



Application

01976 - 2015 Travel Demand Management (TDM)

03794 - Bicycle Access and Training at the Spokes Bike Center

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 09/11/2015 11:18 AM

Primary Contact

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

Organization Information

Name: CYCLES FOR CHANGE

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

712 UNIVERSITY AVE W

*

ST PAUL

Minnesota

55104

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-222-2080

Ext.

Fax:

PeopleSoft Vendor Number

0000091853A1

Project Information

Project Name

Bicycle Access and Training at the Spokes Bike Center

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The Spokes Bike Center is a project of Cycles for Change (C4C) that supports low-income and under-represented community members in accessing quality bicycle training plus free bicycles to ensure that the benefits of bicycling are shared equitably. This initiative is a part of C4Cs larger effort to build a diverse and empowered community of bicyclists centered around our two shops in Minneapolis and St. Paul.

C4Cs Spokes Bike Center, with CMAQ funding, will implement four programs to promote bicycling as affordable transportation and reduce congestion in and around the Franklin Avenue corridor of Minneapolis. These programs are:

1) Earn-a-Bike. Through the Earn-a-Bike (EAB) program, low-income and underserved community members (including women, people of color, immigrants, and youth) take a class during which time they repair a bicycle to keep for free, with helmet and lock for safe riding and secure bike storage. With CMAQ support, Spokes will provide 75-85 bicycles per year over 3 years through the earn-a-bike program.

2) Bike Library. With CMAQ support, Spokes will annually offer 50-60 low-income Twin Cities residents the opportunity to borrow a bicycle, fully equipped for transportation purposes, for six months. The program also provides participants with customized commuter support to help them overcome barriers to bicycling, and then engages those participants as community educators and leaders promoting bicycling in their neighborhoods.

3) Open Shop: Spokes holds free Open Shop nights multiple times per week, where community members can work on their bikes with support from experienced mechanics and volunteers. An estimated 40-60 people will utilize this program

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

weekly during the warm weather months.

4) Learn to Ride a Bike. Spokess Learn to Ride (LTR) class is a four-week series designed to support adults who have never ridden a bicycle learn how to ride. Spokess LTR program reaches the people who have been most actively denied the opportunity to experience the transportation, health, and economic benefits bicycling women, people of color, new Americans, and low-income individuals. With a CMAQ award, this program will serve 75-85 people annually over the three years of this grant.

Spokes is a vibrant community center where people from all walks of life come together around the shared experience of bicycling for transportation. Spokes has drop-in repair hours, free program offerings, and hands-on support for program participants to build their bicycling skills. From this community center, C4C expands our focus externally, engaging our neighbors with support in overcoming whatever barriers they experience to bicycling as a tool for healthy, affordable, environmentally sustainable, and personally empowering transportation.

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.

Connection to Local Planning

The 2030 Transportation Policy Plan Chapter 1 Overview states that Walking and bicycling are part of the total transportation picture. The Councils plan continues to support and coordinate efforts to strengthen these modes (page 6). In Chapter 9, the full plan outlines opportunities for increasing bicycling in the metro region, stating that The potential for bicycle transportation is great. Nearly 14% of all trips in the region are less than one mile long, and close to 40% are less than three miles. It is possible that removing travel barriers could result in a significantly higher proportion of trips made via walking and bicycling (page 171). The report additionally highlights the importance of both infrastructure changes and programs encouraging behavior change. Along with improvements in facilities, the report states, education and promotion are important fundamentals in increasing the amount of bicycling and walking while also improving its safety (page 181).

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

\$300,000.00

Match Amount

\$75,000.00

Minimum of 20% of project total

Project Total

\$375,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

McKnight Foundation; Health Partners; Individual Donations

Preferred Program Year

Select one:

2015

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency

Cycles for Change

Zip Code where Majority of Work is Being Performed 55406

(Approximate) Begin Construction Date

(Approximate) End Construction Date

LOCATION

From: n/a
(Intersection or Address)

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

To: n/a
(Intersection or Address)

Type of Work

*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	\$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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$375,000.00
Totals	\$375,000.00

Transit Operating Costs

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

Totals

Total Cost	\$375,000.00
Construction Cost Total	\$375,000.00
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. Yes

