



Application

01976 - 2015 Travel Demand Management (TDM)

03780 - Community Bicycle Connectors

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 09/11/2015 4:22 PM

---

## Primary Contact

**Name:**\* Ethan Solomon Fawley  
Salutation First Name Middle Name Last Name

**Title:** Executive Director

**Department:**

**Email:** ethan@mplsbike.org

**Address:** 1428 Washington Avenue S #204

\* Minneapolis Minnesota 55454  
City State/Province Postal Code/Zip

**Phone:**\* 612-964-8902  
Phone Ext.

**Fax:**

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

---

## Organization Information

**Name:** Minneapolis Bicycle Coalition

**Jurisdictional Agency (if different):**

**Organization Type:** In-State not for profit

**Organization Website:**

**Address:** 1428 Washington Avenue South  
Suite 204

**\*** **City:** Minneapolis **State/Province:** Minnesota **Postal Code/Zip:** 55454

**County:** Hennepin

**Phone:\*** 612-568-6227 **Ext.:**

**Fax:**

**PeopleSoft Vendor Number**

---

## Project Information

**Project Name** Community Bicycle Connectors

**Primary County where the Project is Located** Hennepin

**Jurisdictional Agency (If Different than the Applicant):** N/A

This proposal focuses on inspiring people to shift from driving to biking by overcoming individuals' barriers to biking with a particular focus on women in communities of color in Minneapolis. This proposal includes several connected bicycle encouragement efforts:

1) Creating and maintaining an online entry point for cycling in Minneapolis-St. Paul that serves as the go-to resource for potential and beginning bicyclists with a focus on bicycle commuting. This site will connect people to helpful information, tips, and the many existing local resources available for new and beginner bicyclists. It will be built to be user friendly to allow people to easily find resources to overcome their personal barriers to biking. We hope to partner with many agencies and organizations across the region to promote their programs and provide them with a tool they can use to promote biking.

2) Implementing a Community Bicycle Connectors program that directly helps individuals transition from driving to biking. The Coalition will work with community partner organizations in North, Northeast, Phillips, and Cedar-Riverside Minneapolis to hire and train trusted community members as Community Bicycle Connectors. These "Connectors" will work to inspire people in their community to bicycle and connect new riders to resources across the city (with help of online entry point in #1), ranging from helping them obtain a bike to feeling comfortable riding on the street. Each year of this proposal, we will have 6-8 community connectors in the above neighborhoods with each connector working to support 15-25 new bicyclists. The program will specifically prioritize women and communities of color, recognizing that existing bicycling resources are not as catered to these groups and the value that can come from targeted outreach. This proposal includes funds to sub-contract with local community organizations to

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

help bring on and support the connectors.

3) Expanding a volunteer driven bicycle mentor program to inspire first-ever bicycle commutes. This Bicycle Buddy program rewards existing bicyclists who encourage their friends and co-workers to bicycle commute for the first time. We piloted this program on a limited scale during Minneapolis Bike Week 2015 and successfully got 50 people to inspire friends and co-workers for their first-ever bicycle commute. We'll be targeting 250 first-ever bike commutes each year with the support of this grant. We focus on the first-ever bicycle commute because we know that the first commute is the hardest and that many people who try it once can incorporate it more regularly into their commute routine.

*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.*

Proposal supports Minneapolis goal to increase trips taken by bicycle (Bicycle Master Plan, p 1) & aligns with following strategies (p 122):

- "Encourage & facilitate bicycling as an important mode of personal transportation & recreation"

- "Ensure that bicyclists of different backgrounds & experiences feel safe & comfortable bicycling throughout the city."

Proposal supports Hennepin County goals to "Quadruple the number of bicycle commuters by 2040" & "Bring the ratio of bike commuters who are women to half" (Bicycle Transportation Plan Exec Summary). It also aligns with the following strategies (p 55):

- "Educate the public about bicycling as a sustainable mode of transportation."

- "Support efforts to make bicycling a more attractive option for those populations underrepresented on bicycles."

- "Work with partners to develop activities and events for potential bicyclists on topics like bicycling in everyday/professional clothes, maintenance, hauling cargo and other barriers."

