



Application

17064 - 2022 Travel Demand Management (TDM)

17705 - A Pilot program for Dakota County. This program allows job seekers to connect with Employers in Dakota County. Working with an app for potential jobs connecting job seekers to jobs, working with businesses to develop a transit demand program.

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 04/14/2022 2:01 PM

Primary Contact

Name:*
Pronouns: Maureen Scallen Failor
First Name: Maureen Middle Name: Scallen Last Name: Failor

Title: President

Department: Dakota County Regional Chamber of Commerce

Email: mscallenfailor@dcrchamber.com

Address: 1895 Plaza Drive
Suite 110

*
City: Eagan State/Province: Minnesota Postal Code/Zip: 55122

Phone:*
Phone: 651-452-9872 Ext.:

Fax:

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

Organization Information

Name: Dakota County Regional Chamber of Commerce

Jurisdictional Agency (if different):

Organization Type: In-State not for profit

Organization Website: www.dcrchamber.com

Address: 1895 Plaza Drive
Suite 10

* Eagan Minnesota 55121
City State/Province Postal Code/Zip

County: Dakota

Phone:* 651-452-9872
Ext.

Fax:

PeopleSoft Vendor Number

Project Information

Project Name Dakota County Transportatin Managment Orgianzation

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Eagan

Jurisdictional Agency (If Different than the Applicant):

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

The Dakota Chamber of Commerce proposes to develop and oversee a Transportation Management Organization (TMO) for Dakota County. The TMO would provide a GIS-based software application which Dakota County employers and jobseekers could use to a) identify potential job openings by type and employer; b) provide transportation options for jobseeker to get to/from work via public transit, shared mobility options, telecommute considerations, vanpool/carpool matching and micromobility options; c) Solicit employers and other institutions (i.e., higher education) to offer incentives to jobseekers and other employees for participating in employer-specific mobility programs to reduce carbon emissions throughout the county, make critical transportation linkages that do not exist presently for jobseekers thus removing barriers for employment, and operate as a transportation mobility manager for the development of personalized transit/shared mobility/microtransit options focused on linking potential employees to Dakota County employers and institutions.

The focus location of this project falls within the boundaries of Dakota County, from MN State Highway 13 west and north of the County boundary to Dakota County 66 on the east, to Dakota County CSAH 50 on the south

(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.

xxxxxxxxxxxxx

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 city , county and private sector contributions

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: 2024

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

Additional Program Years: 2023

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: 1,2,3,4

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

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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

From:

(Intersection or Address)

To:

(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

(Intersection or Address)

Primary Types of Work

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

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

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

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

The Dakota County TMO project is consistent with the following 2040 Transportation Policy Plan goals, objectives and strategies:

- This project provides access to destinations that are unaccessible via public transit at the present time (2040 Transportation Policy Plan Update, page 1.6);

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

- This project is focused upon improving and sustaining the competitive economy of the region by offering employers and potential employees linkages to a broad regional workforce and good paying jobs (2040 Transportation Policy Plan Update , p. 1.6);

-This project is consistent with the development of healthy and equitable communities by providing access that is currently not available in all areas of Dakota County (2040 Transportation Policy Plan Update, p 1.8).

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.

Metropolitan Council 2040 Transportation Policy Plan Update (p. 1.6-1.8) and Thrive MSP 2040 Key Outcomes of Prosperity- Investments that create regional economic competitiveness thereby attracting and retaining successful businesses, a talented workforce and consequently, wealth. (2040 Transportation Plan Update, p. 1.4)

This project also addresses the Thrive MSP 2040 key outcome of equity as it connects all residents to opportunity and creates viable housing, transportation and recreation options for people of all races, ethnicities, incomes and abilities so that communities share the opportunities and challenges of growth and change.(2040 Transportation Plan Update, p. 1.4)

This project also addresses the Thrive MN 2040 key outcomes of Sustainability, as it protects our regional vitality for generations to come by preserving our capacity to maintain and support our region's well-being and productivity over the long term (2040 Transportation Plan Update, p. 1.4)

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

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:

Non Applicable

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:

Link to plan:

Non Applicable

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

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. Yes

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. Yes

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

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

Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

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

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

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. Yes

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$625,000.00
Totals	\$625,000.00

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's Use of Existing Infrastructure

Response:

This project will work with existing regional commuter programs to utilize commute incentives such as regional vanpool formation options, Guaranteed Ride Home program vouchers, connections for services from other parts of the region via public transit or specialized programs. In some cases public transit park and ride facilities within Dakota County may be used in the parking and storage of shared vehicles.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users

300

The Dakota County Chamber of Commerce represents and works with a total of 650 businesses and companies within Dakota County. The average number of positions that are open per business is 5-50 at any one time. Calculating the number of potential users that would benefit from new or improved access to jobs, reverse commute assistance, ability to live or continue to live car-free, shift workers and incentives provided by participating employers in this project, it is estimated that about 300 average weekday users could benefit from this service, and additional unknown users who work on weekend shifts throughout the County.

