625,000.00

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 General Fund Dollars

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

Preferred Program Year

Select one: 2026, 2027

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

Additional Program Years: 2023, 2024, 2025

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: Emerging Market Area II, Market Area III, Market Area IV

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 Minnesota Valley Transit Authority

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Apple Valley Transit Station

Marschall Road Transit Station

Name of Park and Ride or Transit Station:

Heart of the City Park and Ride

Blackhawk Park and Ride

Rosemount 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

Addition of technology components, kiosks, lighting, signage, displays, text-to-speech buttons.

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.

The Technology, ADA Enhancements project aligns with the following 2040 Transportation Policy Plan goals, objectives, and strategies:

Goal 1: Transportation System Stewardship - p.42

Associated Objective(s): Efficiently preserve and maintain the regional transportation system in a state of good repair.

Applicable Strategies: Dedicate resources to operating, maintaining, and rebuilding what already exists. Support making the system more efficient and effective and providing for the best user experience. Focus on investments that have the greatest benefit for all users of the transportation system.

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

Goal 2: Safety & Security - p. 44

Associated Objective(s): Improve safety and security for all modes of passenger travel, and reduce the transportation system's vulnerability to natural and human-caused incidents and threats,

Applicable Strategies: Keeping safety and security at the heart of providing a comfortable, trustworthy system and the focus of all areas of transportation investments. Identifying and addressing existing safety and security concerns and building a transportation system that avoids future problems.

Goal 3: Access to Destinations - p. 46

Associated Objective(s): Increase the availability of multimodal travel options. Increase reliability and predictability for travel on highway and transit systems. Increase the number and share of trips taken using transit, carpools, bicycling,

and walking. Improve the availability and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Applicable Strategies: Focus on providing a

transportation system that offers practical and

affordable options, so all users, regardless of

their social or economic background, can get to the places they need to go.

Limit 2,800 characters; approximately 400 words

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

City of Apple Valley 2040 Comprehensive Plan,
Transportation Goals 2, 3, 4, 5 and 6.

City of Burnsville 2040 Comprehensive Plan,
Transportation Goals 1, 3, 4, 5, 8, and 10.

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

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

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

City of Rosemount 2040 Comprehensive Plan,
Transportation Goals 1 (Transportation System
Stewardship), 2 (Safety and Security), 3 (Access to
Destinations), 4 (Competitive Economy), and 5
(Healthy Environment).

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

City of Shakopee 2040 Comprehensive Plan,
Transportation Goals 1, 2, 3, and 4.

Limit 2,800 characters, approximately 400 words

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date plan completed:

Link to plan:

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

Date self-evaluation completed:

04/29/2020

Link to plan:

Upload plan or self-evaluation if there is no link.

1649450670614_ADAPolicy_FINAL-04292020.pdf

Upload as PDF

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

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

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

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

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

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

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

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

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

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

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

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

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.

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.

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.

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.

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	\$250,000.00
Bicycle and Pedestrian Contingencies	\$0.00

Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$250,000.00

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.)	\$375,000.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$375,000.00

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	\$625,000.00
Construction Cost Total	\$625,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	45528
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	0
Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)	

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

1649357369748_Pop_Emp_Tech_ADA.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project

420, 421, 425, 426, 436, 438, 440, 442, 444, 445, 446, 447, 460, 464, 465, 470, 472, 475, 477, 479, 480, 484, 489, 490, 491, 492, 493, 495, 497, 498, 499, 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)

Select all transitways that apply.

Upload Map

1649357605683_Transit_Connections_Tech_ADA.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips

0

Measure: Usage

Existing Transit Routes on the Project

420, 421, 425, 426, 436, 438, 440, 442, 444, 445, 446, 447, 460, 464, 465, 470, 472, 475, 477, 479, 480, 484, 489, 490, 491, 492, 493, 495, 497, 498, 499, 903-METRO Red Line

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:

MVTA Customer Surveys have routinely identified more current and reliable real-time trip data as a customer need. Annual surveys record customers' preferred means of receiving information via technology and improved digital signage has been flagged as a need by all passengers, including ADA passengers. Surveys have been made available online, in printed form and in multiple languages to serve all customers. In a 2020 customer survey regarding accessibility at MVTA facilities, customers offered strong support (87 percent of respondents) for making facilities as accessible as possible to all passengers. MVTA staff have also met directly with ADA organizations to provide trip planning and education and gather feedback and conduct training events with ADA passengers to understand needs, which include the need for enhanced technology to serve all riders.

