



Application

19832 - 2024 Travel Demand Management (TDM)
20311 - Travel Training Program
Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using My Alerts.

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

Organization Information

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

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

Project Information

Project Name Travel Training Program
Primary County where the Project is Located Dakota, Scott
Cities or Townships where the Project is Located: Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, MVTAs Travel Training program will increase knowledge of public transit in our service area and grow ridership through the use of marketing, resources, and customer service. Funding for this program will also employ a bilingual/ ADA fluent travel trainer to work with community members on how to use and get the most out of transit as well as gaining understanding of what they need out of it the most. type of improvement, etc.)

(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. MVTA Travel Training Program

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 \$400,000.00

Match Amount \$100,000.00

Minimum of 20% of project total

Project Total \$500,000.00

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

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 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2025, 2026, 2027

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

For All Projects

Identify the Transit Market Areas that the project serves: Emerging Market Area II, Market Area III, Emerging Market Area III, Market Area IV, Market Area V

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

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

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

From:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Primary Types of Work

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

Requirements - All Projects

All Projects

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

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

Yes

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

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

Goal A - Transportation System Stewardship (Strategies A2, A3)

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

Goal B - Safety and Security (Strategy B4)

The proposed project will work to educate existing and potential riders regarding how to safely utilize the transit system, including outreach regarding use of safety reporting apps (EAlerts) and related rider resources. The project will also support Vision Zero by reducing SOV trips.

Goal C - Access to Destinations (Objectives A, D, E, Strategies C4, C11)

The Transit Connection Specialist will work to educate potential riders about the availability of transit within the MMTA service area and the region.

Goal D - Competitive Economy (Objectives A, B, Strategy D1)

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

Goal E - Healthy and Equitable Communities (Objectives C, D, Strategies E1, E2, E6).

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

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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. City of Apple Valley 2040 Comprehensive Plan, Transportation Goals 1, 2, 5 and 6.

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

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

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

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

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

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

Limit 2,800 characters, approximately 400 words

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

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

Yes

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

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

Yes

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

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

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

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

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

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

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

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

Date plan completed:

Link to plan:

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

Date self-evaluation completed: 04/29/2020

Link to plan:

Upload plan or self-evaluation if there is no link. 1702394468219_MVTA_ADA Policy.pdf

Upload as PDF

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

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

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

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

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

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

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

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

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

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

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

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

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. 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	\$0.00
Totals	\$0.00

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.	\$500,000.00

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

Totals

Total Cost	\$500,000.00
Construction Cost Total	\$0.00
Transit Operating Cost Total	\$500,000.00

Measure A: Project's Use of Existing Infrastructure

Response:

The Travel Training Program will increase awareness of, and implement training to navigate, multimodal solutions to increase mobility around the Twin Cities region. The program will reach community members across the metro and beyond to encourage active transportation methods such as biking and walking, as well as a deep understanding of the transit network and facilities in and around the region.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users 320

Response:

Average daily ridership on MMTA service in 2019 was approximately 10,500 rides per day.

A major objective of this program is to increase ridership through marketing, education, and outreach. MMTA believes that with this position, we can increase average daily ridership by at least three percent per year by providing travel training resources.

A three-percent growth over two years would result in 11,140 daily rides. Compared to base levels, MMTA estimates it could grow 640 new rides daily. (11,140 - 10,500 = 640)

The calculation assumes the average daily users will each take 2 trips, so the number of users is 640/2 = 320.

(Limit 2,800 characters; approximately 400 words)

Measure A: Engagement

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

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

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

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

MTA regularly solicits feedback from customers and public on transit-related needs through customer surveys that are distributed online, in print form and multiple languages.

A systemwide study conducted in 2021-22 included a public engagement process gathering community feedback on future service and needs. The Systemwide Study and Survey was disseminated to residents in the region via paid advertisements, paid postcards, and social media outreach. MTA staff engaged current riders and met with businesses and chamber officials informally and in formal stakeholder public engagement.

The Travel Training Program will allow MTA to implement system improvements and enhancements by continuously engaging in meaningful ways with key stakeholders and riders on routing and service needs.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

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

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

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

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The proposed project benefits all users of MVTa, working to facilitate transit connections and ridership generation across the MVTa Service area, as well as foster connections and enhance ridership to all routes across the region.

Benefits include resources and support to existing and potential users of transit service, facilitating connections, providing rider education, and working directly with populations to assist in use and navigation of the transit system.