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
C4C ED letter confirming matching funds.pdf	Letter confirming availability of matching funds	60 KB
CMAQ Spokes Budget.pdf	This is the 3 year budget - including matching funds - for the Spokes bike center.	13 KB
TDM-Bike Access Training Spokes-Reg Economy.pdf	Map of Spokes - regional economy map	515 KB
TDM-Bike Access Training Spokes-SocioEcon.pdf	Map of Spokes - socioeconomic map	531 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)

Spokes is centrally located in a dense area of Minneapolis that is highly connected to jobs and schools. A manufacturing/distribution area is just to the south of Spokes. Job concentration areas are located north and west of Spokes. Many schools are nearby. The Spokes bike center also supports the goals identified within the Franklin Transit Oriented Development Station Area Master Plan as well as the Minneapolis Bicycle Master Plan. With the Green Line and Southwest LRT station area investments, the Franklin station area risks being left behind in transit oriented development. Spokes helps bring transportation resources and economic vibrancy to the Franklin LRT station area.

Upload Map

TDM-Bike Access Training Spokes-Reg Economy.pdf

Measure B: Project's Use of Existing Infrastructure

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

Spokes is located 1.5 blocks from the Franklin Avenue station on the Blue Line, Minneapolis first Light Rail transit line. Spokes programming and community engagement directly promotes bicycling as a transportation option and as a tool that enhances the utility of Minneapolis public transit infrastructure. Spokes is located one half block from the Hiawatha LRT bicycle trail, a high quality bicycle facility which also connects to the nationally recognized Midtown Greenway bicycle trail. Franklin Avenue between the Mississippi River and Minnehaha Avenue are striped with bike lanes; Minnehaha Avenue is also being constructed to include improved bicycle facilities from Franklin Avenue all the way south to Minnehaha Park. Spokes itself, as a community amenity, is a part of transit-oriented development taking place in and around the Hiawatha LRT bike trail and near the Franklin Avenue LRT station.

Spokes is located close to important bicycle and transit facilities that have the potential to serve low- and moderate-income communities. By engaging low- and moderate-income residents in and around Seward and the Franklin Avenue corridor, Spokes has the potential to increase the utilization of these strategically connected bicycle and transit facilities by low- and moderate-income people who stand to benefit the most from reduced car reliance.

Measure A: Total Annual Project Cost per User

Total Project Cost	\$375,000.00
Annual Users	1710
Cost Effectiveness	\$219.30

Spokes is projecting the following number of people, per year, participating in the four core programs identified in this proposal:

80 participants earning a free bicycle through our Earn-a-Bike program

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

50 people checking out a bicycle from our Bike Library

75 people participating in a Learn to Ride class and learning to ride a bicycle

1500 people participating in our free Open Shop and accessing free bike repair

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

Cycles for Changes Spokes Center is fundamentally focused on addressing racial, gender, and economic equity in bicycle transportation, and making sure that disadvantaged communities have opportunities to access the benefits of bicycle transportation. Spokes is located directly next to concentrated populations of low-income and people of color communities, including the Phillips community bordering Spokes to the West, and the large East African community located north of Franklin in and around the Seward Towers affordable housing complex. These geographic communities, and underserved communities in general, are the primary target of Spokess programming.

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

The programs identified in this proposal include Spokess Bike Library, Earn-a-Bike, Learn-to-Ride, and Open Shop programs. These programs support members of low-income communities in getting access to a quality refurbished bicycle; the lack of a decent quality bicycle is a most basic barrier that prevents people from biking. Programming further supports underserved community members in learning the skills to ride safely and confidently in traffic, for transportation purposes. The Learn to Ride program supports people in learning to bike for the first time; almost all of Spokess LTR participants are low-income, people of color, immigrants, and/or women. Spokess Open Shops helps provide free bike repair to keep people riding.

Upload Map

TDM-Bike Access Training Spokes-SocioEcon.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
	97	1.00

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

Minneapolis and St. Paul and the Franklin/Cedar/Minnehaha corridors experience significant congestion daily. According to the City of Minneapolis, Franklin Avenue at Hiawatha has 17,146 cars daily (2012 count) and the Cedar/Franklin/Minneha intersection rated as deficient and one of the most dangerous intersections in the city sees 42,869 vehicles pass daily.

