



Application

01976 - 2015 Travel Demand Management (TDM)

03778 - Nice Ride Focus Area Densification and Infill Initiative: Focusing Investments Where Bikeshare Is Having the Greatest Impact On Decreasing Auto Dependency

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 09/15/2015 11:35 AM

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: NICE RIDE MINNESOTA

Jurisdictional Agency (if different):

Organization Type:

In-State not for profit

Organization Website:

Address:

2701 36TH AVE S

*

MINNEAPOLIS

Minnesota

55406

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-436-2070

Ext.

Fax:

PeopleSoft Vendor Number

0000089433A1

Project Information

Project Name

Nice Ride Focus Area Densification and Infill Initiative:
Focusing Investments Where Bikeshare Is Having the Greatest
Impact On Decreasing Auto Dependency

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

BRIEF: The Nice Ride Focus Area Densification and Infill Initiative will add bikeshare stations and system resources in the areas where bikeshare is already showing greatest ridership, use, and impact on decreasing auto dependency. Moneys requested under this grant will be dedicated to the densification of the system in the University of Minnesota Minneapolis campus and nearby higher-density residential districts.

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FULL: Nice Ride Mn is a successful and pioneering bikeshare system. Its ridership has grown significantly as it has added stations over the last five years.

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

Funds for this expansion have typically included conditions or incentives that have led to the geographic expansion of the system. This has been great for the system, and has helped to expand access to bikeshare for residents of neighborhoods throughout the Twin Cities, fulfilling many of our organizations goals and objectives.

However, this focus on outward expansion has also hindered our systems ability to offer optimal densities for station siting and for inviting greater use. Higher station densities maximize station visibility, ease of access, and convenience for current and potential users and catalyze increases in bikeshare-based commuting and thereby decrease congestion and reduce air quality impacts.

Significant congestion mitigation and air quality improvement benefits can be realized if additional

stations can be placed in locations that have demonstrated high potential for increased use - these include locations in and around the Minneapolis CBD, the University of Minnesota, and nearby higher-density residential districts. These locations currently show high usage but host stations at a much lower densities than those found in peer systems elsewhere.

The moneys requested under this grant will be dedicated to the densification of the system in and around the University of Minnesota Minneapolis campus, including nearby higher-density residential districts.

Locations in and near the University of Minnesota campus are well-positioned to increase access to sustainable modes and reduce VMT and parking demand. Significant regional transit investments, including Green Line LRT, combined with ongoing construction of numerous new high-density, transit-oriented residential development in Dinkytown and Stadium Village will increase non-motorized transportation options, reduce congestion and improve air quality. In addition, densification in these locations will increase access to healthy, low-cost transportation options to people living in areas of concentrated poverty in our region.

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

Project Length (Miles)

0

Connection to Local Planning:

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 MnDOT 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.

This initiative is responds to and is related to several local plans and initiatives:

- Nice Ride Board of Directors Approved Plan for Focus Area Densification and Infill Initiative

- University of Minnesota Campus Master Plan

- University of Minnesota Bicycle Master Plan

- Access Minneapolis (City of Minneapolis Ten-Year Transportation Action Plan)

Connection to Local Planning

Project Funding

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

Yes

If yes, please identify the source(s)

Blue Cross and Blue Shield of Minnesota (BCBSMN)

Federal Amount

\$300,000.00

Match Amount

\$150,000.00

Minimum of 20% of project total

Project Total

\$450,000.00

Match Percentage

33.33%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Blue Cross and Blue Shield of Minnesota (BCBSMN)

Preferred Program Year

Select one:

2016

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency

Nice Ride Minnesota

Zip Code where Majority of Work is Being Performed

55414

(Approximate) Begin Construction Date

04/01/2016

(Approximate) End Construction Date

06/30/2016

LOCATION

From:

(Intersection or Address)

University of Minnesota Minneapolis Campus and surrounding area

Do not include legal description;
 Include name of roadway if majority of facility
 runs adjacent to a single corridor.

To: University of Minnesota Minneapolis Campus and surrounding
(Intersection or Address) area

Type of Work Add bikeshare stations to campus locations and nearby high
 density residential development

*Examples: grading, aggregate base, bituminous base, bituminous surface,
 sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
 Park & Ride, etc.)*

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	\$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	\$450,000.00
Totals	\$450,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$450,000.00
Construction Cost Total	\$450,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. 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. Transit expansion applications must be between \$500,000 and \$7,000,000. Transit System Modernization applications must be between \$100,000 and \$7,000,000. Travel Demand Management applications must be between \$75,000 and \$300,000.

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

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

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

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

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

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

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and 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

Transit and TDM Projects Only

1. The project must exclude costs for studies, preliminary engineering, design, or construction engineering (except if the project does not involve construction such as signal re-timing). Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible. Right-of-way costs are not eligible as a stand-alone proposal, but are eligible when included in a proposal to build or expand transit hubs, transit terminals, park-and-ride facilities, or park-and-pool lots).

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

For Transit Expansion Projects Only

2. The project must provide a new or expanded transit facility or service (includes peak, off-peak, express, limited stop service on an existing route, or dial-a-ride).

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

3. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing the service or facility project beyond the initial funding period.

