Application

01976 - 2015 Travel Demand Management (TDM)

03816 - eWorkPlace Phase III

Regional Solicitation - Transit and TDM Projects

Status:	Submitted
Submitted Date:	09/10/2015 8:28 PM

Primary Contact

Name:*		Adeel	Z	Lari
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What Grant Programs are you most interested in?	Regional Solicitation - Transit and TDM Projects			

Organization Information

Name:	UNIV OF MN
Jurisdictional Agency (if different):	

Organization Type:	In-State not for profit
Organization Website:	
Address:	158 HUMPHREY CTR
	301 19TH AVE S
*	MINNEAPOLIS (City) Minnesota (State/Province) 55455 (Postal Code/Zip)
County:	Hennepin
Phone:*	612-625-8575 Ext.
Fax:	
PeopleSoft Vendor Number	0000003036A23

Project Information

Project Name	eWorkPlace Phase 3
Primary County where the Project is Located	Dakota, Hennepin
Jurisdictional Agency (If Different than the Applicant):	

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

The eWorkPlace Phase III project is focused on promoting telework as a travel demand management and construction mitigation strategy for the Interstate 35W (I-35W) and Lake Street Project. Hennepin County, the City of Minneapolis, the Minnesota Department of Transportation and the Metropolitan Council are partnered to improve mobility and transit service along a three mile stretch of I-35W in the vicinity of Lake Street (Hennepin County State Aid Highway 3). The purpose of the I-35W and Lake Street project is to improve the condition of highway infrastructure and improve mobility and reliability by reducing congestion for transit buses, HOVs, and other commuters.

I-35W is an integral part of the urban highway system in the Twin Cities Metropolitan Area. During the peak period, drivers in the project corridor experience some of the metro areas worst congestion. The corridor has an average daily traffic (ADT) volume of more than 210,000 vehicles, over seven hours of congestion each day and substantial delays for people and freight traveling through the area. There are also approximately 14,000 transit boardings each weekday on I-35W routes. The combination of high traffic volumes and geometric deficiencies creates one of the worst bottlenecks in the metropolitan area.

This interstate provides access to downtown Minneapolis as well as serves interregional through trips. Local traffic traveling between surrounding communities, commercial developments, and industrial centers are also served by this corridor. The I-35W project area borders several diverse Minneapolis neighborhoods and is home to several large employers such as Wells Fargo Mortgage and several hospitals, including Abbott Northwestern

Hospital, Phillips Eye Institute and Childrens Health Care and Specialty Center.

The goal of eWorkPlace Phase III is to conduct outreach along the I-35W corridor from Minneapolis south to Richfield, Bloomington, and Burnsville to promote telework to employers and employees who usually commute through the corridor. eWorkPlace will also play a major role in assisting companies in implementing and evaluating their telework programs. This effort will be focused around the construction timeframe for the I-35W and Lake Street Project, which is likely to last up to four years starting in fall 2017. Construction will include: a Lake Street multimodal transit station with a high-quality pedestrian/bicycle connection to the Midtown Greenway; replacement of existing pavement and 15 bridges; completion of managed lanes; a new exit to Lake Street and 28th Street; storm water treatment areas, and replacement of noise walls. Providing eWorkPlace as an option for employees will help reduce trips through the corridor, which will be severely constrained during construction.

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

Project Length (Miles) 19.3

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

A multitude of regional and local planning and policy documents address the need for telework in the Twin Cities. The 2040 TPP (page 2.28) highlights telework as an important travel alternative to reducing single occupancy vehicle trips.

The cities of Minneapolis, Richfield, and Bloomington also support telecommuting and encourage the adoption of programs by employers in their respective comprehensive and transportation plans.

Furthermore, the 2012 MnDOT Multimodal Plan specifically cites the eWorkPlace Program as an important demonstration of how technology can stretch limited resources, allow for improvements in operations that maximize return on investment, yield more widespread improvements than expensive traditional approaches, and ease urban traffic congestion.

Finally, the 2010 Met Council TDM Evaluation and Implementation Study specifically calls out the eWorkPlace program and its support of telecommuting options as a strategy to reduce congestion.