Response:

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

Measure B: Equity Population Benefits and Impacts

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

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

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

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

There are no foreseeable negative impacts associated with this project. Each implementation or upgrade within the scope of this project provides tools, resources, and/or safety enhancements to the full population of riders or potential riders.

MVTA's general service area demographics include:

30.45% of people who are non-White or of Hispanic / Latino origin (Census 2020).

8.33% of people within 125% of the poverty threshold.

10.91% of people within 150% of the poverty threshold.

14.85% of people within 185% of the poverty threshold.

16.44% of people within 200% of the poverty threshold.

12.33% of people who are 65+.

25.11% of people who are 17-.

The real-time information and wayfinding components are of particular benefit to all demographics as they remove the need for personal mobile devices to gain access to updates and information. Text-to-speech buttons will help the visually impaired, while e-paper and bus stop beacons allow for wireless connectivity and a reduction in personal interaction - which has become of particular importance during a health pandemic. Finally, as transit users are detoured with rising crime rates--mostly impacting people of color and women, enhanced lighting and connectivity will increase overall security.

Response:

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

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

Within ½ mile of identified locations (primarily park and rides and stations): there are 2603 publicly subsidized rental housing units. (See Socio_Econ map).

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

Response:

The 2020 TBI COVID-19 surveys showed that people in households earning more than \$50,000 teleworked two times more (54%) than those earning less than \$50,000 (24%). This finding illustrates the importance of continued access to transit even in times of higher telework. Most essential workers do not get to work from home and most are not making an income that support owning a personal vehicle.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

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

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649362335664_Socio_Econ_Tech_ADA.pdf

Measure A: Description of emissions reduced

Response:

All components of this project encourage use of public transit by removing barriers to navigating the transit system and enhancing the customer experience for passengers of all abilities. Creating a desirable public transportation experience will increase mass transit usage and remove individual vehicles from the road.

Additionally, one of the larger features of this project includes sustainable e-paper signage which is powered by solar and battery technology--doing away with paper schedules and signage at stops and stations.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

The Technology, ADA Enhancements project would improve amenities and the overall customer experience through technology-driven tools and resources that give customers equal advantage to utilize public transit.

E-paper and digital signage throughout the region means providing real-time information to passengers, removing reliability on personal mobile devices to obtain updates.

An indoor interactive kiosk system at four (4) MVTAs transit hubs allows passengers to plan travel, book first- and last-mile trips and provide wayfinding information for local businesses and connections.

Updated digital platform displays at three (3) sites will ensure passengers are equipped with the most current status of their route.

The implementation of bus stop beacons, smart lighting, text-to-speech buttons, and annunciators are all technologies that enhance wayfinding and accessibility across the region and for customers of all demographic and ability level.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

Pedestrian scale signage and safety (lighting) improvements to bus stops and transit stations will help enhance the pedestrian experience and create a more comfortable environment for riders across the MVTAs service area. Real-time information would give pedestrians confidence in their trip, and the interactive kiosks would provide wayfinding information to find local resources near the transit hub. Reliability of information and travel time also increases safety for those walking or biking to make connections.

Response

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction Yes

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;* city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable

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

100%

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

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:	\$0.00
Total Annual Capital Cost of Project	\$31,250.00
Total Annual Project Cost	\$31,250.00

Assumption Used:

Total Cost of \$625,000 / 20 years of useful life due to much of the technology being deployed at transit shelters and park and ride stations.

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
LetterOfCommitment_Tech_ADAEnhancements_04.2022.pdf	CEO Letter of Commitment	78 KB
LettersOfSupport_Technology_ADAEnhancements.pdf	Letters of Support	1.2 MB
MVTA System Map.pdf	MVTA System Map	1.2 MB
Project Summary_Technology, ADA Enhancements.pdf	Project Summary	205 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