The MVTa service area consists of 30% minority riders, 14.9% within 185% of the poverty threshold, 5.7% within 100% of the poverty threshold, 12% older adults (65+), and 25% youth populations (17-).

This project poses no recognizable negative impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults.

This program will champion efforts to eliminate education and awareness barriers, and make sure language barriers are addressed.

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

Measure C: Affordable Housing Access

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

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

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

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

Response:

There are a total of 4,284 publicly subsidized rental housing units in these census tracts within a half mile of the service area.

The Travel Training Program would provide the education and resources to help those who rely on public transportation navigate the transit system effectively and confidently to reach critical destinations such as grocery stores, schools, medical facilities, childcare centers, places of employment, places of worship, etc.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the "Socio-Economic Conditions" map used for this measure.	1702406851494_Socio_Econ_TransitConnections.pdf

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

Response:

There are several segments of congested roadways located within Dakota and Scott County, according to the 2022 Congestion Report prepared by the Minnesota Department of Transportation. I-35W is congested during the PM peak for under 1 hour near the 35W-35E split, and for 1-3 hours near the 35W-494 interchange. Highway 169 experiences 2-3 hours of congestion in the morning peak at the Minnesota River crossing, and 1-2 hours from the Minnesota River to I-494. Southbound I-35W is congested for 1-2 hours in the afternoon peak from Bloomington to the Minnesota River crossing. Southbound Highway 169 is also congested for 2-3 hours near the Minnesota River in PM peak. Local highways are also experiencing congestion. These include County Road 42, in both Scott and Dakota Counties, County Roads 31 (Pilot Knob Road) and 32 (Cliff Road) in Dakota County, and Highway 13 in Scott County. According to the 2040 Comprehensive Plan for both Dakota and Scott County, these road segments are expected to become increasingly congested, along with parallel roadways.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	640
Average Commute Trip Length (Default 12.1):	12.1
VMT Reduction	7744.0
CO Reduced	18508.16
NOx Reduced	1239.04
CO2e Reduced	2838950.4
PM2.5 Reduced	38.72
VOCs Reduced	232.32

Response:

Average daily ridership on MVTA service in 2019 was approximately 10,500 rides per day. As MVTA introduces new services and initiatives and continues to see ridership come back, it is anticipated we will reach this number again. A major objective of this project is to increase ridership through marketing, education, and outreach. MVTA believes that with this champion, we can increase average daily ridership by at least three percent per year.

A three-percent growth over two years would result in 11,140 daily riders. Compared to base levels, MVTA estimates it could reach 640 new riders daily. (11,140 - 10,500 = 640).

This is a low cost / high benefit investment toward the VMT reduction goals of the Metropolitan Council and MnDOT.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

Response:

The Travel Training Program will effectively deliver training and transfer knowledge through a variety of different approaches and technology, including presentations, open discussions, and demonstrations, as well as virtual interactions, modules, and transit user guides in a variety of formats.

The intention is for the program to be executed by bilingual and ADA-fluent staff, working internally with the development and planning teams and externally with community stakeholders, strengthening partnerships with local cities, counties, chambers of commerce, community groups, and neighboring communities to understand the most meaningful connections to make and where this program will serve our communities best.

The Scott County Travel Training program served as a significant influence in developing this concept. The program created a designated and visible resource to help make public transportation accessible and navigable for anyone.

Public transportation fulfills a particular travel need to obtain essential medical care, open job opportunities, and perform everyday errands in addition to reducing impacts to our environment, public health, and stress on capital infrastructure budgets that struggle to maintain our existing system. Funding to support this program would mean an impact that reaches well beyond the MFTA service area, helping riders make valuable connections into greater Minnesota and to alternate modes of transportation. Creating confidence in the ability to successfully navigate public transportation, building trust in the services our providers offer, and making it the preferred method of travel to reduce the amount of single-occupancy vehicles on the road.

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

Response:

MVA has experienced staff to execute a meaningful Travel Training Program. Community engagement activities, partnerships, and marketing outreach have significantly expanded since 2022 alone and this is the appropriate next step.

MVA has previously utilized federal funding and is familiar with federal guidelines and requirements. The management team is equipped to oversee the activities of the designated staff and program deliverables to ensure alignment is maintained with the scope and nature of the intended initiative.

MVA provides the administration of the transit system, manages annual contracts for transportation services, and annually manages federal funding that supports operations related to the transit system. The leadership team is committed to effectively managing funding that supports initiatives such as these to provide safe, accessible, and reliable service to all demographics within our reach.