Response:

(Limit 2,800 characters; approximately 400 words)

Measure A: Engagement

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

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

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

Response:

The Dakota County TMO project will seek out populations that are typically underserved (black, indigenous, BIPOC, low income, persons with disabilities, youth, older adults and affordable housing residents) by meeting directly with agencies, educational/training programs, apartment managers/residents, senior and disabled advocacy organizations and social services groups to specifically match jobseekers with various levels of skills to employers with job openings within the County. In addition, the Chamber of Commerce will leverage connections with the state Department of Employment Economic Development and other agencies and a variety of business members who separately continue to focus in connecting with similar organizations (i.e., Minnesota Vikings, Blue Cross/Blue Shield and others) to provide opportunities for cross-promotion and assistance in links to job opportunities within Dakota County. The membership of Dakota County Regional Chamber of Commerce is engaged in this effort and looking forward to participating in it for the mutual benefits it affords to both the employer and the jobseeker.

(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.

Response:

The benefits to equity populations residing or engaged in activities near Dakota County include making direct transportation service available from areas where currently no comparable public transit service exists (forming pools with employer-subsidized vanpools, arranging carsharing programs at designated employer locations, etc.) to the employers located within Dakota County.

Negative project impacts to consider would be availability of jobs and schedules that meet the needs of equity populations (nights and weekends), long commute distances where few or no other sharing opportunities exist, and competition for employees that currently exists across the entire metropolitan region and State of Minnesota.

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

Measure C: Affordable Housing Access

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

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

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

Response:

The Dakota County CDA created the Workforce Housing Program in 1990 in response to the rising need for affordable housing for Dakota County's workforce. Cities within Dakota County partner with the CDA. The program partners the CDA with a private corporation to fund the construction of workforce housing for moderate-income families. Since that time, the CDA has constructed 25 developments. The Workforce Housing Program houses over 800 families providing them with safe and affordable townhome rental units located in nine Dakota County cities. See attached map

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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.

1649952709368_Social Econmic Conditions Map.pdf

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

Congested roadways in the geographic area include: State Highway 62/55, I-35E, I-35W, State Highway 13, CSAH 3 (Robert Street), Dakota County CSAH 42, Dakota County CSAH 46, Dakota County CSAH 50 and other county arterials.

Response:

This project will reduce congestion and/or SOV trips in the project area by promoting ridesharing, vanpooling, carpooling and other micro-mobility options for last-mile transportation purposes to participating employer locations.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	600
Average Commute Trip Length (Default 12.1):	12.1
VMT Reduction	7260.0
CO Reduced	17351.4
NOx Reduced	1161.6
CO2e Reduced	2661516.0
PM2.5 Reduced	36.3
VOCs Reduced	217.8

Response:

We estimate we will have a minimum of 300 users who will require at a minimum of 300 round trips. This is based on the number of eligible employees who would require transit through regular route service, carpool, vanpool, or guarantee ride homes. The Dakota County Chamber of Commerce represents and works with a total of 650 businesses and companies within Dakota County. The average number of positions that are open per business is 5-50 at any one time. Calculating the number of potential users that would benefit from new or improved access to jobs, reverse commute assistance, ability to live or continue to live car-free, shift workers and incentives provided by participating employers in this project, it is estimated that about 300 average weekday users could benefit from this service, and additional unknown users who work on weekend shifts throughout the County.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

Response:

Dakota County is Minnesota's third most populous county (2020 census population of 439,882) and requires a mobility management agency to assist large and small employers within the County in recruiting and retaining employees for all types of business that reside within the County. With a regional unemployment rate around 3% it is imperative that more mobility options are available than what is presently operating within the County to make viable connections for work purposes. This project will also introduce a new software application to link available jobs in Dakota County with jobseekers and employers who participate in the TMO that offer incentives and personalized trip planning to attract and maintain their workforce. This software, if successful, could be expanded to include participation by other regional TMOs within the metropolitan area.

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

Response:

The Dakota County Regional Chamber of Commerce has adequate resources to implement the project in a timely manner. If awarded, two full time FTE staff persons will work directly with Chamber of Commerce members and jobseekers in the development and marketing of this service on a daily basis. In addition, software development assistance will be provided through an independent third party or as an in-kind match by a Chamber business member.