Bicycling is a viable transportation choice in the Twin Cities. According to the 2013 American Community Survey, Minneapolis has a 3.7% share of people using a bicycle for transportation. According to 2012 data from Bike Walk Twin Cities, rates of bicycling increased by 51% between 2007 and 2012. City and county governments have made key infrastructure investments to support bicycling as a viable transportation choice.

Encouraging bicycling as a form of transportation can support people in utilizing transportation modes outside of single occupancy vehicle travel. The core urban areas of Minneapolis and St. Paul are particular targets for bicycle promotion as destinations are closer to each other and trips tend to be shorter. Bicycle promotion further increases the viability of public transit to reach destinations farther away. This program helps to specifically engage the low-income and people of color communities in and around Franklin Avenue, which are underserved by most bicycle encouragement efforts.

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

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced	181
Average Commute Trip Length	3.0
VMT Reduction	543.0

CO Reduced	1297.77
NOx Reduced	86.88
CO2e Reduced	199063.8
PM2.5 Reduced	2.715
VOCs Reduced	16.29

Measure A: Project Innovation

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

Minneapolis has seen substantial investments in bicycle infrastructure in recent years; even more infrastructure investments are expected in coming years. However, bicycling still remains as a small percentage of daily commutes. While continued infrastructure development is needed to make bicycling viable, educational initiatives have the potential to increase the utilization of bicycle facilities in a cost-effective manner. The high costs of car ownership uniquely hamstring low-income communities, indicating there is an opportunity to more effectively engage low-income communities in bicycle transportation. Cycles for Change is an established bicycle education organization focused on engaging low-income and under-served communities around bicycling; the Spokes bike center reflects C4Cs expansion into a new geographic community in 2015.

The specific programs described in this proposal are unique in the Twin Cities and in Minnesota as a whole. Spokess programs are unique for specifically reaching out to low-income and traditionally under-served communities, a population that is often left out of bicycle promotion efforts. Spokes programs are unique in offering people access to a free bicycle; and Spokess programs are unique for integrating safe cycling and mechanical education in with ongoing program opportunities such as group rides and volunteer opportunities.

Measure B: Project Elements New to Geographic Area or Population

Cycles for Changes flagship shop was founded in 2008 at its University Avenue location in St. Paul; this center received a CMAQ award in 2014 to grow its work helping low-income and under-represented community members access free bicycles and bike repair. The Spokes bike center represents an expansion of the Cycles for Change community bike shop model to a new geography with a substantial concentration of low-income residents in Seward and Phillips. The initiative, developed under the umbrella of Seward Neighborhood Group (SNG), was a pilot and was highly successful in engaging low-income and underrepresented community members in biking for transportation. It is the only initiative in the Twin Cities effectively engaging the East African community around bicycling.

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

At the end of 2014, with the conclusion of the Bike Walk Twin Cities seed funding, Spokes was struggling to sustain funding. In January 2015, C4C took over Spokes; Spokes is currently operating with a reduced staff capacity. C4C is working to grow its organization to be a metro-wide education and advocacy organization, with community bike centers serving residents in under-served neighborhoods throughout the Twin Cities. This vision for engaging low-income neighborhoods through community bike centers is unique in the Twin Cities and will help the bike movement be more effective, diverse, and equitable.

Measure B: Organization's Experience and Resources

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

Cycles for Change is an innovative, energetic, and efficient organization with strong volunteer leadership, a diverse staff, and deep community connections in low-income and people of color neighborhoods throughout Minneapolis and St. Paul; C4C is the leading bicycle education nonprofit in the Twin Cities metro area. The programs offered out of the Spokes bike center fit tightly within Cycles for Changes overall organizational goals and objectives of engaging traditionally under-represented community members including women, immigrants, people of color, and low-income community members in overcoming barriers to using bicycles as a healthy, affordable, and environmentally sustainable transportation choice. The programs at Spokes were modeled after those developed at C4Cs University Avenue location, which have been tested and refined over more than 7 years. C4C further has the experience managing a CMAQ grant since October 2014 at our University Avenue shop. C4C boasts the most diverse staff of any bicycle nonprofit in Minnesota. C4Cs Executive Director was recently recognized as an Emerging City Champion by the John S. and James L. Knight Foundation and 8-80 Cities, demonstrating the quality reputation C4C has developed. C4C received the 2009 Community Hero award from the Metro Transit Commuter Choice awards, and the 2011 Major Taylor Community Service award.