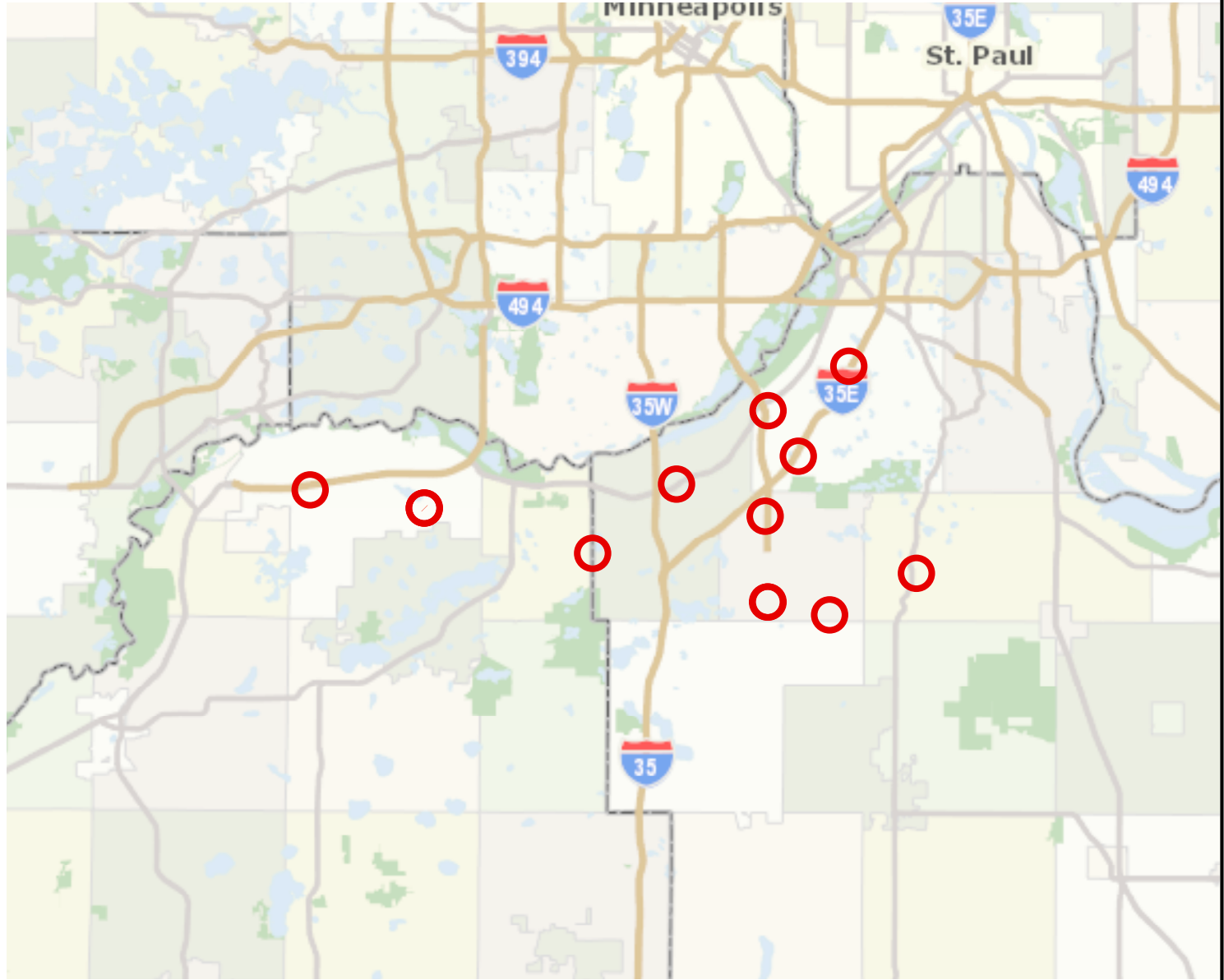
Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding 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 Modernization Project: Technology and ADA Enhancements | Map ID: 1649339073730



Results

Within QTR Mile of project:
Total Population: 65950
Total Employment: 28823
Postsecondary Students: 0

Within HALF Mile of project:
Total Population: 100304
Total Employment: 45528
Postsecondary Students: 0