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

4. 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. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

Other Attachments

File Name	Description	File Size
BCBS_one_third_of_total_cost_local_maintenance-Amendment_9.pdf	The anticipated total project budget for this project is \$450,000. Nice Ride Mn has secured funds for the local share of the project costs. Blue Cross and Blue Shield of Minnesota (BCBSMN) will fund the private match component, if this grant is awarded. BCBSMN has been title sponsor of Nice Ride since its launch in 2010. Nice Ride uses a combination of public funding and title sponsorship funding to pay for the costs of new bikes and station equipment, shipping, assembly, and initial installation (operations are funded separately through station sponsorship and subscription revenue). The current title sponsorship agreement runs through December 31, 2017. In the 2010 initial launch and in our 2011, 2012, 2013, 2014 and 2015 expansions, BCBSMN has matched the total public contribution at the ratio of 2/3 public dollars to 1/3 BCBSMN dollars. Attached is Amendment 9 to the sponsorship agreement, which describes permitted uses of BCBSMN funds.	199 KB
Comparison_BikeshareDensity.pdf	Comparison of bikeshare station densities, shown at the same scale	147 KB
Minneapolis_Letter_of_Support.pdf	Letter of Support from the City of Minneapolis	261 KB
NiceRideTDM_Development.pdf	Map of new and proposed high-density development near the proposed Nice Ride infill stations to be funded by this project	724 KB
NiceRideTDM_ProposedStations.pdf	Map of proposed stations and view of overall Nice Ride system	745 KB
University_of_Minnesota_Letter_of_Support.pdf	Letter of Support from the University of Minnesota	27 KB

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

Select all that apply:

Direct connection to or within a Job Concentration Yes
Direct connection to or within an Educational Institution Yes
Direct connection to or within a Manufacturing/Distribution Location Yes
Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan Yes

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

The project would expand bikeshare within and near the University of Minnesota, which is a Job Concentration and Educational Institution as defined in ThriveMSP 2040 (Special Features, page 85, 87). The new stations would expand bike share access in three designated Activity Centers: Cedar Riverside, Dinkytown, and East Hennepin. (Minneapolis Plan for Sustainable Growth, Chapter 1, page 30.) In addition, the new stations provide system connectivity to nearby Manufacturing/Distribution Centers and Job Concentration Centers, including the Minneapolis CBD.

Upload Map

NiceRideTDM_RegionalEconomy.pdf

Measure B: Project's Use of Existing Infrastructure

The project capitalizes on several existing transportation resources. Green Line LRT has four stations in the project area: Prospect Park, Stadium Village, East Bank, and West Bank, connecting the University of Minnesota to downtown Minneapolis and downtown St. Paul. The East Bank station is the most popular boarding location on the Green Line, reaching one million boardings in less than one year of operation. The three campus stations make up over 22 percent of the total Green Line ridership.

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

The proposed stations offer connections to eighteen bus routes in addition to the METRO system, providing first- and last-mile access to existing and potential transit users. Currently, over 20,000 people use transit on an average weekday to access or depart from the project area.

The Dinkytown Greenway, Hiawatha LRT trail, and the No. 9 Railroad Bridge are regional bicycle and pedestrian trails that provide connections from the project area to popular Twin Cities destinations. The University of Minnesota has an extensive network of sidewalks and bike routes.

The new proposed stations make use of and leverage Nice Rides existing network of stations, providing connectivity to nearby Job Concentration Centers, including the Minneapolis CBD.

Measure A: Total Annual Project Cost per User

Total Project Cost	\$450,000.00
Annual Users	36675
Cost Effectiveness	\$12.27

To calculate the number of annual users, we take the average usage of existing University-area stations and multiply it by the number of stations we would install as part of this project.

In the University area, there were fifteen Nice Ride stations that were in operation for the entire 2014 season. These stations were used 61,127 times, with an average of 4,075 uses per station. We would install nine new stations as part of this project. If these new stations are used at the same rate as existing stations, the project would cause 36,675 new uses of Nice Ride stations in the year following installation.

This calculation omits a likely indirect benefit of system densification. Research and experience suggests that these new stations, because of increased convenience, visibility and access, would also increase usage at nearby existing stations. This has been confirmed locally after Nice Ride installed infill stations in Minneapolis in Uptown, Downtown, and University areas, which has been followed by increased usage at nearby stations.

Description (Limit 1,400 characters; approximately 200 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

- | | |
|---|-----|
| Projects service directly connects to Racially Concentrated Area of Poverty | Yes |
| Projects service directly connects to Concentrated Area of Poverty | Yes |
| Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color | Yes |
| Projects service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area | |

The project will expand transportation options for people living or working within the project area including the Cedar-Riverside neighborhood, an Area of Concentrated Poverty where at least half of residents are people of color (RCAP). The Census tract containing Cedar-Riverside has the lowest rate of car-ownership in the city of Minneapolis. This project will provide convenient, reliable, low-cost and health-promoting transportation for people who cannot afford to own a car or who are unable to drive.

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

Infrastructure improvements are underway throughout the Twin Cities to increase the usefulness and comfort of using a bicycle as a means of transportation. These options provide benefits to all communities, but may be especially useful for populations without regular access to a motor-vehicle, including transit-dependent populations, children and young adults, members of health-disparity communities, and individuals unable to secure licensure to operate a vehicle. The improved access to Active Transportation that this project will provide will increase opportunities for expanding use of cost-effective, health-promoting, and reliable and convenient transportation for members of these communities.

Upload Map

NiceRideTDM_SocioEconomic.pdf

Measure B: Affordable Housing

City/Township

Minneapolis

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Score	Number of City
Minneapolis	97.0	1

Affordable Housing Scoring 2 - To Be Completed By Metropolitan Council Staff

Total of Score /Total of Cities

97.0

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

The highways near the project area are some of the most congested roadways in the metro region. According to MnDOTs 2014 Congestion Report, the stretches of I-94 and I-35 W providing access to the University of Minnesota campus are congested for more than three hours in the morning and more than three hours in the evening on the average workday.