Measure C: Project Financial Plan

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

Cycles for Change has only recently taken over the management of the Spokes bike center. As such, the organization is in the process of building a long-range plan for program sustainability. A CMAQ award will help the organization operate at capacity for the three-year period between late 2016 and 2019. In giving the organization three full years of funding, A CMAQ award will provide Cycles for Change with the opportunity to utilize three full years of program results to build a set of funding relationships with foundations to sustain the effort once the CMAQ grant expires. Further, the three years of CMAQ funding will provide the organization the opportunity to build a strong base of individual donors that can contribute to the projects sustainability. Lastly, C4C is working to build the earned income capacity of the Spokes center; by the conclusion of the CMAQ grant, Spokes will have enhanced retail offerings as well as fee-for-service contract classes to sustain the bike center. C4C will additionally seek, and secure, other grant funding, such as building off a new partnership with Hennepin County through State Health Improvement Program funding.

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
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Dear Elaine and Metropolitan Council Review Team,

This letter is submitted as confirmation that Cycles for Change has secured funding to match federal dollars allocated through the Congestion Mitigation Air Quality program.

With a requested \$300,000 CMAQ award, C4C will be expected to supply \$75,000 in matching funds over the three year period of the grant. C4C is expected to receive more than \$65,000 annually in individual donations in 2015 (with comparable or larger amounts in 2016-2019); this funding is unrestricted, and C4C is prepared to put as much as needed towards the CMAQ match. Additionally, C4C received a \$80,000 grant for 2015 and 2016 through the McKnight Foundation, which can be put towards matching the CMAQ award; funding from McKnight beyond 2016 is expected. Additionally, Health Partners contributed \$10,000 in 2015, with comparable contributions projected in 2016 and beyond that could be used as a match. C4C has additionally \$130,000 annually from the Blue Cross Center for Prevention, some of which could be used as a match. With an annual budget of more than \$700,000, C4C is unquestionably in a position of allocating \$25,000 annually (\$75,000 in total) to match a \$300,000 award.

Please feel free to call me at 612-232-2737 with any questions you might have.

Sincerely,

Jason Tanzman
Executive Director, Cycles for Change

Spokes Bike Center 2016-2019 - CMAQ Budget

Item	Description	Year 1 (Nov. 2016- Oct. 2017)	Year 2 (Nov. 2017- Oct. 2018)	Year 3 (Nov. 2018-Oct. 2019)	All Years
Salary - Spokes Center Manager	The Spokes Manager is the lead member in charge of all programming and management of the Spokes center. 100% FTE allocated to this grant.	\$47,840	\$49,275.20	\$50,753	\$147,869
Salary - Spokes Program Coordinator	The Spokes Program Coordinator supports all programming including earn-a-bike, learn-to-ride, and open shop. 75% FTE allocated to the CMAQ grant.	\$27,986	\$28,826	\$28,826	\$85,638
Salary - Executive Director	The Executive Director supports program development, community outreach, and strategic planning for the effort. 20% FTE cost share allocated to the CMAQ grant.	\$11,385	\$11,727	\$12,078	\$35,190
Salary - Bike Library Coordinator	The Bike Library Coordinator contributes to Bike Library programming at the Spokes center. 25% FTE allocated to this grant.	\$10,296	\$10,605	\$10,923	\$31,824
Rent and Utilities	Rent plus internet and phone at 1915 E. 22nd St in Minneapolis	\$22,000	\$22,000	\$22,000	\$66,000
Outreach Materials Printing and Development	Printing and promotional materials for Spokes programming	\$1,500	\$1,500	\$1,500	\$4,500
Tools, Program Supplies	Funds will support the purchase and maintenance of shop tools, as well as any program materials or event expenses	\$1,300	\$1,300	\$1,379	\$3,979
<u>Total Expenses</u>		<u>\$122,307</u>	<u>\$125,233</u>	<u>\$127,460</u>	<u>\$375,000</u>
<i>Benefits and payroll costs, included in the above salary numbers, are calculated as 15% additional to the direct salary cost</i>					
Total Income					
CMAQ Award		\$75,000	\$75,000	\$75,000	\$300,000
Local Match		\$25,000	\$25,000	\$25,000	\$75,000
<u>Total Expenses</u>		<u>\$100,000</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>\$375,000</u>