### Connection to Local Planning

---

## Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$239,000.00
Match Amount	\$64,000.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	<b>\$303,000.00</b>

<b>Match Percentage</b>	21.12%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	Individual donations
<b>Preferred Program Year</b>	
<b>Select one:</b>	2015

## MnDOT State Aid Project Information: Transit and TDM Projects

<b>County, City, or Lead Agency</b>	N/A
<b>Zip Code where Majority of Work is Being Performed</b>	0
<b>(Approximate) Begin Construction Date</b>	10/03/2016
<b>(Approximate) End Construction Date</b>	09/30/2019

### LOCATION

<b>From:</b> <b>(Intersection or Address)</b>	0
--	---

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

<b>To:</b> <b>(Intersection or Address)</b>	0
--	---

<b>Type of Work</b>	N/A
---------------------	-----

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

## Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

---

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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	\$303,000.00
<b>Totals</b>	<b>\$303,000.00</b>

## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

Total Cost	\$303,000.00
Construction Cost Total	\$303,000.00
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
Mpls Bicycle Coalition TDM Application 2015 Budget.xlsx	Program budget	11 KB
Mpls Bicycle Coalition TDM Application 2015 Letter of Support from City of Mpls.pdf	Letter of support from City of Minneapolis Bicycle/Pedestrian Coordinator	23 KB
Mpls Bicycle Coalition TDM Application 2015 Letter of Support from Commuter Connection.pdf	Letter of support, Commuter Connection	73 KB
Mpls Bicycle Coalition TDM Application 2015 Local Match Letter.pdf	Local match letter	123 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

### City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

Upload Map

Mpls Bicycle Coalition TDM Application 2015 Regional Economy Map.pdf

---

## Measure B: Project's Use of Existing Infrastructure

The program is focused on traditionally underserved communities with good (and improving with new routes) access to bikeways. These are also communities within easy biking distance to many destinations, including commuting hubs of downtown Minneapolis and the University of Minnesota, and with ample opportunities to bicycle to transit to further extend their commuting range. We will also purposely focus on promoting engagement in areas after a new protected bikeway or bike-accessible aBRT or light rail stop is implemented to maximize the dual return on investment.

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

Specifically for the neighborhoods we are targeting: Phillips and Central neighborhoods of South Minneapolis have strong access to the Midtown Greenway, Park and Portland Avenue bike lanes, Hiawatha trail, 26th and 28th Street protected bike lanes and additional bike lanes. Cedar-Riverside neighborhood is right on the Hiawatha Trail and close to U of M bicycle network with future connections to downtown planned on Washington Avenue and 5th Street. Northeast Minneapolis has a number of new bicycle boulevards that connect well to through the neighborhood and to downtown and the U of M. North Minneapolis has bike lanes on Emerson and Fremont and new protected bikeways being built on 26th Ave N along with additional bike lane connections.

---

### Measure A: Total Annual Project Cost per User

Total Project Cost	\$303,000.00
Annual Users	723
Cost Effectiveness	\$419.09

For each of the three program areas:

1) Beginner bicyclist website. Usage will depend on how much partners are promoting (we hope to have many). We think even with just our promotions, that thousands of different people will access the website each year. We are quite conservatively estimating that 1,000 people over 3 years (or 333/yr) will find information on the website that helps them bike considerably more than they would have otherwise. This certainly has the potential to serve many more than that.

2) Community Bicycle Connectors. This work is more intensive. We plan to have 7 connectors each year and estimate that they each will help get 15-25 people biking significantly more (spending about 12 hours per person, including recruitment). That means serving 140 people a year.

3) Bicycle Buddies. With little promotions we inspired 50 first-time bike commutes with a pilot of this program this year. With more support, we think it is very reasonable that we can utilize our volunteer network to inspire 250 first-time bicycle commutes each year. (We have more than 700 active volunteers currently.)

Total annual: 333 through website + 140 through Community Bicycle Connectors + 250 through Bicycle Buddies = 723

(We will engage different people each year, so expect to serve 2,170 over the 3 years.)

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

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

This proposal is specifically prioritizing work in traditionally underserved areas and communities of color. We will be striving for most (and maybe all) of the Community Bicycle Connectors to be women of color living in one of the prioritized areas. We will work with each Connector to create culturally-specific resources for their work, including in languages other than English as needed. We will likely make some elements of the beginning bicyclist website also available in multiple languages. Recognizing that local community organizations are more connected to their local community than we ever can be, we will be working to have a host organization for each Connector that works in that community (and, in some cases, also with a specific ethnic community).