Infill stations near the University of Minnesota would make it more convenient to choose other modes of transportation to get to, from, and within the University. Nice Ride offers an alternative to commuters who may otherwise have chosen to drive (user surveys consistently show that approximately 20% of bikeshare trips would have otherwise been completed by car). This infill initiative leverages recent transit investments to offer a convenient alternative to motor-vehicle travel to and from the University campus while reducing air pollution, congestion and VMT.

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

Notably, this infill project has been developed in coordination with the University of Minnesota Parking and Transportation staff as part of the Universitys strategy to decrease motor-vehicle access to campus, improve campus traffic issues, and avoid the need to build additional parking ramps.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced	11033
Average Commute Trip Length	12.1
VMT Reduction	133499.3
CO Reduced	319063.327
NOx Reduced	21359.888
CO2e Reduced	4.894084338E7
PM2.5 Reduced	667.4965
VOCs Reduced	4004.979

Measure A: Project Innovation

Nice Ride is making use of innovative strategies to expand use of bikeshare and grow sustainable transportation in the Twin Cities.

In this project, we are implementing a strategy of infill and system densification based on new research into bikeshare system performance. A report by the National Association of City and Transportation Officials (NACTO) recommends a dense network of stations that are no more than 1,000 feet apart. The infill stations we will add all have Near Field Communication (NFC), a technology that enables payment through mobile phones - a first for our system (and among the first in the nation).

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

We are also innovating in our partnership with the University of Minnesota to expand access to memberships for employees. In the first week of our new program, more than 1,000 University employees signed up for new annual memberships - getting ready to access better ways of reaching campus. In addition, we are partnering with streets.mn writers and readers to crowdsource next ideas and stages of development for our system.

We are excited about the possibilities for bikeshare in our region and look forward to continuing to innovate and lead national bikeshare success.

Measure B: Project Elements New to Geographic Area or Population

This project will enhance the density of stations in one of the most bikeable parts of the region, and make bicycling a more attractive transportation option for the 80,000 people who visit the University of Minnesota each day. It will improve our technology and program partnerships to make bicycling a more attractive option to a larger population.

Our new infill stations will have Near Field Communication (NFC) technology enabling payment through mobile phones - a first for our system (and among the first in the nation). We will continue and expand our partnership with the University of Minnesota to expand access to memberships for employees (which in the first week of our new program led to more than 1,000 University employees becoming annual members).

New populations will have access to better service (including residents of the Cedar-Riverside neighborhood, an area of racially-concentrated poverty). This project will expand access to convenient, reliable, low-cost and health-promoting transportation for people who cannot afford to own a car or who are unable to drive while also providing new options for those who currently drive but have not until now had convenient alternatives for their campus travel.

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

Measure B: Organization's Experience and Resources

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

Nice Ride has been operating the Twin Cities bikeshare system since 2010. It was one the first (and largest systems) in operation in the United States in its first several years. It has the longest experience among bikeshare systems in the nation, and is looked to by its peers as a leader and innovator. National publications often recognize its successes:

<http://www.citylab.com/commute/2014/07/this-really-might-be-the-nicest-bike-share-system-in-the-united-states/373679/>

Nice Ride is well prepared to deliver and operate a successful project, and continue on its mission to make sustainable transportation an accessible, convenient and attractive option for all Twin Cities residents.

Measure C: Project Financial Plan

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

The project will continue after the initial federal funds are expended. The infill stations purchased with the requested funds will continue to provide service at the University of Minnesota campus, and will be a vital part of a more dense and more active non-motorized transportation network that provides mobility options for locations in and near the University campus and the Minneapolis CBD.

Funding for operations and maintenance of the infill stations will be provided through Nice Ride's current mix of user membership and sponsorships.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval

4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

0%

Anticipated date or date of completion

9)Letting

Anticipated Letting Date

**AMENDMENT NO. 9
TO
SPONSORSHIP AGREEMENT**

This Amendment No. 9 is incorporated into and made part of that certain Sponsorship Agreement (the “**Agreement**”) by and between Nice Ride Minnesota (“**Nice Ride**”) and BCBSM, Inc. (“**Blue Cross**”) bearing an Effective Date of August 14, 2009, as amended. Any capitalized term not otherwise defined herein will have the meaning given to it in the Agreement.

WHEREAS, in connection with its operations within the Twin Cities, Nice Ride desires to (i) further expand its service area with the addition of 3 new bicycle stations by June of 2015, (ii) provide for seasonal storage of bicycles in-place at the stations and facilitate winter use of bicycles; (iii) make certain system and software improvements to bicycle stations; and (iv) replace worn bicycle components;

WHEREAS, Nice Ride desires to secure certain additional equipment to support expanded operations;

WHEREAS, in connection with certain of the 2014 Pilot Satellites, Nice Ride desires to secure additional funds for satellite development and evaluation; and

WHEREAS, consistent with its goals of improving the health of Minnesotans through increased physical activity and improving health equity in Minnesota, Blue Cross desires to provide additional funding to support these activities in accordance with the terms of this Amendment No. 9.

NOW, THEREFORE, the parties agree as follows:

1. Section 7 and Exhibit C of the Agreement, as modified by Amendments 2, 4, 5 and 7 are hereby further amended to replace all references to the number of bicycles with “2500 bicycles.”
2. Exhibit B of the Agreement is stricken in its entirety, and replaced by a new Exhibit B attached hereto.
3. Funds provided under this Amendment shall be subject to Section 27 of the Agreement (added by Amendment No. 5) (provided, however, that the relevant categories will be those described in this Amendment). Further, Section 27 is hereby amended to add the following to the end of the existing paragraph: “In addition, no payment shall be made to Nice Ride under this Agreement prior to written approval by Blue Cross’ designated representative. As applicable and as otherwise requested by the Blue Cross designated representative, in support of such payment Nice Ride shall provide documentation demonstrating that the relevant goals have been achieved or that reasonable progress has been made

toward achieving such goals, which shall be determined in Blue Cross' sole discretion."