Within ONE Mile of project:
Total Population: 179285
Total Employment: 69464

 Project Points  Project Area

 Project



Created: 4/7/2022
LandscapeRSA4

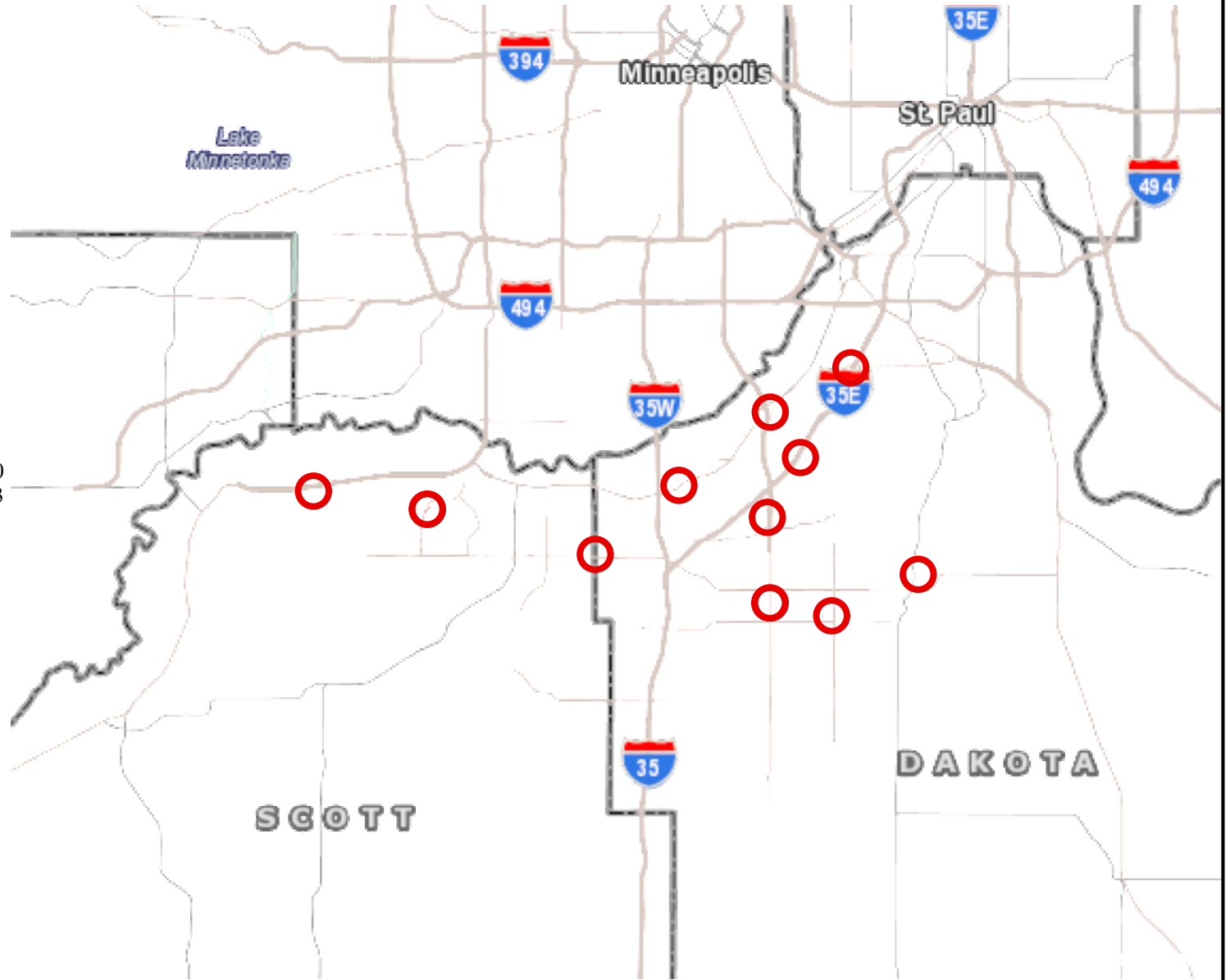


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Transit Connections

Transit Modernization Project: Technology and ADA Enhancements | Map ID: 1649339073730



Results

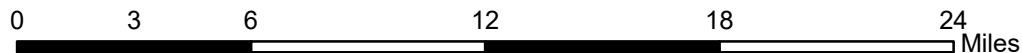
Transit with a Direct Connection to project:
420 425 440 442 444 445 446 447 460 465 470
472 475 477 480 484 490 493 495 497 499 903