Upload Map

Mpls Bicycle Coalition TDM Application 2015 Socio Economic Map.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
	<b>97</b>	<b>1.00</b>

## 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

This project is focused on some of the densest and most congested parts of the region--the neighborhoods directly adjacent to Downtown Minneapolis. While streets and freeways in this area are serving a lot of suburban commuters, they are also serving commuters from the neighborhoods adjacent to downtown and residents taking non-work trips. 25 percent of downtown Minneapolis employees live within 5 miles of work, which provides a lot of potential for more biking in addition to the majority of short, non-work related trips.

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

In the areas where this project is focused, there is considerable rush-hour congestion on I-94 and I-35W and also on Hwy 55/Hiawatha/Olson Memorial (25k-50k ADT), Franklin Avenue (15k-20k ADT), Lake Street (19k-21k ADT), and Cedar Avenue (5k-18k ADT). Additionally, there are slow downs on many downtown streets, and many additional minor arterial and connector streets in these areas, especially in the afternoon rush hour.

We are estimating that this project will reduce VMT by 377,500 miles and it certainly could be more than that. Most of those miles reduced will be in and around the congested area of downtown Minneapolis and will take cars off of those congested streets.

---

### Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced

161

Average Commute Trip Length

3.0

VMT Reduction	483.0
CO Reduced	1154.37
NOx Reduced	77.28
CO2e Reduced	177067.8
PM2.5 Reduced	2.415
VOCs Reduced	14.49

---

## Measure A: Project Innovation

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

The three elements in this proposal are all new for the Twin Cities. The Beginning Bicyclist website will bring together resources that exist, but are hard to find and not user friendly. The Community Bicycle Connectors builds off ideas utilized locally with the Nice Ride Neighborhood program, Cycles for Change Bike Library, and an community engagement model called Trusted Community Advocates (used on Green Line among other places) but takes it an additional step in offering additional support as challenges arise for participants. The Bicycle Buddies program was technically done this year, but on a very small scale as a pilot.

All of these programs offer new TDM models that we feel have a high potential for success and could be replicated in other areas across the region in the future. We are also striving with the website and connectors to build off of and utilize existing programs, which is innovative in itself because few local TDM programs connect or build off each other currently.

---

## Measure B: Project Elements New to Geographic Area or Population

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

The geographic areas that we are prioritizing are outside the TMO areas and have had no to modest targeted bicycle encouragement efforts to date (SPOKES Bike Walk Connect and Nice Ride Neighborhood have started doing bicycle encouragement in some of our prioritized areas within the last few years that we are looking to build on). We do plan to prioritize Northeast Minneapolis, Central neighborhood, Hmong residents in North, and Somalis in Cedar-Riverside/Phillips--all areas/communities that have had very limited focused bicycle engagement work. The project's focus on women is also quite rare locally (St. Paul Women on Bikes and Grease Rag are valuable examples).

---

## Measure B: Organization's Experience and Resources



The professional staff of the Minneapolis Bicycle Coalition coordinates two large and complex series of events with our talented and committed base of volunteers--Open Streets Minneapolis and Minneapolis Bike Week. Both of these experience offer a lot of experience for us that will prove valuable for this work.

We successfully brought Open Streets to the Twin Cities in 2011 and have since expanded it to 8 events this year that have/will attract more than 60,000 with more than 250 community partners/business participants.

At the urging of the City of Minneapolis, we took the lead on Minneapolis Bike Week in 2014. Since then, we have overseen the two biggest Bike Weeks in Twin Cities history with more than 19,000 participants and 170 partners.

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

Through these (and other) efforts, we have built a number of relationships that will prove critical for success on the Community Bicycle Connectors program. We have experience finding and collaborating with local partners from diverse communities.

We have experience building websites and with the information needed for the beginning bicyclists web entry point.

We have the network of committed volunteers needed to pull off a successful Bicycle Buddies program.

Overall, the Coalition currently has 7 FTEs and a \$430,000 budget and can comfortably add the new programs in this proposal.

---

## Measure C: Project Financial Plan

If we receive the start-up funding needed in this grant, we will be able to continue the beginning bicyclist website and Bicycle Buddies program after the federal funds are expended.

We hope to be able to continue the Community Bicycle Connectors program as well (assuming it is successful), but we would need to identify a source of funding for that continued work. We think that it could be a good fit for one or more local Foundations or future State Health Improvement Program funding.