Regional Economy

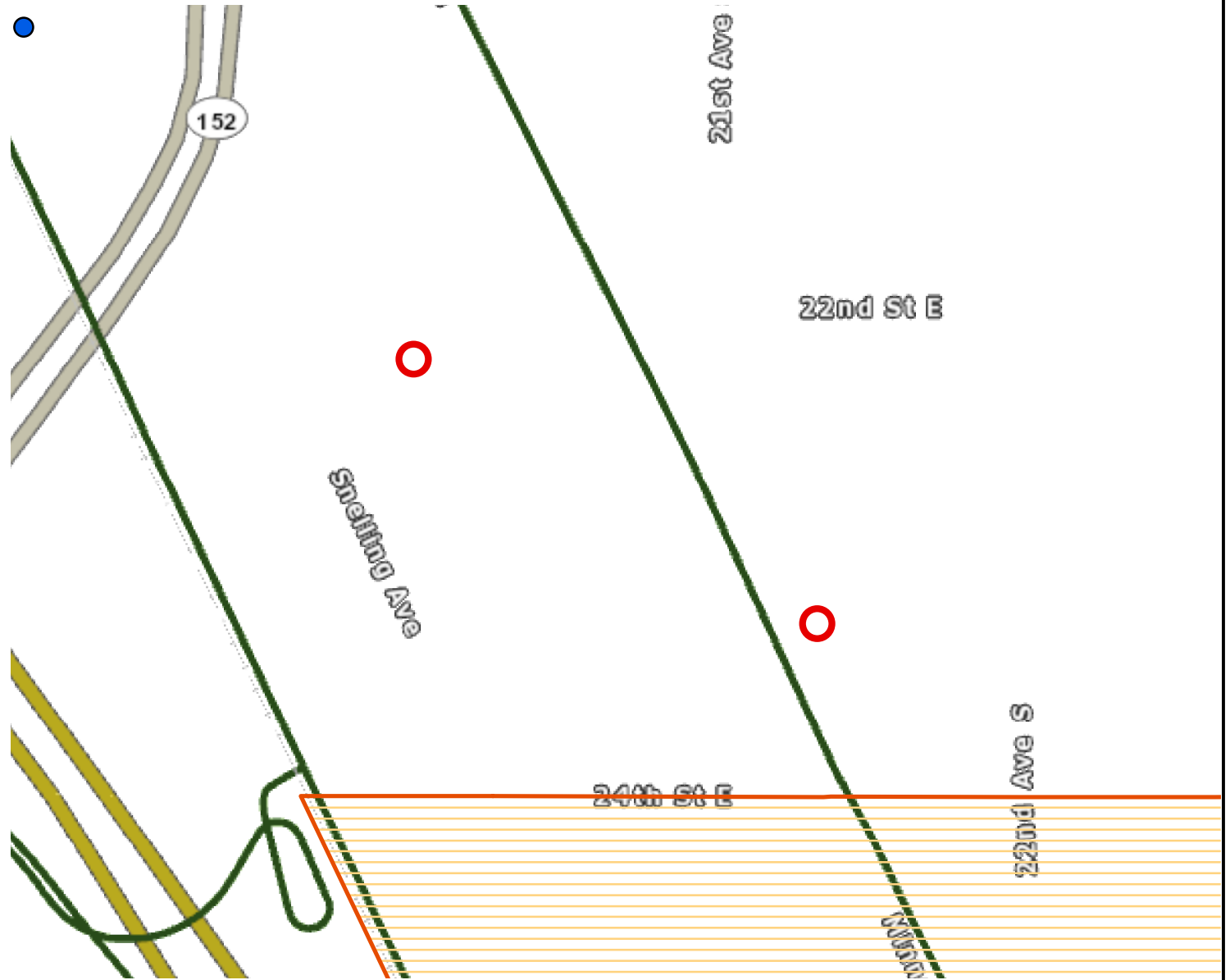
Travel Demand Management Project: Spokes | Map ID: 1441909190780

Results

Project **NOT IN** area of Job Concentration.