*Highway 169
*Red Line Extension

**indicates Planned Alignments*

Transit Market areas: 3, 4, 8

-  Project Points
-  Project
-  Project Area



Created: 4/7/2022
LandscapeRSA3



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

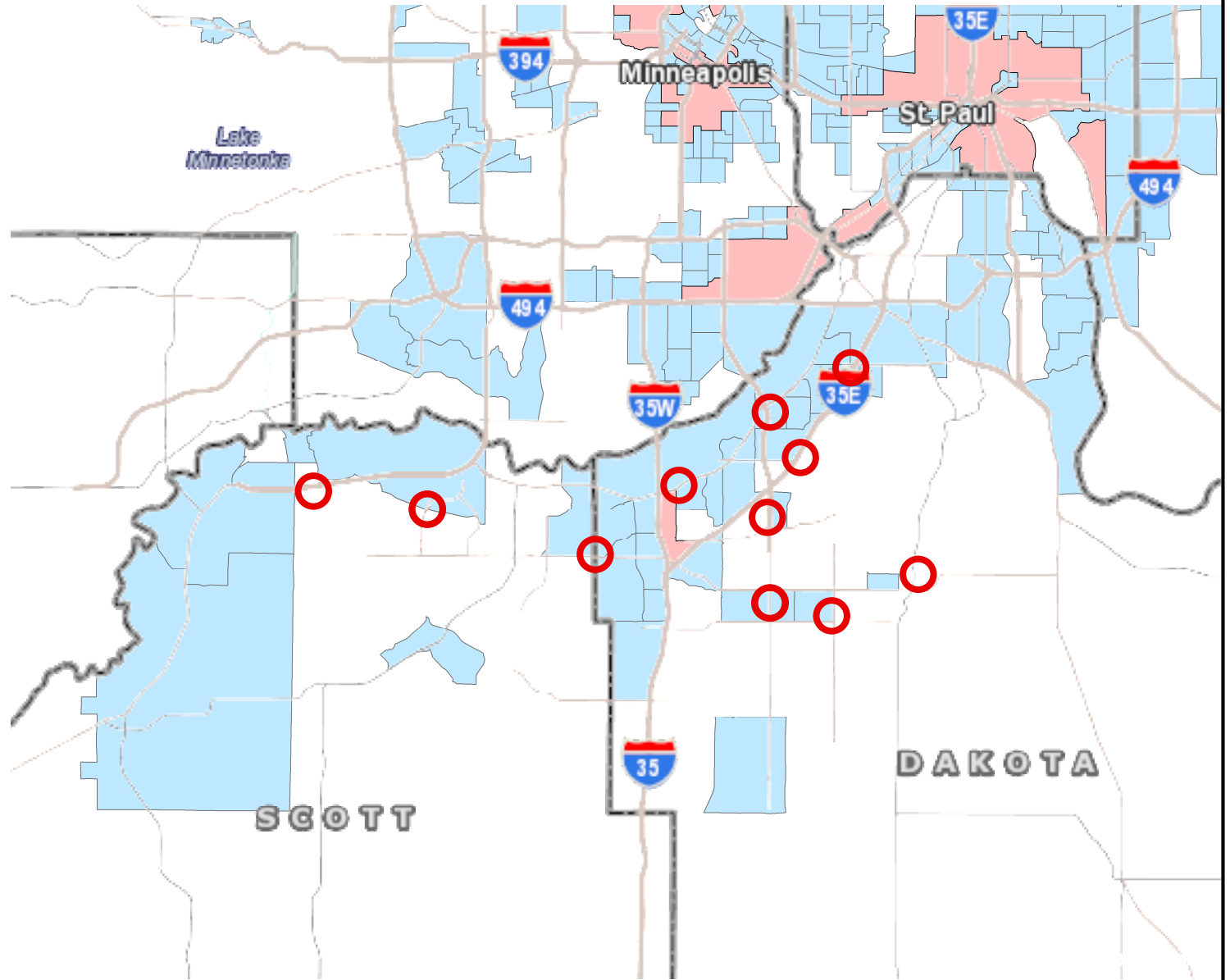






Socio-Economic Conditions

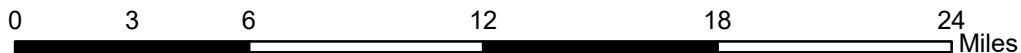
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2603

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





April 14, 2022

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

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

Dear Elaine Koutsoukos,

Through the 2022 Regional Solicitation Program, the Minnesota Valley Transit Authority (MVTA) submits a technology, ADA enhancement grant application. If funded, this project would enhance customer communication, innovative elements (e-paper, real-time signage, interactive kiosks at bus stops and shelters), platform displays, security emergency phones, etc. These tools remove barriers for transit riders of all abilities and resource levels.