4. Subject to the requirements described in this Amendment, in consideration of Nice Ride's performance of the activities described in this Amendment, which shall be completed by December of 2015, Blue Cross shall pay Nice Ride in three lump sums, upon invoice from Nice Ride, as follows:
- a. \$300,000, payable upon execution of this Amendment;
 - b. \$200,000, payable by the end of August, 2015;
 - c. \$200,000, payable by the end of October, 2015.

The terms and provisions contained in this Amendment No. 9 constitute an amendment to the Agreement referenced above and are incorporated into and made a part thereof. Except as modified and amended herein, all other terms and conditions of the Agreement, as amended, remain in full force and effect.

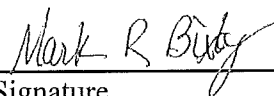
This Amendment No. 9 will be effective as of the date of last signature below. This Amendment No. 9 may be executed in counterparts, each of which shall be deemed an original and all of which, taken together, shall constitute the same instrument. A signature made or exchanged via electronic means (e.g., via email or facsimile) shall be deemed an original signature.

BCBSM, INC., dba Blue Cross and Blue Shield of Minnesota

Nice Ride Minnesota

By:

By:



Signature

Signature

Paula Phillippe
Sr. Vice President, Human Resources &
External Relations

Mark R. Bixby

Print Name

Print Name

6/8/15

13 May 2015

Date

Date

**EXHIBIT B
SPONSORSHIP CONTRIBUTION**

Project establishment:

Blue Cross shall contribute to Nice Ride the amount of one million dollars (\$1,000,000) for Project establishment. The Project establishment Sponsorship Contribution shall be made over three (3) years, as follows:

- **Contribution #1: August 1, 2009 - \$100,000.** Contribution shall be applied to pre-launch marketing, operational and capital expenses, including equipment acquisition, Minnesota State Fair presence with demonstration equipment and promotional materials bearing Blue Cross logo.
- **Contribution #2: December 31, 2009 - \$150,000**
- **Contribution #3: February 15, 2010 - \$450,000.** Contribution shall be applied to marketing, operational and capital expenses, released upon Nice Ride's presentation to Blue Cross of a copy of invoice(s) for payment of bicycle program equipment and services, in advance of formal program launch in the spring of 2010.
- **Contribution #4: January 10, 2011 - \$300,000.**

Nice Ride shall demonstrate a commitment from other funding sources as a pre-requisite for Project establishment contributions. **Specifically, Nice Ride shall provide evidence satisfactory to Blue Cross that the currently budgeted governmental contributions to start-up costs, which include a \$1,750,000 federal contribution and a \$350,000 contribution from the City of Minneapolis, will be made.**

Additional Project funding:

Blue Cross may contribute to Nice Ride additional Sponsorship Contributions in support of Nice Ride's initiatives as determined by Blue Cross in its sole discretion. Any such additional Project funding shall be documented in an amendment to this Agreement and may, but need not, be appended to this Exhibit. Nice Ride shall demonstrate a commitment from other funding sources as a pre-requisite for additional Project funding contributions.

Contribution #5: May 13, 2011 - \$715,000. For 50% Challenge Pledge Match on Nice Ride's acquisition of (a) \$1 million award from Transit for Livable Communities/Bike Walk Twin Cities; (b) \$250,000 from the Central Corridor Funders Collaborative/Catalyst Fund; (c) \$150,000 from the University of Minnesota, and (d) \$30,000 from the Macalester High Winds Fund. Blue Cross' contribution to be applied to acquire additional bicycles and infrastructure to expand Nice Ride's Minneapolis reach and to launch new service areas in St. Paul.

Contribution #6: June 1, 2012 - \$600,000. For Challenge Pledge Match on Nice Ride's acquisition of funds from the National Park Service and other funding sources. Contribution shall be applied to acquisition of additional bicycles and infrastructure to expand Nice Ride's service area.