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

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



-  Project Points
-  PostSecondary Education Centers
-  Manufacturing/Distribution Centers
-  Job Concentration Centers

0 0.025 0.05 0.1 0.15 0.2 Miles

Created: 9/10/2015
LandscapeRSA5

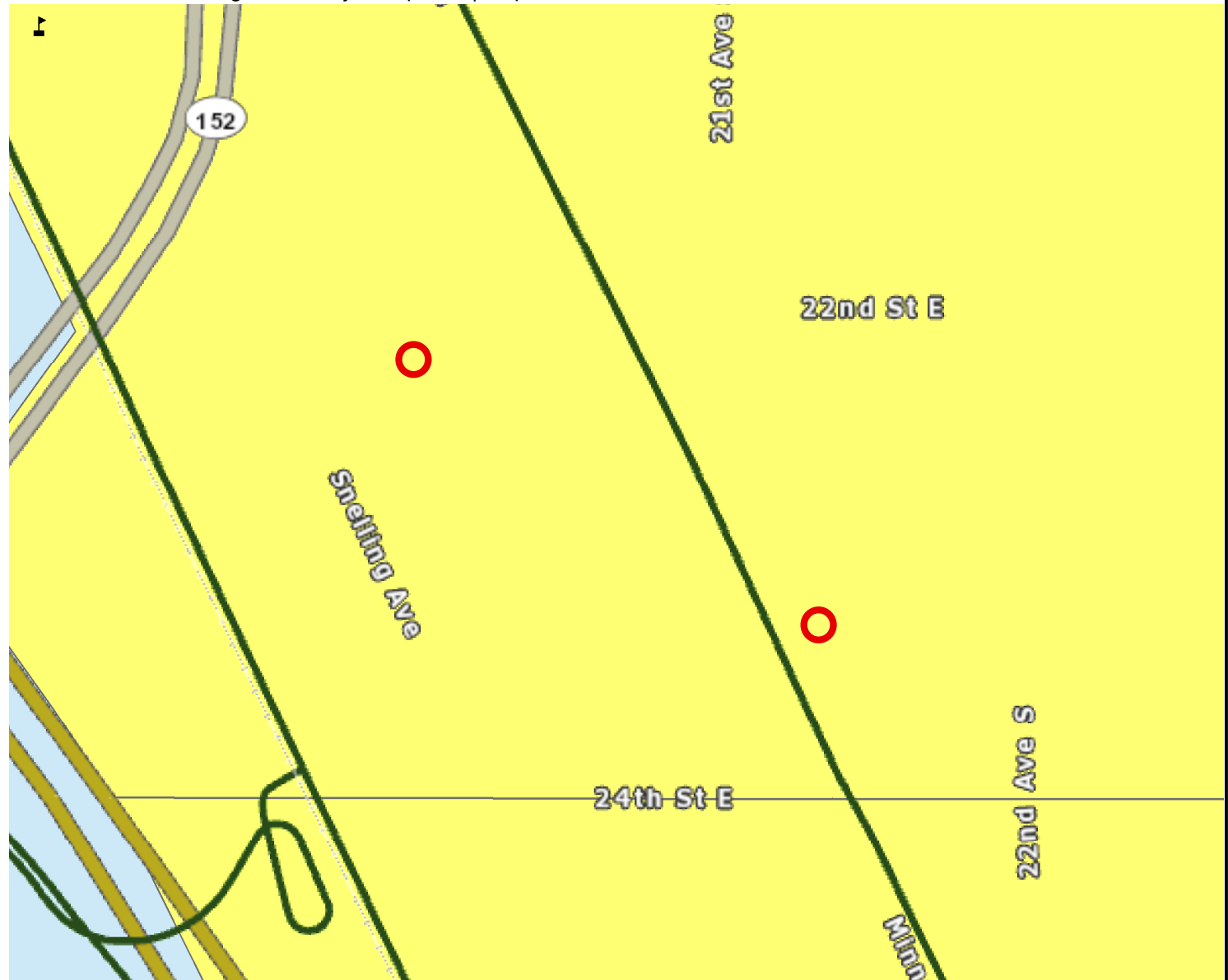


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

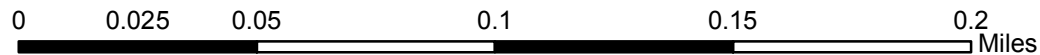


Results

Project **IN** area of above average concentration of race or poverty.