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

We appreciate your consideration. Please contact Vicky Loehrer, Program Administrator, at VLoehrer@mvta.com, 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



April 6, 2022

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

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

Dear Elaine,

I write to express my support of Minnesota Valley Transit Authority's (MVTA's) solicitation for funding in the 2022 Regional Solicitation Program to carry out the MVTA Technology, ADA Enhancement project. MVTA is the major public transit provider in the southern metro area and in some of Minnesota's fastest-growing communities.

The needs identified by MVTA within the Technology, ADA Enhancement project are the needs of our Minnesota communities. Funding these projects means ensuring the agency can continue to progressively serve with accessibility, safety, and reliability at the forefront of its operations. Maintaining dependable public transit for our communities is a critical component in achieving equity and making progress in essential environmental sustainability efforts. MVTA has the reach and the capability to make a significant local impact, given appropriate resources to support this initiative.

I fully support MVTA's funding request for this project.

Sincerely,

Gary Hansen
Eagan City Councilmember

April 6, 2022

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

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

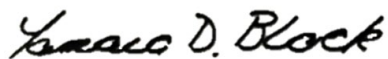
Dear Elaine Koutsoukos,

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

The needs identified by MVTA within the Technology, ADA Enhancement project are the needs of our Minnesota communities. Funding these projects means ensuring the agency can continue to progressively serve with accessibility, safety, and reliability at the forefront of its operations. Maintaining dependable public transit for our communities is a critical component in gaining equity in our societies and making traction with imperative environmental sustainability efforts. MVTA has the reach and the capability to make a significant local impact given appropriate resources to support this initiative.

I fully support MVTA's application to request funding for this project.

Sincerely,



Tammy Block
City Councilmember
City of Rosemount

Cc: Rosemount City Council
Logan Martin, Rosemount City Administrator
Luther Wynder, MVTA Executive Director

SPIRIT OF PRIDE AND PROGRESS

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4646 Dakota Street SE | Prior Lake, MN 55372
952.949.9800 | www.cityofpriorlake.com

April 6, 2022

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

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

Dear Elaine Koutsoukos,

I write to extend my support of Minnesota Valley Transit Authority's (MVTA's) solicitation for funding in the 2022 Regional Solicitation Program.

MVTA is the major public transit provider in the southern metro area. This area includes many of Minnesota's fastest-growing communities. MVTA's objective with the request is to carry out the MVTA Technology and ADA Enhancement project. These operational areas need improvement and are mission critical to our local and regional transit network.

The needs identified by MVTA within the Technology, ADA Enhancement project are the needs of our Minnesota communities. Funding these projects means ensuring the agency can continue to progressively serve with accessibility, safety, and reliability at the forefront of its operations.