An Innovative TDM grant would be critical to allowing us to jump start all three of these related initiatives.

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

---

## 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.*

Check Here if Your Transit Project Does Not Require Construction  Yes

---

## 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/listed 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/archaeological 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**

September 9, 2015

Elaine Koutsoukos  
TAB Coordinator, Metropolitan Council  
390 Robert St N, St Paul, MN 55101  
651-602-1717

RE: Minneapolis Bicycle Coalition application for TDM solicitation

Dear Ms. Koutsoukos,

I am writing to offer my support for the Minneapolis Bicycle Coalition's Community Bicycle Connectors application for the Travel Demand Management solicitation. Their proposal is in line with City of Minneapolis goals to encourage more bicycling and support equity with bicycling. We have worked with the Minneapolis Bicycle Coalition on several large programs and are confident that they will deliver a valuable and innovative program that will help promote bicycling while reducing driving trips and congestion and air pollution.

Encouragement of bicycling is a critical part of a comprehensive approach to helping people incorporate bicycling into their daily lives. Encouragement becomes even more important as we build infrastructure that serves every type of bicycle rider. The City of Minneapolis recently passed a Protected Bikeway Plan that calls for 48 miles of new protected bikeways by 2020. This infrastructure has the potential to attract a whole new type of bicycle rider in Minneapolis. Engaging directly with people, particularly women and communities of color, will help make sure that this plan works for everyone.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Dyrdaahl".

Matthew Dyrdaahl, AICP, LCI  
Minneapolis Bicycle and Pedestrian Coordinator  
612-673-3642  
[matthew.dyrdaahl@minneapolismn.gov](mailto:matthew.dyrdaahl@minneapolismn.gov)



# COMMUTER CONNECTION

A PROGRAM OF THE DOWNTOWN MINNEAPOLIS TMO

September 10, 2015

Elaine Koutsoukos  
TAB Coordinator, Metropolitan Council

RE: Minneapolis Bicycle Coalition application for TDM solicitation

Dear Ms. Koutsoukos,

I am writing to offer the support of Commuter Connection for the Minneapolis Bicycle Coalition's Community Bicycle Connectors application for the 2015 Travel Demand Management solicitation. As a Transportation Management Organization (TMO), our success is measured in travel behavior change. We have found that we are most successful when we work with multiple partners and coordinate multiple messages to go out into the community. The Minneapolis Bicycle Coalition's proposal will compliment the bicycle education, outreach and encouragement resources we have developed and will also provide resources that we can use in our work. We have worked with the Minneapolis Bicycle Coalition before and are confident that they will deliver a valuable and innovative program that will help promote bicycling while reducing drive-alone trips, traffic congestion and air pollution in our region.

Please let me know if you have any questions.

Sincerely,

Dan MacLaughlin  
Executive Director  
Commuter Connection  
Downtown Minneapolis TMO





# MINNEAPOLIS BICYCLE COALITION

September 10, 2015

Elaine Koutsoukos  
TAB Coordinator, Metropolitan Council

RE: Local match for TDM Community Bicycle Connectors Application

Ms. Koutsoukos,

The Minneapolis Bicycle Coalition Board of Directors approved the Coalition's Community Bicycle Connectors application at the September 1, 2015 Board meeting. The Coalition commits to using individual donations to meet the identified \$64,000 local match over three years in the proposal. We generate significantly more in individual donations each year than the \$21,333 needed each year for the match. We are 100 percent confident that we will be able to fulfill our local match if awarded the grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ethan Fawley', with a stylized flourish at the end.