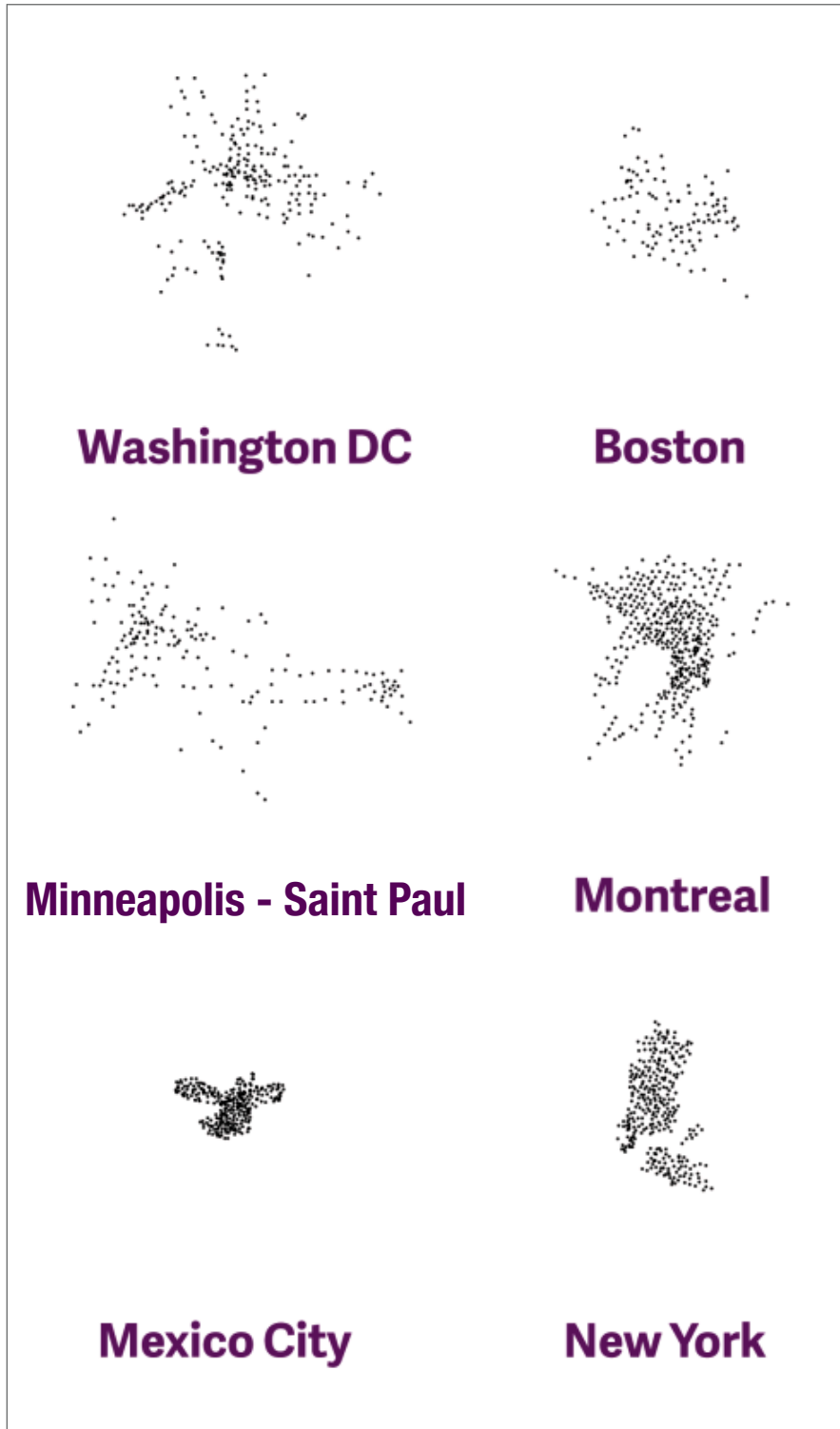
Contribution #7: May 1, 2013 - \$600,000. For Challenge Pledge Match on Nice Ride's acquisition of funds from public sources (including the National Park Service and Hennepin County) and for Project improvements. Contribution shall be applied to acquisition of additional bicycles and infrastructure to expand Nice Ride's service area, including the addition of approximately 24 stations and 228 bicycles.

Contribution #8: August-October 2014 - \$250,000. For Challenge Pledge Match on Nice Ride's acquisition of funds from public sources (including the National Park Service and Hennepin County) and for Project improvements. Contribution shall be applied to acquisition of 180 additional bicycles to expand Nice Ride's service area within the Twin Cities with 17 new stations by December 31, 2014.

Contribution #9: May 2015 - \$27,500. For Challenge Pledge Match on Nice Ride's acquisition of funds from public sources (including the National Park Service and Hennepin County) and for Project improvements. Contribution shall be applied to acquisition of additional bicycles and infrastructure to expand Nice Ride's service area within the Twin Cities with 3 new stations by June of 2015.

Attachment

Comparison of bikeshare station densities, shown at the same scale



Minneapolis bikeshare station density compared to selected peer cities. All systems are shown at the same scale. Adapted from David Yanofsky, "29 of the world's largest bike-sharing programs in one map," Quartz, May 29, 2013.

August 14, 2015

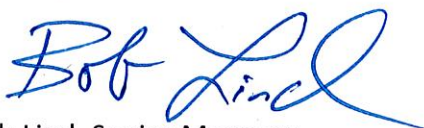
Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
Saint Paul, MN 55101

RE: Nice Ride Minnesota

Dear Elaine:

It is my understanding in working with Nice Ride Minnesota that they will be submitting a request as part of your Regional Solicitation for Federal Transportation Funding. The launch of Nice Ride in 2010 and the growth and expansion of the Nice Ride system in the following five years has been a nationally recognized success story. Nice Ride has been a part of the City's overall transportation plans as they relate to bike and pedestrian initiatives. The ability of Nice Ride to build out their bike sharing system dovetails with the City's efforts to expand protected bikeway corridors and our stated goal of adding 30 miles of on-street protected bike facilities by 2020. The grant application by Nice Ride Minnesota is strongly supported by the City as one piece of the effort to build out an alternative transportation network tied to existing transit connections.