(Limit 1,400 characters; approximately 200 words)

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:

25 Points

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

Yes

15 Points

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

0 Points

Response:

The Dakota County Regional Chamber of Commerce has identified potential funding sources that could support the project beyond the initial funding period that include options such as job placement fees for matches, employer fees for participating in the program (similar to those paid for advertising for open job positions) and potential software cost-sharing fees with other similar organizations.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$625,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$625,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
CDAProperties_Map.pdf	Dakota County Housing Map	2.0 MB
DC Transit Study Letter TCO.pdf	TCO letter of support	22 KB
DCRC TMO Letter of Support - Viking Lakes.pdf	MV Ventures letter of support	81 KB
Letter in support of TMO application, EMS.pdf	East Metro Strong Letter of Support	93 KB
Social Econmic Conditions Map.pdf	Social Economic Map	3.1 MB
Summary of TMO DC project.docx	Summary of TMO project Dakota County	62 KB
Thomson Reuters letter of support.pdf	Thomson Reuters letter of support	563 KB
TMO Budget.docx	TMO Budget	22 KB
TMO Map 42422.pdf	TMO Dakota County Map	2.9 MB

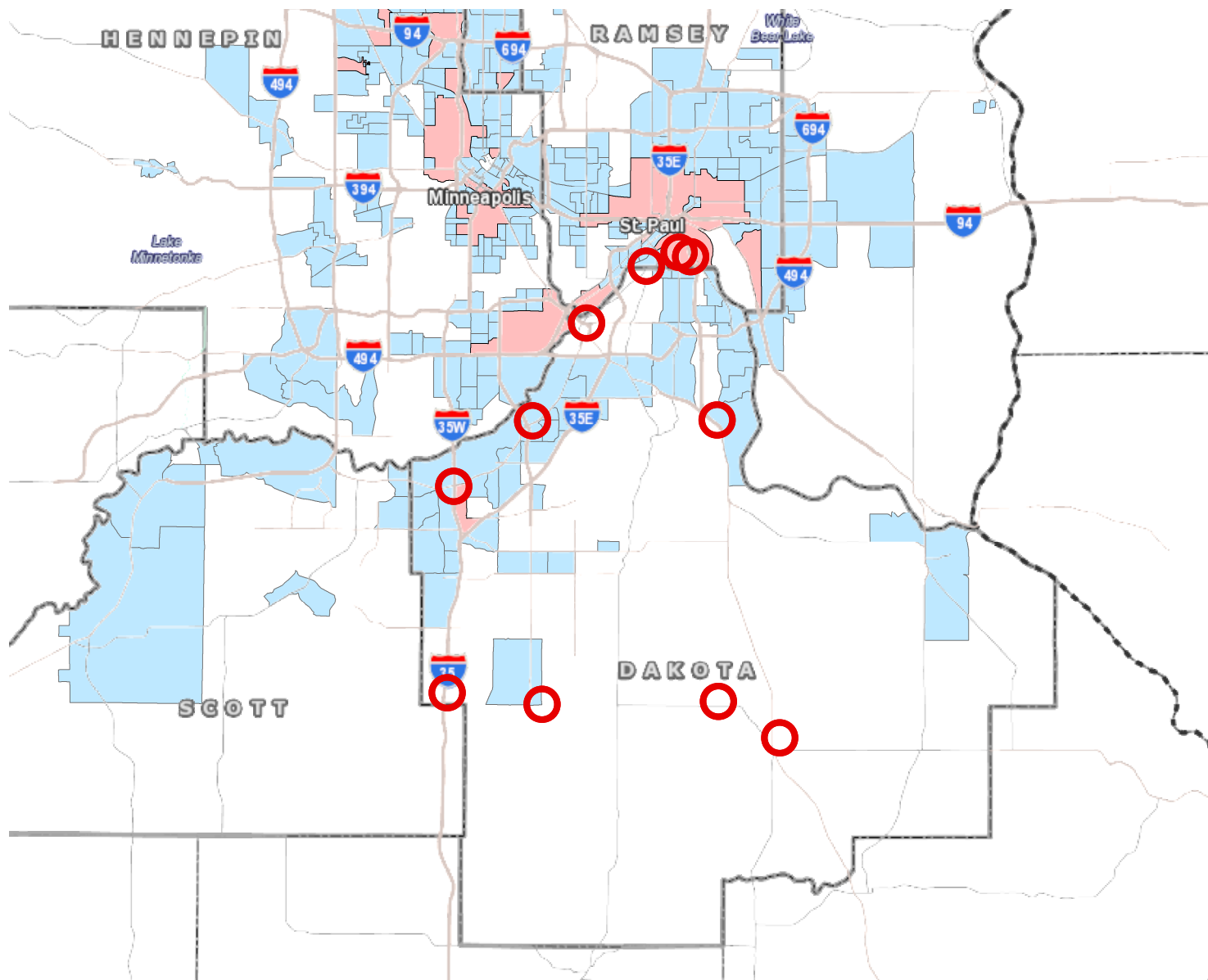
Socio-Economic Conditions

Travel Demand Management Project: Dakota County TMO project | Map ID: 1649952216028

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 3006

Project located IN an Area of Concentrated Poverty.