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	Minnesota Department of Transportation
Preferred Program Year	
Select one:	2017

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency	University of Minnesota
Zip Code where Majority of Work is Being Performed	55408
(Approximate) Begin Construction Date	
(Approximate) End Construction Date	

LOCATION

From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	No construction involved
To: **(Intersection or Address)**	No construction involved
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	N/A

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 projected 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. Yes

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. Yes

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. Yes

Other Attachments

File Name	Description	File Size
eWorkplace Ltr of Endorsement.pdf	UM letter of Endorsement	47 KB
Fig01 - Basemap.pdf	Map showing the project area.	577 KB
LetterOfSupport_MnDOT_150904.pdf	MnDOT Letter of Support for local match funds	267 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	
Direct connection to or within a Manufacturing/Distribution Location	
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	RegionalEconomy.pdf

Measure B: Project's Use of Existing Infrastructure

Response (Limit 1,400 characters; approximately 200 words)	This project focuses on building telecommuting in the I-35W corridor. From the I-35W/I35E split into downtown Minneapolis, I-35W is one of the most heavily travelled routes in the Twin Cities Metropolitan Area during the morning and afternoon peak periods, as well as throughout the day. Highway capacity in this corridor will be severely constrained during construction at the Lake Street interchange in 2018 2022, which will challenge the capacity of all other transportation options, including parallel city streets, such as Park and Portland Avenues, Cedar Avenue, Lyndale Avenue and adjacent bicycle facilities along these routes. Commuters may also seek to travel on Hiawatha Avenue and the adjacent METRO Blue Line. Finally, numerous limited stop and express bus lines that originate and terminate in downtown Minneapolis that travel along this portion I-35W will face delays through the construction zone. Promoting telecommuting through this corridor before construction starts will provide another option for commuters to adjust or eliminate a peak-period commute trip, helping relieve stress on these other facilities.

Measure A: Total Annual Project Cost per User

Total Project Cost	$375,000.00
Annual Users	1000
Cost Effectiveness	$375.00

Description (Limit 1,400 characters; approximately 200 words)	eWorkplace Phase 3 anticipates recruiting at least 1,000 telecommuters in the I-35W corridor during the project period. Over 200,000 vehicles travel this corridor each weekday, nearly 150,000 people work in downtown Minneapolis (a regional job concentration), 30,000 work nearby at the University of Minnesota (an educational institution), and more than 50,000 work at the southern end of this corridor in the area surrounding MSP airport and the Mall of America. Phase 1 of eWorkplace focused on this corridor between 2009 and 2011, resulting in over 4200 employees from 48+ employers telecommuting, and Phase 3 plans to continue expanding on this progress in the corridor for the near-term (construction phase) and long-term. Throughout this project, MnDOTs efforts to raise awareness about the potential impacts of the construction at Lake Street will include reference to and emphasis on telecommuting and eWorkplace. This marketing and outreach should find a receptive audience among employers along this corridor seeking alternatives that will keep their employees productive and avoiding the construction-related and future congestion on the corridor.

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	
Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color	
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 proposed project area covers multiple communities identified as areas of concentrated poverty, some with more than 50% of its residents being populations of color, or of having an above average regional concentration of poverty and populations of color. Reducing strain on all commute options is vital to the wellbeing of all workers, but particularly those in the socio-economic groups in these communities, whose jobs are more likely to be in the service and manufacturing sectors, where pay is usually hourly, and where there are financial penalties and potential loss of livelihood arising from commute-related tardiness.

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

Our response to Measure 1B has indicated the encroaching effects upon these communities, involving increased use of parallel city streets, adjacent bicycle facilities along these routes, and the adjacent METRO Blue Line, as well as the numerous limited stop and express bus lines that originate and terminate in downtown Minneapolis that travel along this portion of I-35W. Increasing telework and reducing peak traffic through these communities would mitigate this overloading of parallel transportation facilities. Additionally, reducing vehicle traffic will benefit the residents in the project area through increased pedestrian and bicyclist safety and faster access to the numerous hospitals and clinics within the area.

Upload Map

SocioEcon.pdf

Measure B: Affordable Housing

City/Township

Minneapolis

Richfield

Bloomington

Burnsville

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Score	Number of City
Bloomington	79.0	1
Burnsville	88.0	1
Minneapolis	97.0	1
Richfield	76.0	1
	340	**4.00**

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

Total of Score /Total of Cities	85.0

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

The I-35W project corridor is one of the most highly traveled corridors in the region. Current volumes exceed 210,000, and capacity will be reduced by 20-40% during the Lake Street interchange construction for four years.

The 2014 MnDOT Congestion Report indicates that over 10 miles of the 19 mile corridor have recurring congestion, including four miles of congestion exceeding 3-4 hours per day, and segments approaching the I-94/I-35W commons exceeding seven hours per day. Forecasted volumes for the corridor (I-35W Transit Access Project Traffic Forecasts and I-35W River Bridge Design (Draft)) indicate a forecasted growth of 8% by 2040.