Best regards,



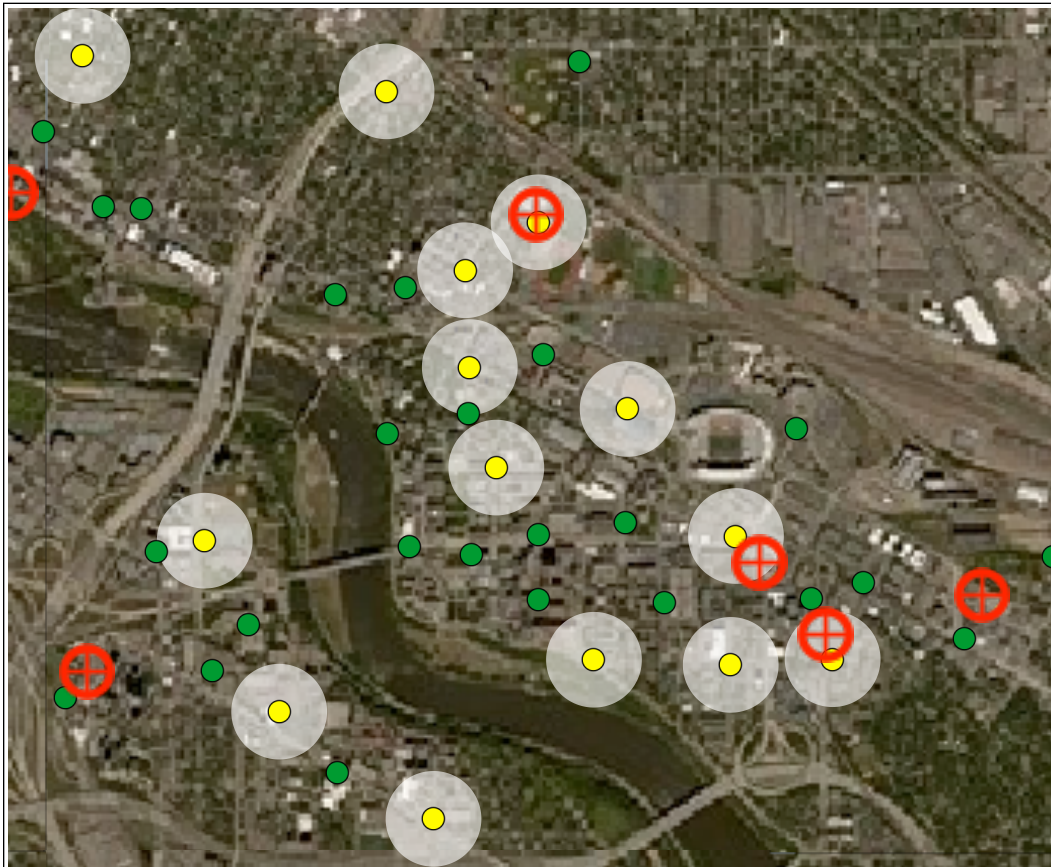
Bob Lind, Senior Manager

Special Projects

612-673-5068

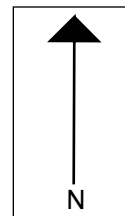
Bob.lind@minneapolismn.gov

Proposed Nice Ride Stations and Real Estate Development



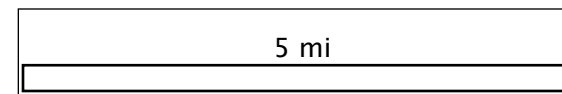
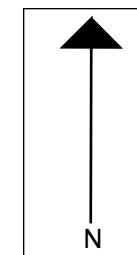
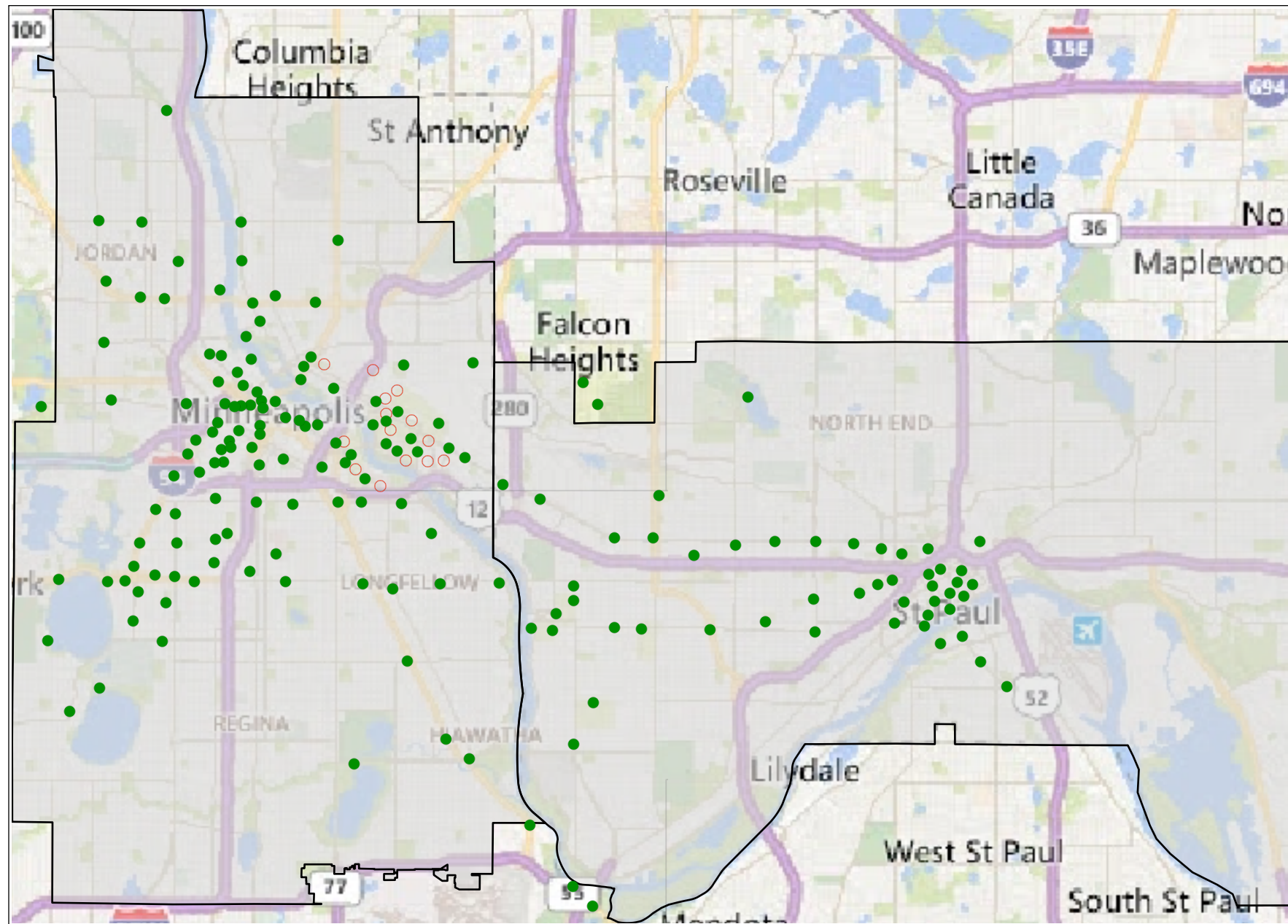
- ⊕ Development
- Existing Nice Ride Stations
- Proposed Nice Ride Stations