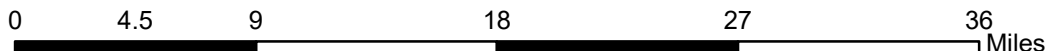
Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 4/14/2022
LandscapeRSA2



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





CDA properties

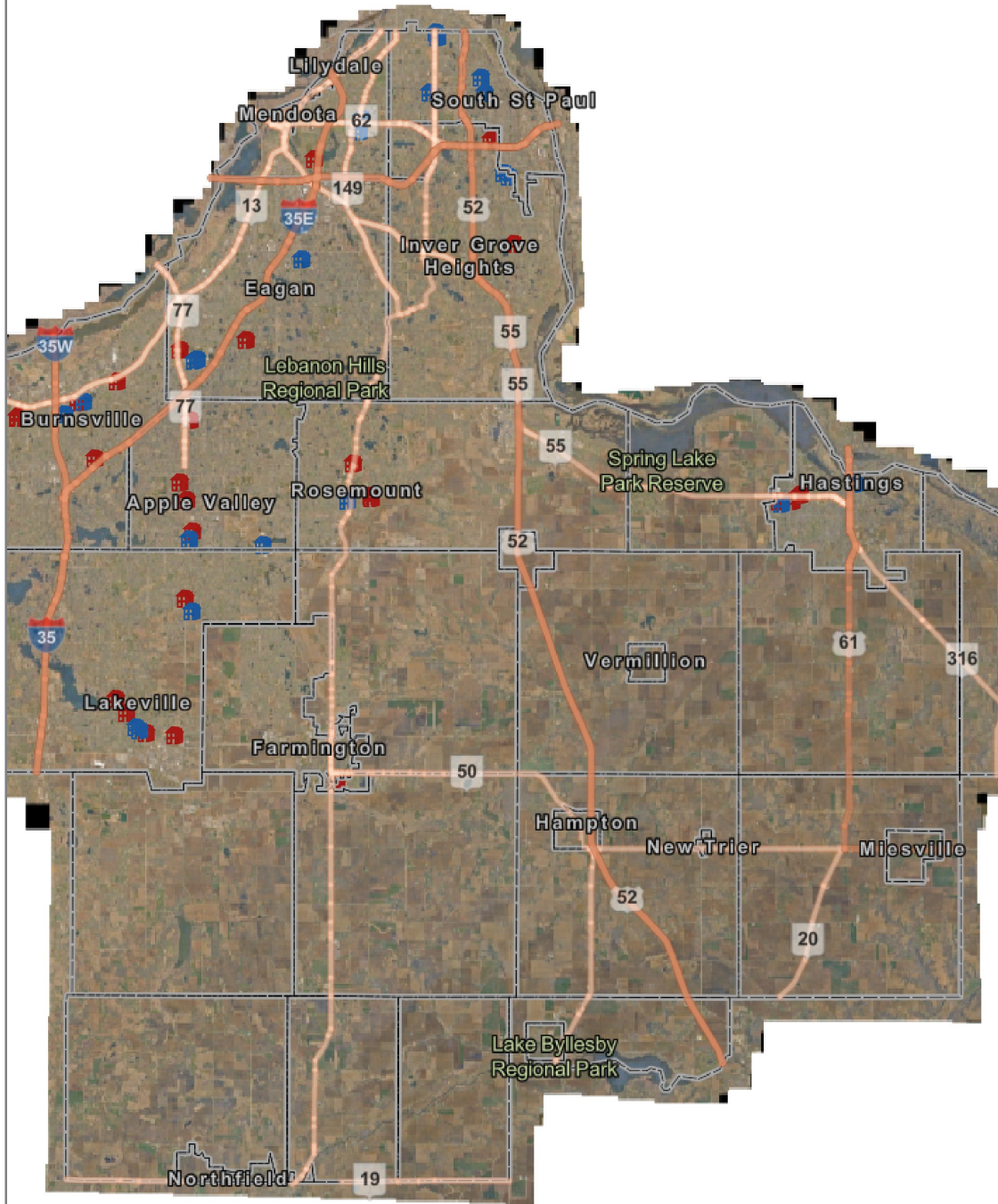
Property Information

CDA Properties

TypeHousin

-  Family
-  Townhome

-  Senior Housing



NOTICE: Dakota County Geographic Information System (GIS) Data are made available pursuant to the Minnesota

MINNESOTA
Government Data
Practices Act
(Minnesota Statutes
Chapter 13) THE
GIS DATA ARE
PROVIDED TO
YOU AS IS AND
WITHOUT ANY
WARRANTY AS
TO THEIR



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 3.6 miles
4/12/2022

April 12, 2022

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Dear Ms. Koutsoukos

Twin Cities Orthopedics (TCO) is pleased to send this letter of support for the Dakota County Regional Chamber of Commerce application for the development of a Dakota County Transportation Management Organization (TMO).