Ethan Fawley  
Executive Director, Minneapolis Bicycle Coalition



# Regional Economy

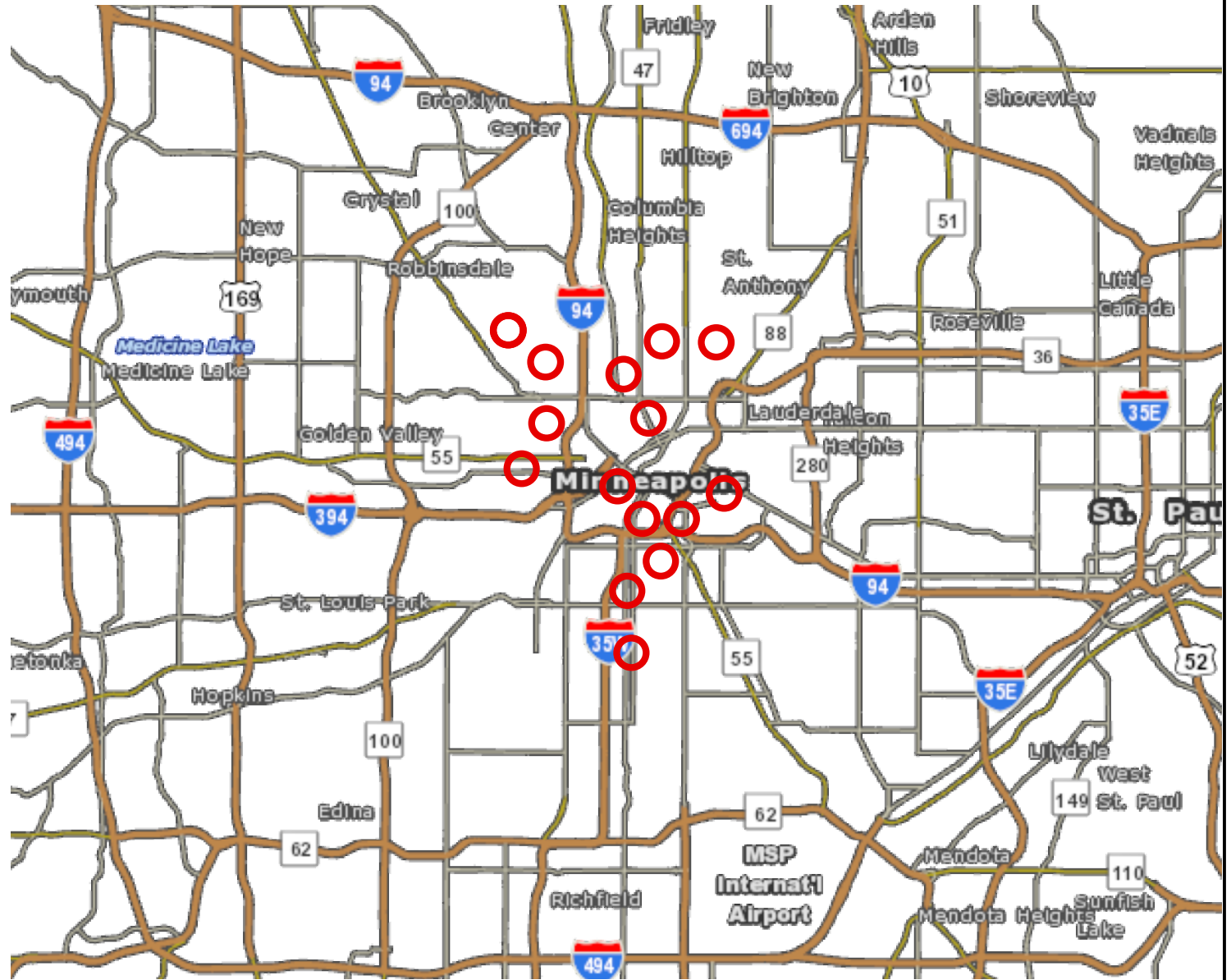
Travel Demand Management Project: Mpls Bicycle Coalition TDM | Map ID: 1441946189263

## Results

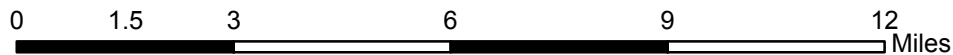
Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