See the Letter of Commitment and Letters of Support documents in the "Other Attachments" section of this application for the agency's commitment to this program and the community support behind it.

(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:

There is potential for MVTAs funds to be allocated to support this program beyond the three (3) year mark, if needed. An evaluation would be conducted in the third year to determine what is needed to maintain the program that has been established. Specifically, consideration would be placed on whether existing resources and staff could effectively carry on the community connections and support once the program framework is built. Alternatively, a part-time role may be able to fulfill these needs with adequate tools and foundation in place. Once the structure is created, put into practice, and measured, the ongoing needs will be determined. MMTA is committed to continuing to serve Minnesota's communities well and equipping them with the resources and tools to navigate public transportation confidently.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

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

Other Attachments

File Name	Description	File Size
08_Travel Training Program Letter of Commitment.pdf	MVTA Letter of Commitment, Local Match	78 KB
MVTA Service Area.pdf	Map highlights MVTA Service Area. Project scope is applicable to this entire area.	921 KB
Travel Training Program Summary.pdf	One page Travel Training Program summary	197 KB
_LOS_Travel Training Program.pdf	Community Letters of Support	177 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.

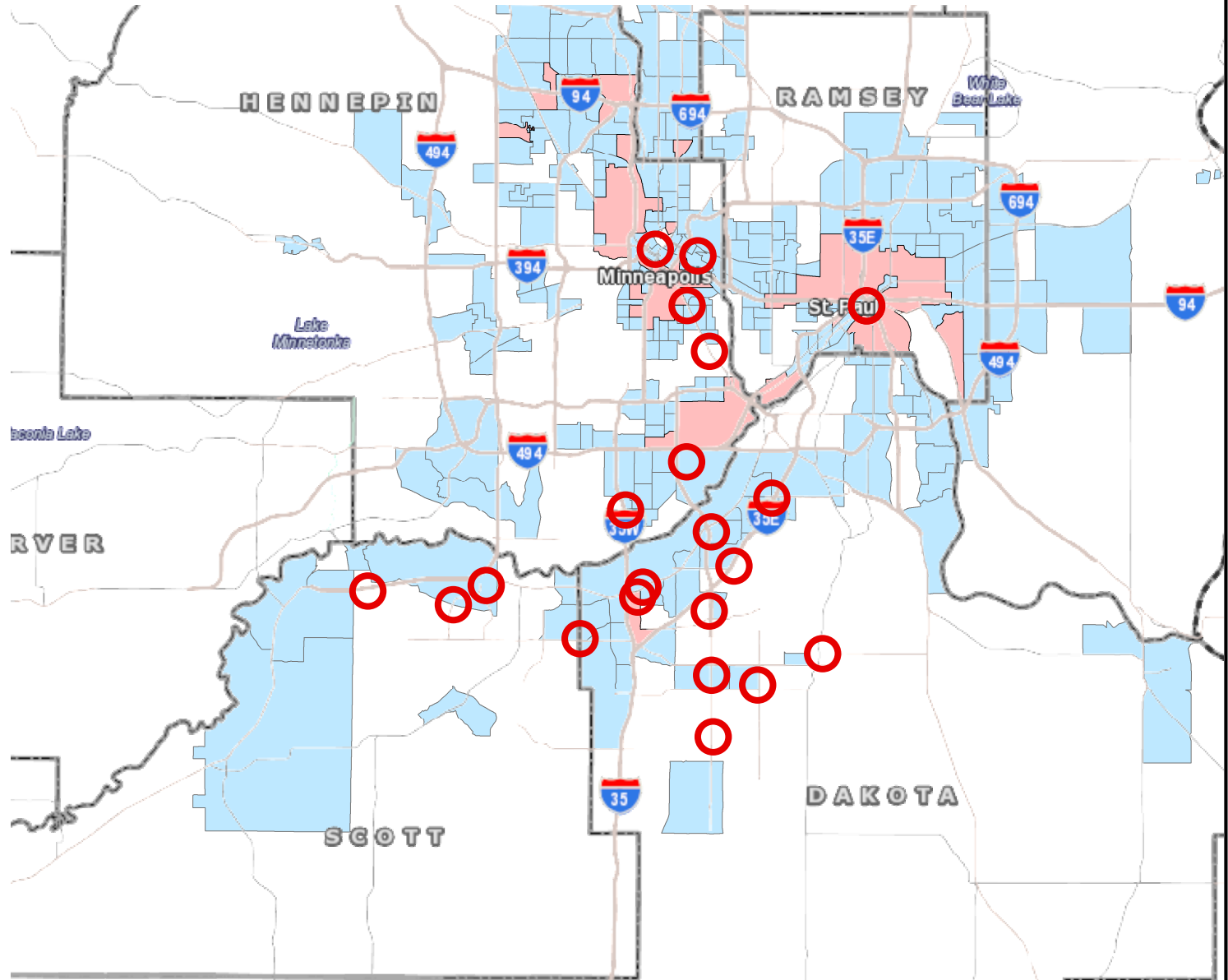
Socio-Economic Conditions

Travel Demand Management Project: Transit Connection Specialist | Map ID: 1649280947561

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 16263

Project located IN an Area of Concentrated Poverty.



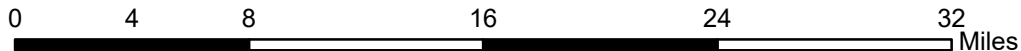
Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 4/6/2022
LandscapeRSA2



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





December 15, 2023

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

Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2024 Regional Solicitation Program

Dear Elaine Koutsoukos,

Minnesota Valley Transit Authority (MVTA) is excited to submit the Travel Training Program application through the 2024 Regional Solicitation program. Requested funds will be used for marketing and running the program, as well as resources and employment. This project is intended to directly impact the community's transit experience and provide support to our riders, expanding the choices that they have in how they use public transportation.

MVTA is committed to not only providing the local match of \$100,000, but also executing a project that focuses on our customers and communities. The Travel Training Program is requesting \$400,000 in federal dollars, for a total project cost of \$500,000.

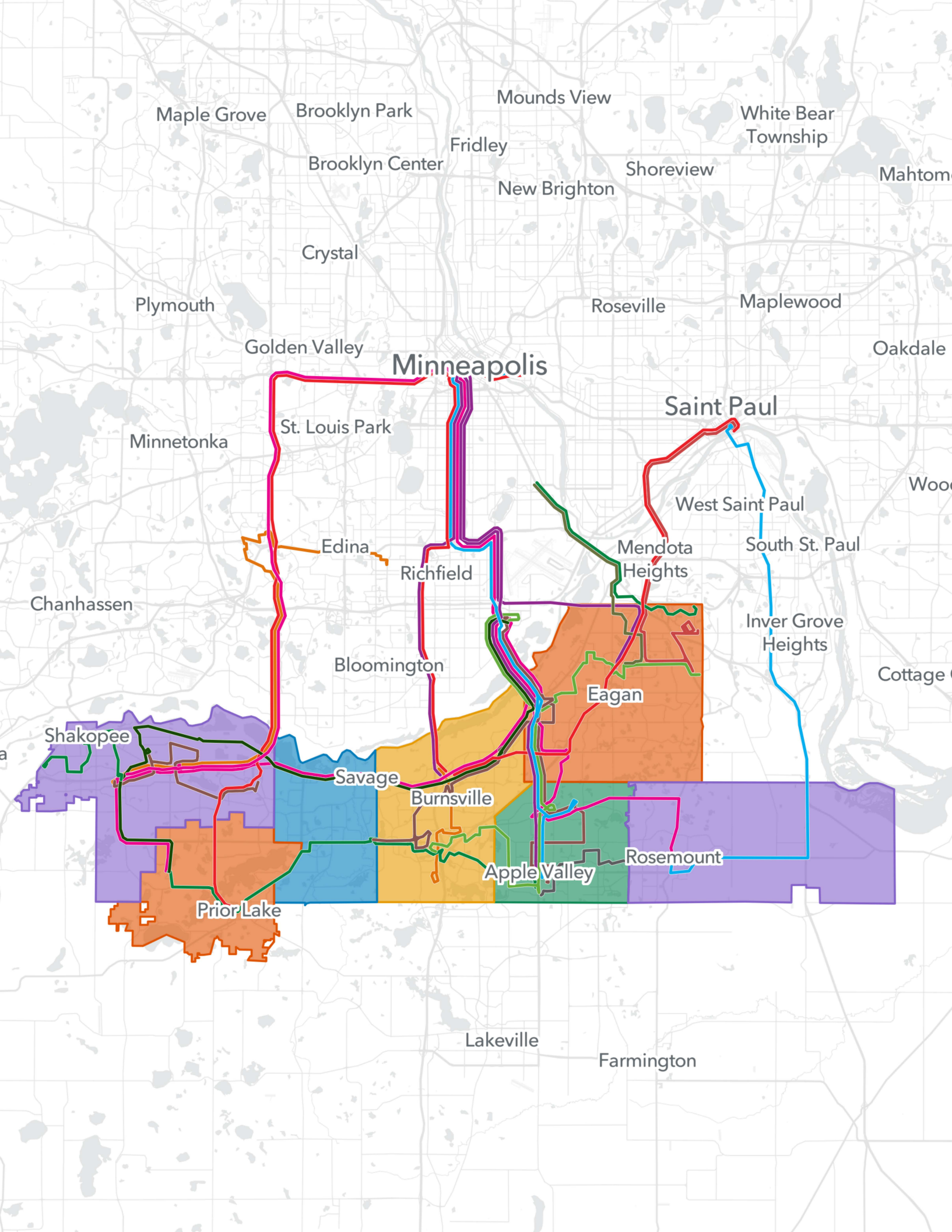
MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty transit stations and park and ride facilities in our service area. As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