TCO employs hundreds of workers that provide quality services for thousands of patients and community members. It is extremely important that we provide as many incentives as possible in order to attract qualified jobseekers with amenities such as the personalized transportation options that the Dakota County Chamber of Commerce intends to do under this project. Removing the barriers that new employees encounter is one very specific way in which to attract new talent and to sustain and nurture that talent into long term, dedicated employees.

We are located in a suburban area where public transit services are limited in nature and scope. This project will provide much needed flexibility for offering our workers options at all times of the day and ensure that we are doing everything we can to attract the best and brightest to our facilities.

Please feel free to reach out to me at 952-857-0306 or janetbenton@tcomn.com if you need additional information about our support of the Dakota County Transportation Management Organization proposal for the 2022 Regional Solicitation.

Thank you.

Sincerely,



Janet Benton
COO
Twin Cities Orthopedics



April 12, 2022

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Dear Ms. Koutsoukos,

On behalf of Viking Lakes, I am pleased to send this letter of support for the Dakota County Regional Chamber of Commerce application for the development of a Dakota County Transportation Management Organization (TMO).

MV Ventures, the managing entity behind Viking Lakes, and all of the campus stakeholders believe that this project will significantly assist all of our companies in identifying and linking potential employees from across the metropolitan area with open positions. Our campus is unique, but not unlike many others in the region and State, we are actively involved in finding employees that want to join our organization(s). Many times these potential employees are unable to identify a consistent way to get to and from work each day. The pandemic has exacerbated this labor shortage issue, especially for those who do not own a vehicle or must work odd schedules or during non-traditional hours (i.e., weekends) based on their skills and desired positions.

We view this project as a welcome addition to our existing means of finding and training new employees for good jobs. We are not in the business of providing transportation; however, we can participate in a regional effort to identify transportation linkages among employers in our area and provide incentives for prospective employees to improve options and reduce costs and the affects of driving by themselves or purchasing a vehicle when cost is a major consideration.

Please feel free to reach out to me at directly at the contact information below if you need additional information about our support of the Dakota County Transportation Management Organization proposal for the 2022 Regional Solicitation.

Sincerely,

Kyle Chank
General Manager - Vice President, Operations
Viking Lakes
chankk@mvventures.com
760.702.4191

428 Minnesota St., #500
Saint Paul, MN 55101

Transportation Advisory Board
Attention: Elaine Koutsoukos, TAB Coordinator
390 Robert Street North
Saint Paul, MN 55101

April 14, 2022

To whom it may concern:

East Metro Strong is a public + private partnership of businesses, cities, and counties working together to bring more and better transportation choices to the East Metro. Our members come together to support smart investment whether or not it happens to be in their city, their county, or in front of their business.

DCRC members have identified more and better transit as one of their three top public policy priorities, together with workforce development and affordable housing. DCRC members, like many employers, need access to more employees, and see transit as one of three necessary components of achieving that.

The Metropolitan Council and Dakota County have invested and continue to invest in improving transit in the County. Yet the county has no dedicated Transportation Management Organization through which employers can work to promote these transit services to their employees, or through which employees can find transportation options.

East Metro Strong partnered with DCRC in 2020 to study “Dakota County Transit Service Needs and Opportunities.” The research included engagement with, and input from, employers and city and county staff. The resulting report made 14 recommendations, of which #1 was “Establish a Transportation Management Organization (TMO).” (<https://bit.ly/3hn2eFk>)

While much has changed in the last two years, the need for a TMO has not. Employer’s needs for access to employees has grown, and vehicle and fuel prices have continued to increase. In fact, vehicle costs have increased continuously for the last ten years, and there is little reason to expect that trend to reverse. Employers and employees will continue to need a way to plan and communicate about transportation options.

Establishing a TMO for Dakota County would improve the return on the region’s investments in transit there, and would support a number of goals established by the Metropolitan Council, including

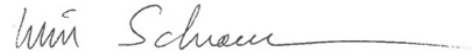
- Increase the number and share of trips taken using transit, carpools, bicycling, and walking.
- Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.
- Reduce transportation-related air emissions.

East Metro Strong member the Saint Paul Area Chamber of Commerce has many members in Dakota County which would directly benefit from a Dakota County TMO, but all our members support DCRC’s application because all benefit from a region in which employers and employees have good information about travel options.