1,000 ft



This map shows new and proposed real estate development within a 500-foot radius of proposed Nice Ride stations.

Proposed Infill Stations within the Nice Ride MN Bike Share System



- Existing Nice Ride Stations
- Proposed Nice Ride Stations
- Minneapolis and Saint Paul
- 🌊 Bing Live

UNIVERSITY OF MINNESOTA

Twin Cities Campus

Parking and Transportation Services

*300 Transportation and Safety Building
511 Washington Avenue S.E.
Minneapolis, MN 55455*

612-626-7275

Fax: 612-624-8899

September 11, 2015

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

Dear Elaine:

I am writing in support of Nice Ride Minnesota's application for funding through the Regional Solicitation for Federal Transportation Funding. Since Nice Ride's 2010 founding, it has been a success in the bikesharing and alternative transportation realm.

Nice Ride's continuing expansion has been an important part of integrating the campus with the greater Twin Cities area while encouraging the University community to use alternatives to driving. With 15 of the 170 stations located on campus, it is convenient for our students, staff, and faculty to use bikesharing as their primary or secondary mode of travel both on and off campus.

There are currently 1,811 Nice Ride members on campus and that number continues to grow. Nice Ride and the University Wellness Program recently partnered to offer discounted memberships to staff. This initiative resulted in over 1,000 new memberships in a single week. Nice Ride and the University are working collaboratively to add more stations to the campus and surrounding neighborhoods to make using bikeshare an even more viable and healthier alternative to driving.

In closing, I'd like to reiterate my support for Nice Ride's application for funding. They are a vital partner in the University's bicycle program.