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



 Project Points



Created: 9/10/2015  
LandscapeRSA5

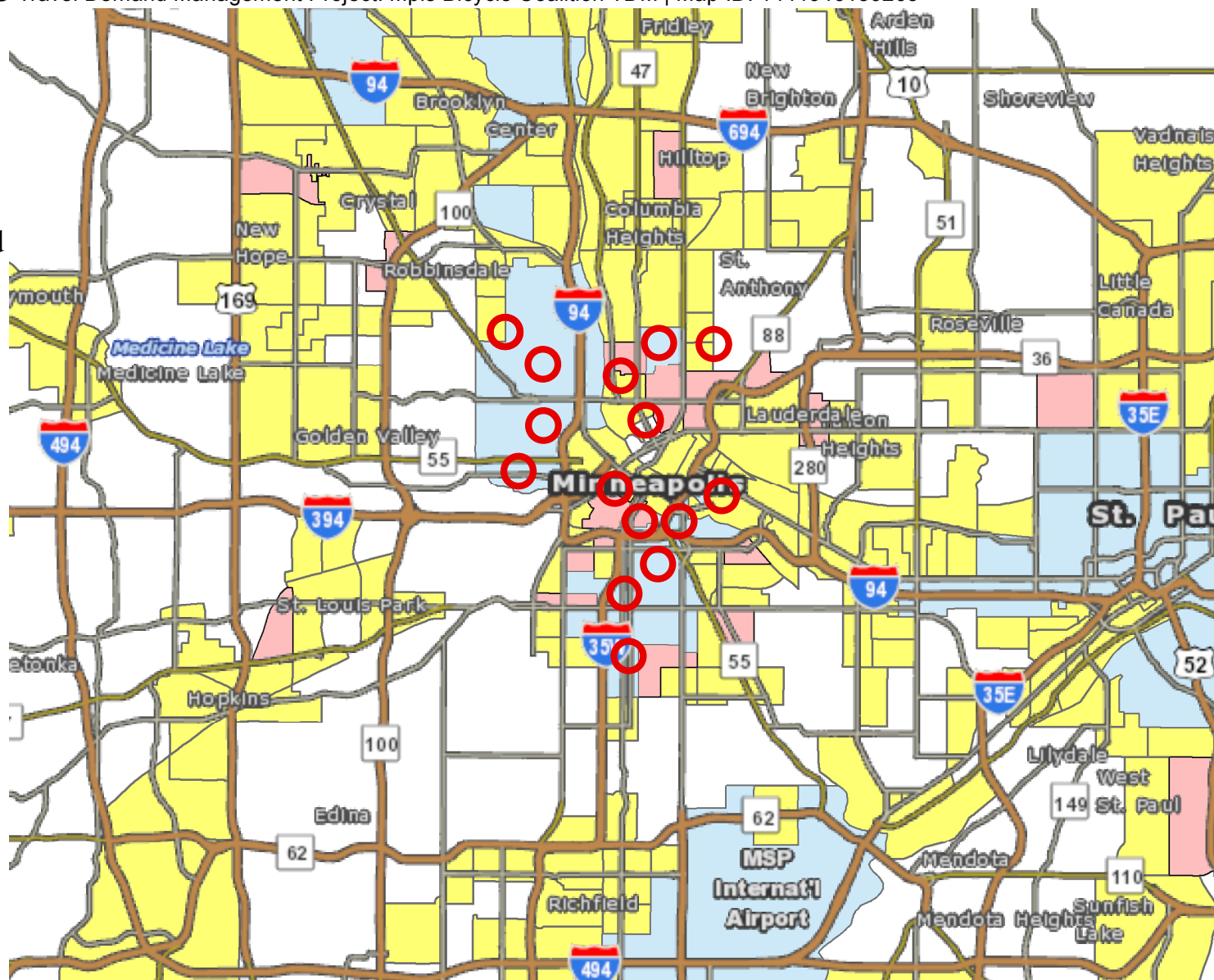






For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN a racially concentrated area of poverty.



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



Created: 9/10/2015  
LandscapeRSA2



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



**Minneapolis Bicycle Coalition**  
**Community Bicycle Connectors TDM Application**  
**Program Budget**

<b>Expense</b>	<b>Amount</b>	<b>Notes</b>
Staff salary	\$ 100,500	Program will be managed by a 2/3-time staff person with additional management support.
Staff benefits	\$ 9,000	
Employment taxes/insurance	\$ 10,000	
Contracts with Community Bicycle Connectors and local hosting organizations	\$ 147,000	Will place 6-8 Community Bicycle Connectors each year at average of \$7,000 each.
Website contract	\$ 5,000	For initial design of bicycle entry point website
Printing	\$ 4,000	For printed materials for Community Bicycle Connectors program and promotions for Bicycle Buddies program
Materials	\$ 13,500	For events, incentives, etc. to support Community Bicycle Connectors and Bicycle Buddies programs
Overhead	\$ 14,000	For rent and office expenses, website hosting, staff training, and local travel expenses.
<b>Total Budget (3 years)</b>	<b>\$ 303,000</b>	
<b>Total Grant Request</b>	<b>\$ 239,000</b>	79 percent of total budget
Local match	\$ 64,000	21 percent of total budget