For all these reasons, East Metro Strong endorses the application from the Dakota County Regional Chamber of Commerce (DCRC) to the Metropolitan Council's Regional Solicitation, to create a Transportation Management Organization for Dakota County.

Thank you for your work to create and support a transportation system that connects us all.

Sincerely,

A handwritten signature in cursive script that reads "Will Schroer". The signature is written in dark ink and has a long, horizontal flourish extending to the right.

Will Schroer
Executive Director

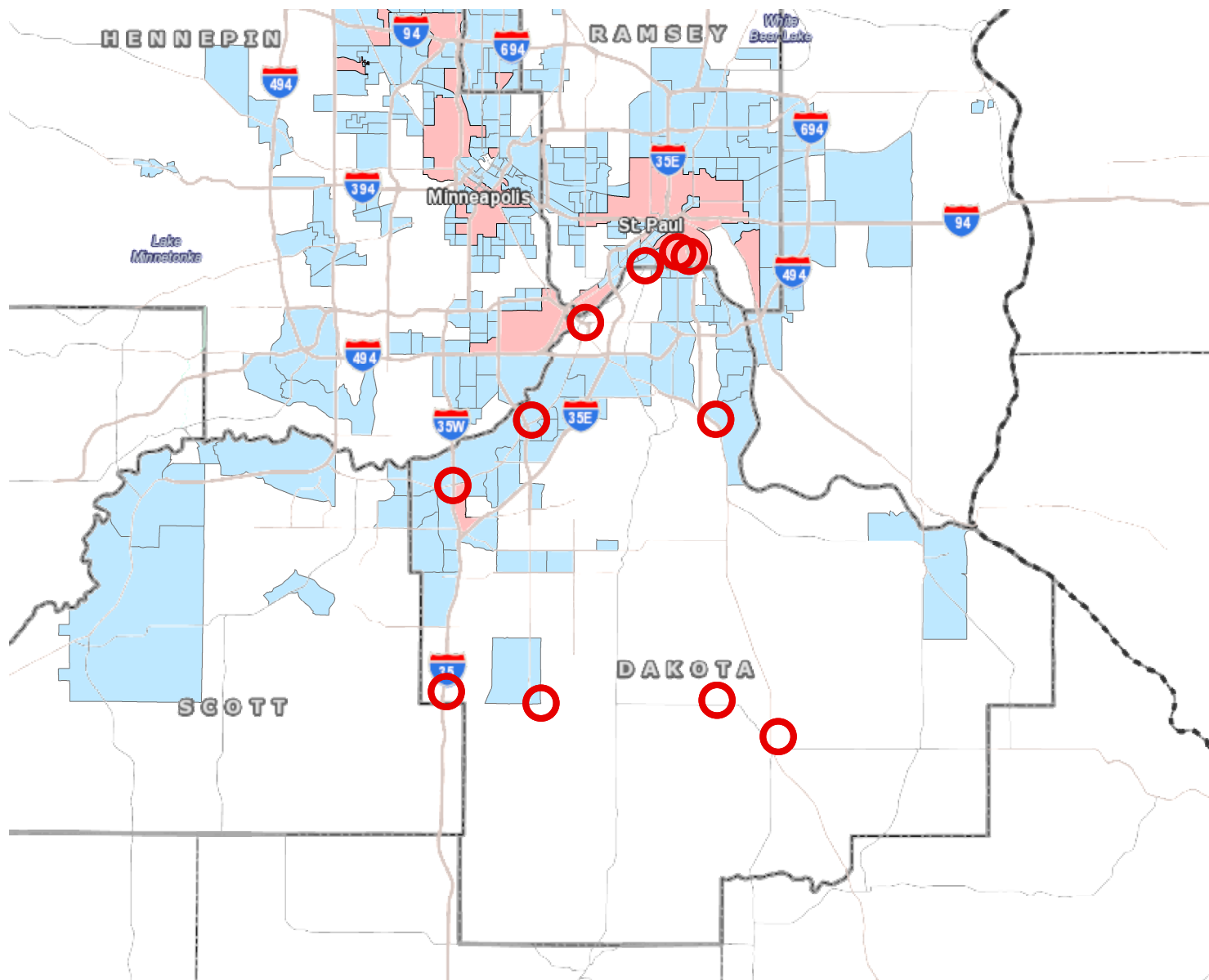
Socio-Economic Conditions

Travel Demand Management Project: Dakota County TMO project | Map ID: 1649952216028

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 3006

Project located IN an Area of Concentrated Poverty.