Thank you,



Ross Allanson, CAPP, CPP
Director

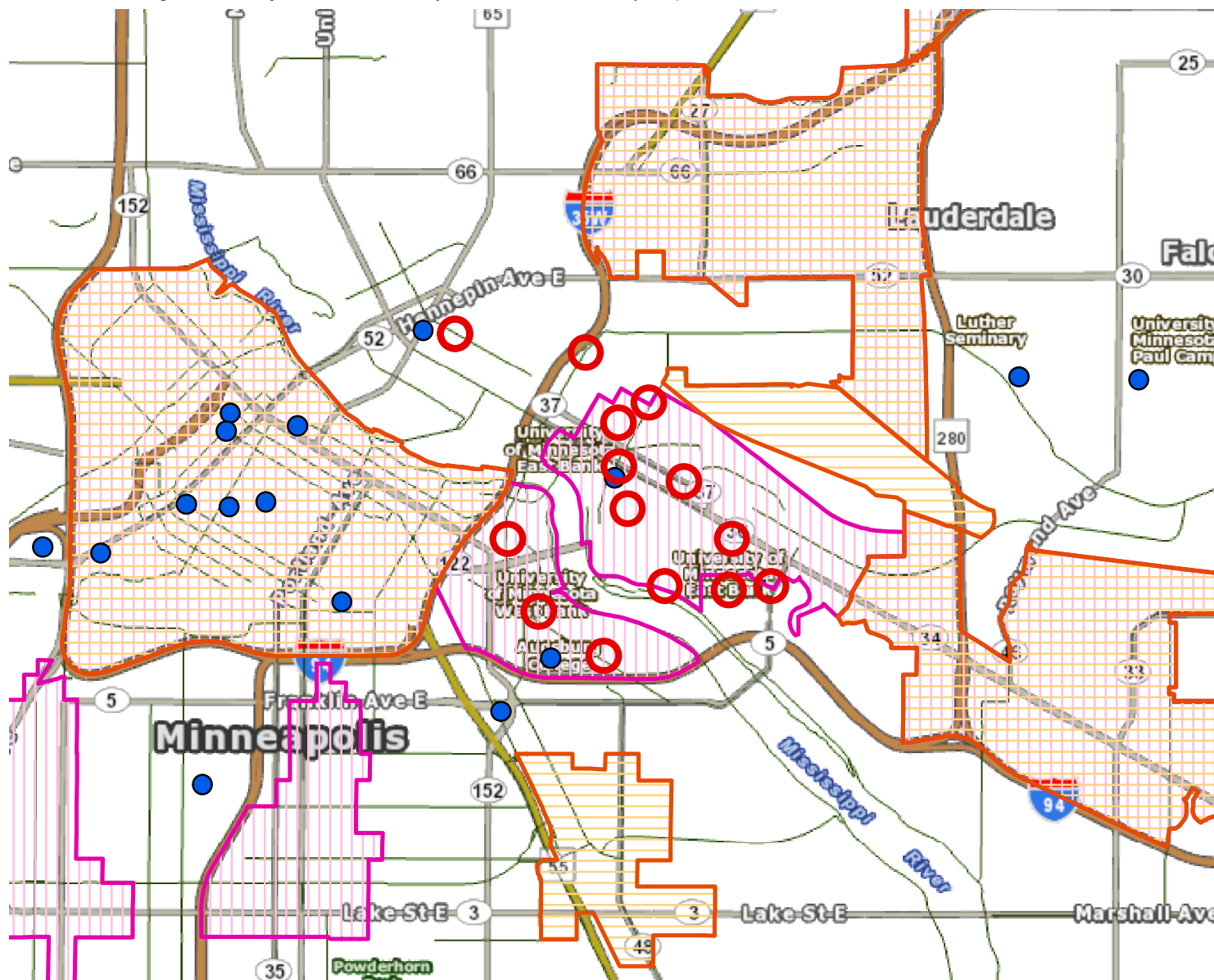
Regional Economy

Results

Project **IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



- Project Points (Proposed Nice Ride station locations)
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 8/17/2015
LandscapeRSA5

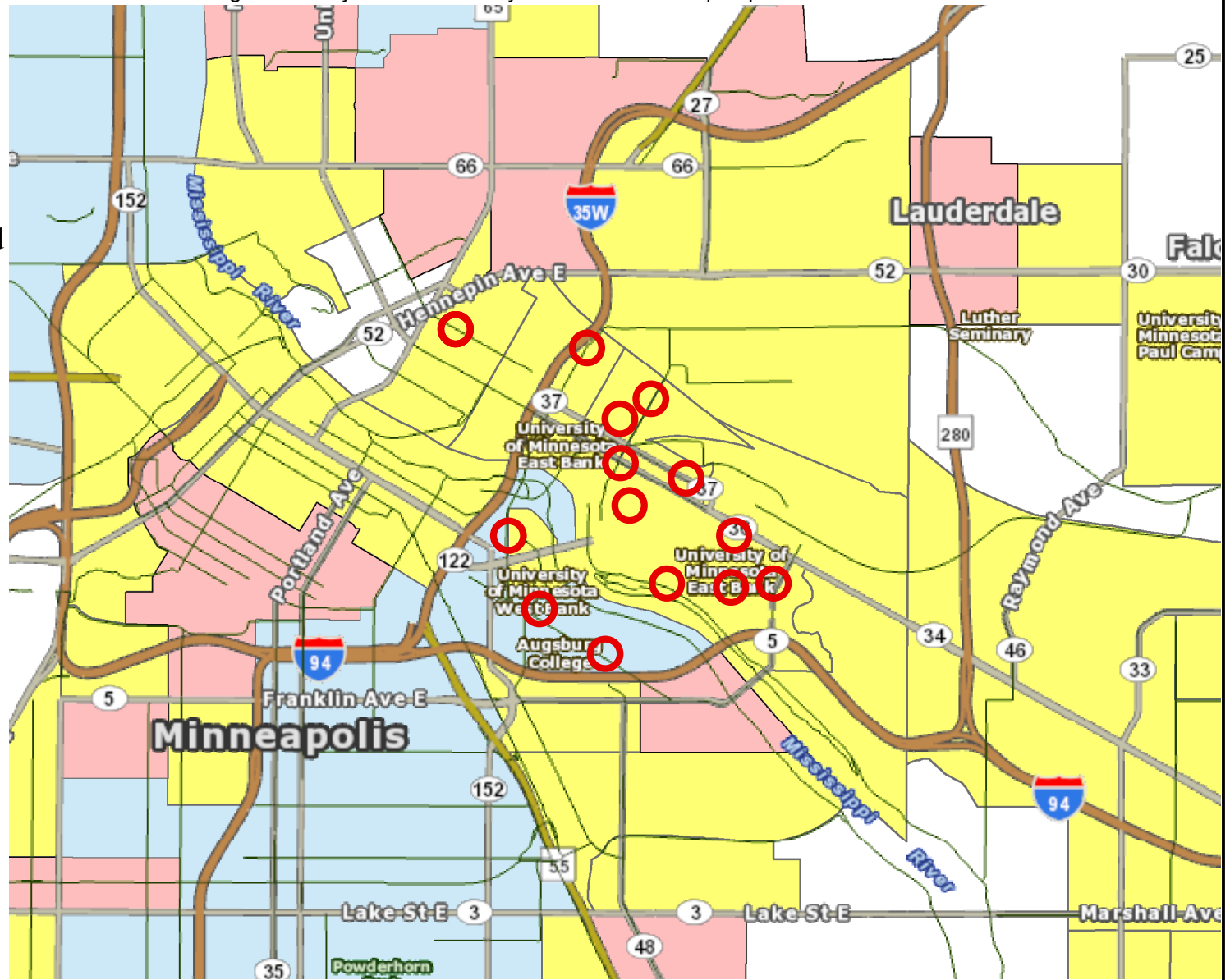


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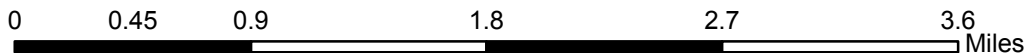


Results

Project IN a racially concentrated area of poverty.



- Project Points (Proposed Nice Ride station locations)
- Area of Concentrated Poverty
- Area of Concentrated Poverty > 50% residents of color
- Above reg'l avg conc of race/poverty



Created: 8/17/2015
LandscapeRSA2



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