We appreciate your consideration. Please contact Vicky Loehrer, Program Manager, at VLoehrer@mvta.com, if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Luther Wynder". The signature is written in a cursive style and is positioned above a horizontal line.

Luther Wynder
MVTA Chief Executive Officer



Travel Training

TDM Program



Submission for Award Consideration in the 2024 Regional Solicitation Program

About MVTA

Minnesota Valley Transit Authority (MVTA) is the second largest transportation agency by ridership in Minnesota, serving seven cities throughout the south metropolitan area, including Dakota and Scott counties currently experiencing rapid population and job growth. MVTA operates 25 routes and approximately 169 buses, including a variety of service options ranging from micro transit to regional routes. MVTA also owns and operates several transit stations and park-and-ride facilities with a combined capacity of almost 6,500 spaces.

Travel Training Program

MVTA continuously strives to make public transit accessible, comfortable, and easy to navigate. The Travel Training Program is designed to educate potential and existing riders on the ins and outs of the public transportation system, teaching them to effectively navigate transit to the places they need to move out of both necessity and for recreational purposes. The Travel Training program will help individuals understand how and where to ride, and the benefits of taking public transit on a personal and community level.

MVTA is ideally located to implement the program to support connections with other transit services as well, an advantage to the surrounding communities and businesses. Funding would support a robust program, including marketing, educational materials, engagement activities, tools and software programs, and other training resources. Additionally, it would support funding for the addition of bilingual/ADA-fluent Travel Trainers to educate community members on how to plan their trips and make connections throughout the region, including those whose first language is not English, and passengers who may need additional accommodations. The trainer could also collaborate with the public outreach team to develop materials catering to these riders' needs.



BTS Mobility Hub Alignment

The Travel Training Program aligns with the Burnsville Transit Station (BTS) Mobility Hub project, an initiative MVTA is actively seeking funding to implement. BTS is MVTA's core transit station and the transformation to a full mobility hub includes the construction of a separate building for community public transit training to make learning opportunities accessible and convenient.

ESTIMATED PROJECT COST \$500,000
REQUESTED FEDERAL AMOUNT \$400,000
LOCAL MATCH \$100,000

December 9, 2023

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

Elaine Koutsoukos:

I write to you in support of the Minnesota Valley Transit Authority's (MVTA) request for funding through the 2024 Regional Solicitation program for the MVTA Travel Training program. MVTA requests this funding to enact a program that will support current and prospective riders in their public transit experience.

MVTA serves several of the fastest growing counties in Minnesota's Second Congressional District. The need for a robust public transit system is key to our region's quality of life and economic vitality. It is crucial that MVTA is able to serve their communities with care, understanding, and knowledge.

Funding from Regional Solicitation will go toward the Travel Training program, involving marketing, resources, and employment to support ADA and inclusivity initiatives. This program operates under the belief that transit is for everyone.

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

Sincerely,



Dan Kealey
City Council Member



CITY OF
SAVAGE
MINNESOTA

CITY HALL
6000 McColl Drive
Savage, MN 55378

 952-882-2660
 952-882-2656
 comments@cityofsavage.com
 cityofsavage.com

Metropolitan Council

Elaine Koutsoukos
390 Robert Street North
Saint Paul, Minnesota 55101

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Mayor Janet Williams