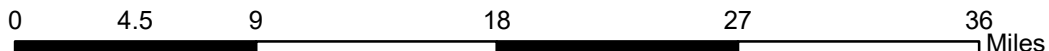
Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 4/14/2022
LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>





THOMSON REUTERS

Paul Fischer

Thomson Reuters
610 Opperman Drive
Eagan, MN 55123

Teams - 763 326 4784
paul.fischer@thomsonreuters.com

April 12, 2022

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

Re: Dakota County Regional Chamber of Commerce solicitation for funding in the 2022 Regional Solicitation Program

Dear Ms. Koutsoukos,

I write to extend my support of the Dakota County Regional Chamber of Commerce (DCR) solicitation for funding in the 2022 Regional Solicitation Program to develop a Dakota County Transportation Management Organization (TMO).

Thomson Reuters was a partner and investor of the DCR Transit Study that was conducted in 2019. The final report in Fall of 2020 concluded that Dakota County businesses need more and better transit connectivity and regional networks.

One of the recommendations was to develop a TMO for Dakota County. This organization would be dedicated to delivering innovative transportation options that connect commuters to their workplaces, businesses to their employees and residents to their communities. We understand the Chamber's mission for the TMO would be to work with local partners, jurisdictions and stakeholders to provide and create sustainable and multimodal options in Dakota County.

Given appropriate support to fund the Dakota County TMO, the DCR Chamber would have the influence and ability to make a significant local impact, building valuable connections to job seekers and employers and to alternative modes of transportation.

We support the DCR Chamber of Commerce's request for funding in the 2022 Regional Solicitation Program.

Respectfully,

Paul Fischer
President, Legal Professionals

Employment: 5004
Mfg and Dist Employment: 764

Regional Economy

Employment: 15
Mfg and Dist Employment: 0

Eureka Twp.
Population: 530
Employment: 162
Mfg and Dist Employment: 20

Farmington
Population: 2675
Employment: 610
Mfg and Dist Employment: 0

Fort Snelling (unorg.)
Population: 133
Employment: 6368
Mfg and Dist Employment: 2297

Hampton Twp.
Population: 1738
Employment: 281
Mfg and Dist Employment: 52

Inver Grove Heights
Population: 7453
Employment: 2284
Mfg and Dist Employment: 239

Lakeville
Population: 3838
Employment: 4034
Mfg and Dist Employment: 2402

Lilydale
Population: 581
Employment: 425
Mfg and Dist Employment: 66

Mendota Heights
Population: 4966
Employment: 8954
Mfg and Dist Employment: 2887

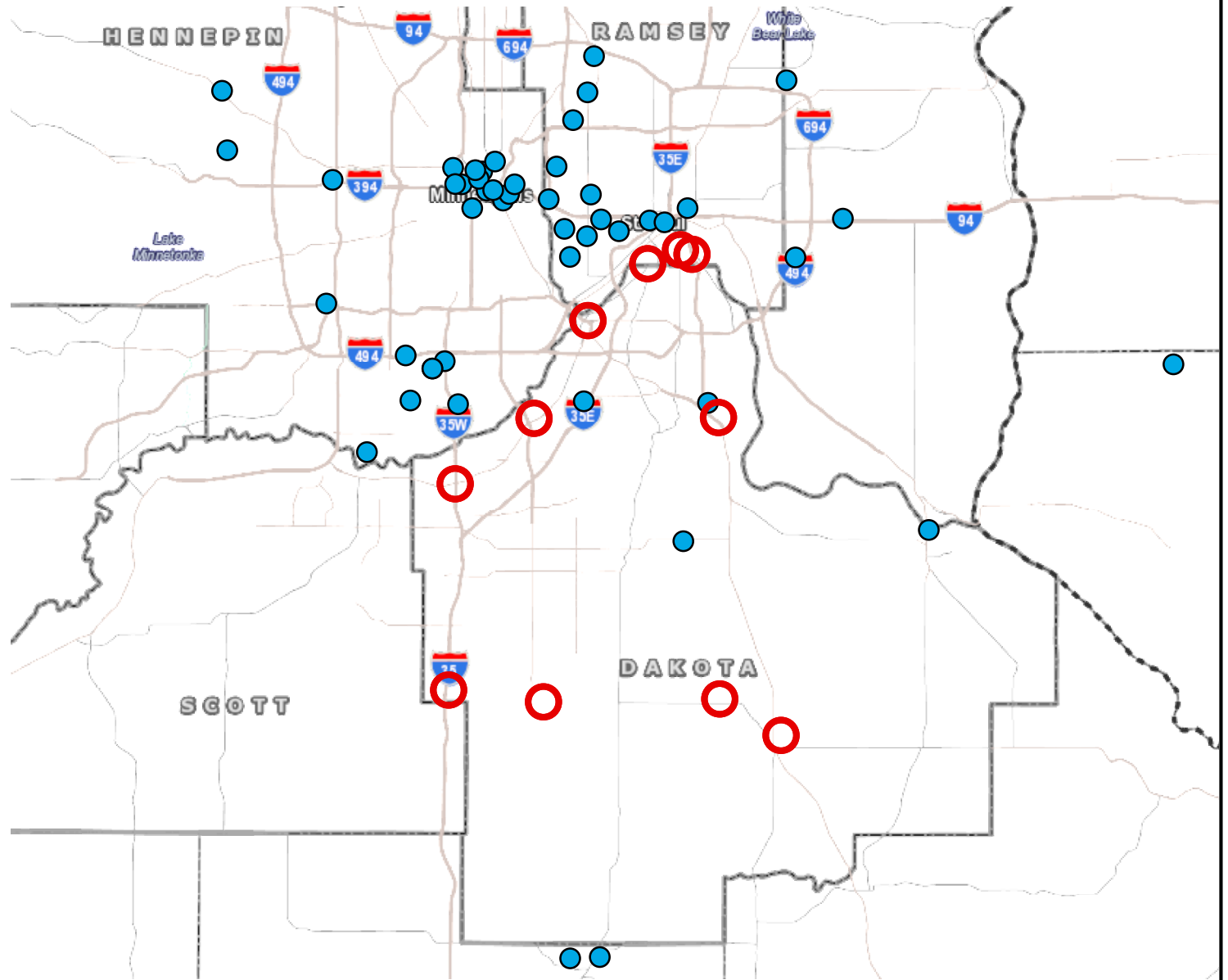
New Market Twp.
Population: 801
Employment: 78
Mfg and Dist Employment: 0