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



Created: 9/10/2015
LandscapeRSA2



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



Regional Economy

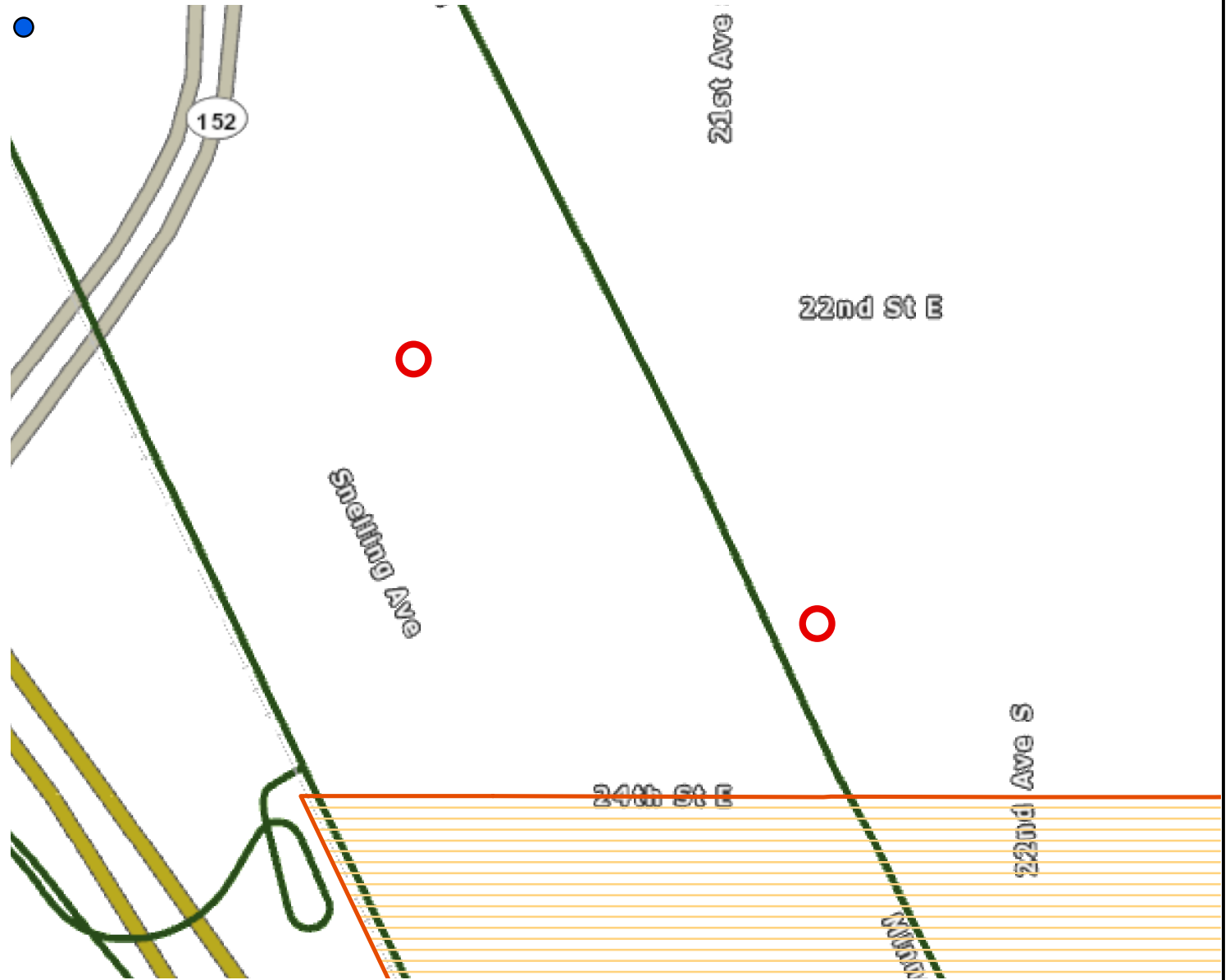
Travel Demand Management Project: Spokes | Map ID: 1441909190780

Results

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- Project Points
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers

0 0.025 0.05 0.1 0.15 0.2 Miles

Created: 9/10/2015
LandscapeRSA5

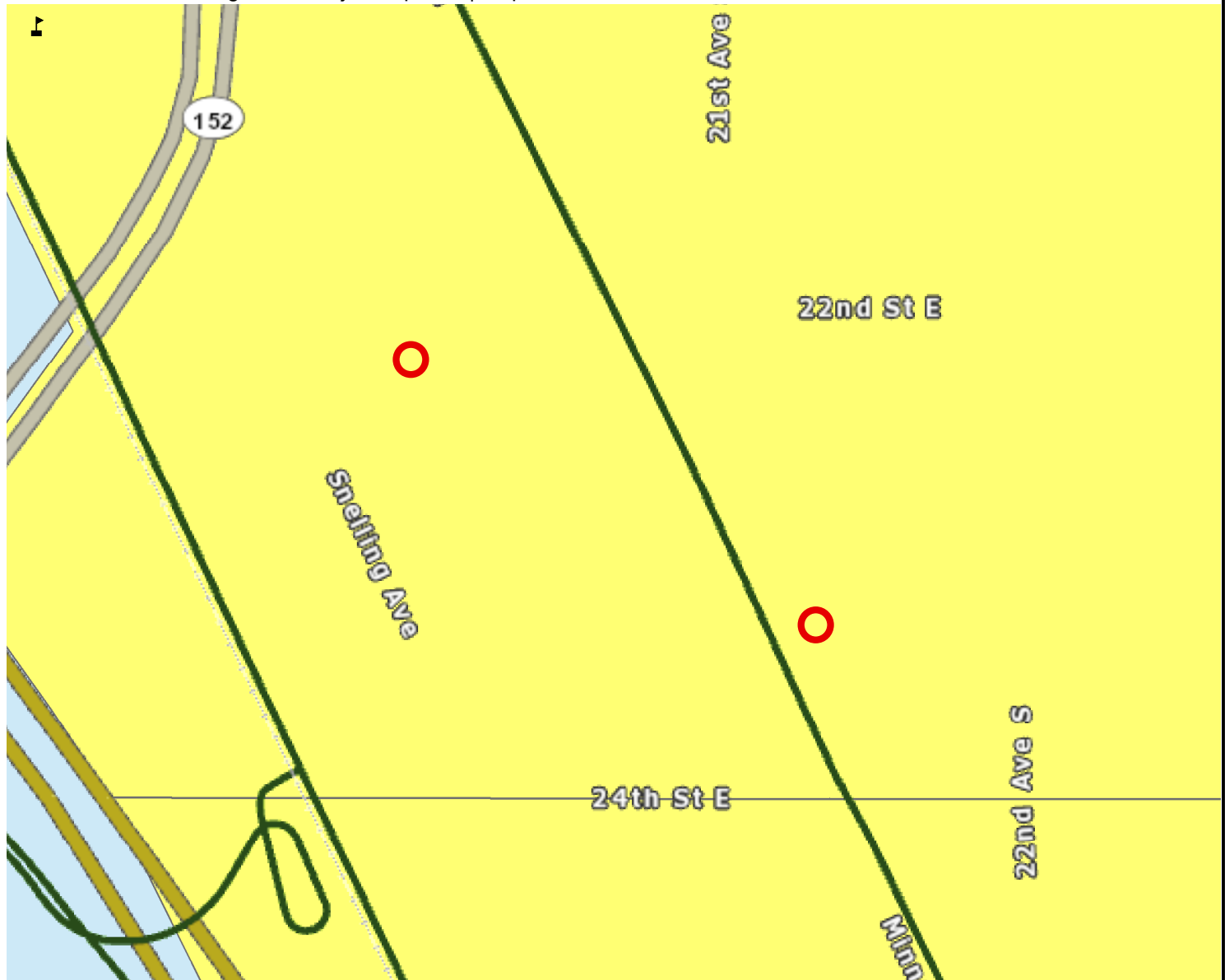


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

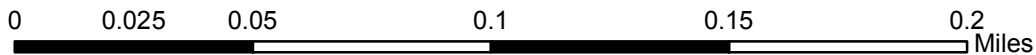


Results

Project **IN** area of above average concentration of race or poverty.



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



Created: 9/10/2015
LandscapeRSA2



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