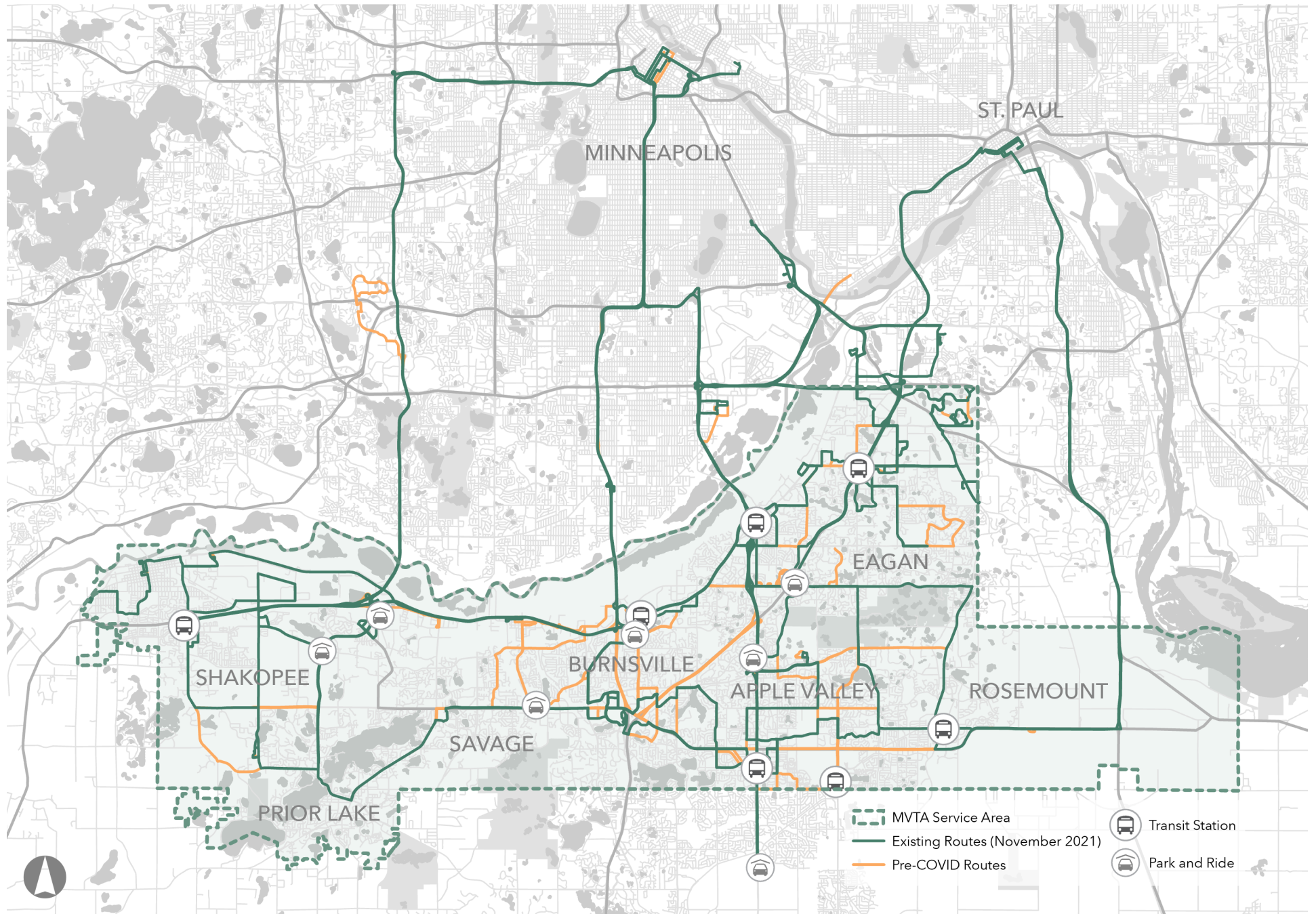
Maintaining dependable public transit for our communities is an essential component in gaining equity in our societies and gaining traction with imperative environmental sustainability efforts. MVTA has the reach and the capability to make a significant local impact given appropriate resources to support this initiative.

I fully support MVTA's application to request funding for this project.

Sincerely,

Kevin Burkart
Councilor, City of Prior Lake
Chair, Minnesota Valley Transit Association
Chair, Suburban Transit Association
Chair, Highway 169 Corridor Coalition
Vice Chair, Scott County Unified Transit Management Task Force
Alternate, Transportation Advisory Board
952-457-8066
kburkart@priorlakemn.gov

System Map



Technology, ADA Enhancements Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the second largest public transit agency in Minnesota based on ridership, providing transportation to the fast-growing communities and employment centers in seven suburbs south of Minneapolis and Saint Paul. MVTA operates within Dakota and Scott counties and extends substantial service beyond these borders into adjacent regions. As the major transit provider for Minnesota's southern metro area, enhancing and maintaining features that keep the public transportation experience safe, accessible, and reliable to all riders within the communities we serve is a top priority.

Technology, ADA Centered Initiatives

Two of the four goals outlined in MVTA's five-year Strategic Plan include 1) Service Excellence, which speaks to the agency's commitment to "improve and maintain safe, courteous, and reliable service to our customers", and 2) Innovative Solutions, declaring a dedication to "developing tailored, industry-leading transportation solutions to meet diverse customer needs".

Funding for the Technology, ADA Enhancements project would directly support these initiatives and allow MVTA to serve all demographics and abilities well by providing an accessible and reliable experience for all.

This project includes innovative elements such as e-paper and real-time signage at 53 stops and shelters, indoor interactive kiosks at four (4) MVTA transit hubs, platform displays at three (3) sites, and the implementation of bus stop beacons, smart lighting, text-to-speech buttons, annunciators, and more. These technologies enhance wayfinding and accessibility across the region. Furthermore, these tools remove barriers for transit riders of all abilities and resource levels, allowing them to access and navigate public transportation effectively and confidently.

The nature of this project is multifaceted, with each measure making significant enhancements toward more accessible public transportation in Minnesota's south metro region and creating a more equitable community overall.



TOTAL PROJECT COST \$625k

Requested Federal Funds \$500k

Local Match Funds \$125k