South St. Paul
Population: 2232
Employment: 436
Mfg and Dist Employment: 31

St. Paul
Population: 28671
Employment: 14915
Mfg and Dist Employment: 3199

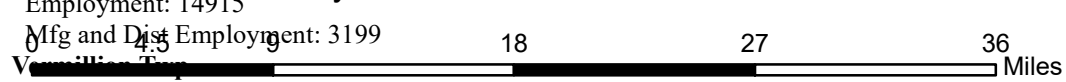
Vernon Twp.
Population: 380
Employment: 61
Mfg and Dist Employment: 2

Travel Demand Management Project: Dakota County TMO project | Map ID: 1649952216028



Project Points

Postsecondary Education Centers



Created: 4/14/2022
LandscapeRSA5



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DAKOTA COUNTY TRANSPORTATION MANAGEMENT ORGANIZATION

The Dakota County Regional Chamber of Commerce (DCRC) surveys its more than 600 members annually on their policy concerns. In 2019 & 2020 DCRC members identified more and better public transit as their top policy priority. Close behind as priorities were accessibility to housing and to workforce, both of which would be improved with better transit.

The Dakota County Regional Chamber of Commerce proposes to develop and oversee a Transportation Management Organization (TMO) for Dakota County. The TMO would provide a GIS-based software application which Dakota County employers and job seekers could use to a) identify potential job openings by type and employer: b) provide transportation options for job seekers to get to and from work via public transit, shared mobility options, telecommute considerations, vanpool and/or matching and micro-mobility options: C) Solicit employers and other institutions(i.e.- high education) to offer incentives to jobseekers and other employees participating in employer-specific mobility programs to reduce carbon emissions throughout Dakota County, make critical transportation linkages that do not exist presently for job seekers thus removing barriers for employment, and operate as a transportation mobility manager for the development of personalized transit/shared mobility/micro-transit options focused on linking potential employees to Dakota County employers and institutions. In Dakota County there is not a formal TMO organization. Cites such as Minneapolis, St. Paul, 494 Corridor Commission and Anoka County have a TMO.

The focus location of this project falls within the boundaries of Dakota County, from MN State Highway 13 west and north of the County boundary to Dakota County 66 on the east, to Dakota County CSAH 50 on the south.

With the labor market and low employment, it is critical to have a TMO to assist job seekers and Employers to achieve common goals.

Dakota County Regional Chamber - TMA Program Budget 22024-2026

Labor Expense		
	Item	Total
	One (1) Full Time TMA Executive Director & (1) Full time Outreach Manager	\$400,000
	Salary Benefits	<u>\$20,000</u>
		\$420,000
Program Expense		
	Item	Total
	General liability insurance	\$6,000
	Office Rent/Utilities	\$30,000
	Miscellaneous Expense (mileage, training)	\$10,000
	Program Marketing	\$135,000
	Professional Services (IT, Accounting, etc).	<u>\$24,000</u>
	Operating /Program Expense	\$205,000
	<u>Grand Total/Funding Request:</u>	<u>\$625,000</u>