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

Telecommuting reduces congestion during peak commuting by eliminating the work trip. Based on data collected from telecommuters in Phase 1 of eWorkPlace (Phase 2 data collection is incomplete), the average telecommuter eliminated 0.9 oneway peak hour trips per day. With a goal of 1,000 new telecommuters, this project will remove 900 peak hour trips every day. Compared to other TDM projects, the benefits of eWorkPlace are amplified because telecommuting eliminates the peak period work trip versus shifting it to different modes or times. This reduction in trips will improve mobility, air quality, and congestion in the corridor, especially throughout the Lake Street Interchange construction, by providing a travel-free option for workers.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced	900
Average Commute Trip Length	12.1
VMT Reduction	10890.0
CO Reduced	26027.1

NOx Reduced	1742.4
CO2e Reduced	3992274.0
PM2.5 Reduced	54.45
VOCs Reduced	326.7

Measure A: Project Innovation

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

The proposed project will leverage resources from the first two phases, many of which were unique to the Twin Cities metropolitan area when introduced. These innovations, available on www.eworkplace-mn.com, include:

1) Online Learning Modules to help train managers and employees registered in eWorkPlace in the use of telework;

2) A Commuter Savings Calculator custom developed for eWorkPlace registered participants to compute the potential cost savings, environmental benefit (specific to the Twin Cities), and time saved based on fuel efficiency, roundtrip commute length, and travel time. Interested users can use this customized information to determine if telework is appropriate for them, and advocate for implementing it in their workplace. Employers can also use it to measure aggregate impact and productivity/wellness changes;

3) Webcast interviews with existing eWorkPlace employers/employees about aspects of telework and management;

4) Email newsletters distributed to stakeholders and potential employers, offering telecommuting legislation or news articles or upcoming events;

5) Fun, informative quizzes designed to increase the interactivity of the website and provide information about the benefits of telework;

6) An events calendar listing upcoming regional and local events that provide outreach and education opportunities regarding telework and other flexible work options.

Measure B: Project Elements New to Geographic Area or Population

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

Phase 3 will be the first time telework is explicitly offered as a transportation demand management option during a major construction event. This will lead to new marketing and outreach opportunities for MnDOT, which they could deploy on other major construction events throughout the Twin Cities Metropolitan Area and greater Minnesota. An example of a future potential project is the 2016-2017 closure of US 169 for replacement of the bridge over Nine Mile Creek, which will impact multiple job concentrations and manufacturing/distribution centers along the corridor.

Measure B: Organization's Experience and Resources

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

eWorkplace is pleased to note that the team engaged in Phase 2 returns to the proposed Phase 3, supplemented by the communication and construction management teams at MnDOT. Consequently, this team brings some unique and powerful features that others that may also propose a telework component in their proposals will not bring, such as:

1)Effective branding, marketing materials, website, and interactive measurement/evaluation tools already in place from Phases 1 and 2;

2)Existing project team, including project management, administration, employer outreach, and specialist consulting;

3)Strong relationships with employer groups, a flexible work campaign, and access to senior level HR and other contacts with decisionmaking ability for programs such as telework;

4)Relationships with prior eWorkPlace contacts for program expansion; and

5)Ability to leverage MnDOT resources engaged in a highly visible multi-million dollar construction project.

Measure C: Project Financial Plan

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

Telecommuting stands out as a demand management option that can contribute to an employers bottom line through increased employee productivity, morale, retention, and real estate/space needs. Consequently, if the program is designed and implemented properly using the tools available through eWorkplace, employers are likely to continue a telecommuting program long after the eWorkplace support has ended. For example, many organizations that participated in Phase 1, which ended in 2011, have either continued at the same rate or expanded telecommuting. In some cases, telework became such a norm that an official program was no longer considered necessary due to the entrenched nature of flexible work at any location.

Meanwhile, during the interim period between Phase 1 and 2, eWorkPlace found enough external additional funding to continue to promote telework through the eworkplace-mn.com website. In future interim timeperiods between phases of the project, the eWorkPlace website will continue to provide information and tools to interested teleworkers and companies.

Finally, employers affected by the construction at I-35W and Lake Street will have further incentives to continue telecommuting after Phase 3 funding expires, as MnDOT is expected to continue to promote the option through the end of the Lake Street Interchange construction project in 2022.

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

UNIVERSITY OF MINNESOTA

Twin Cities Campus ***Sponsored Projects Administration*** *450 McNamara Alumni Center*
200 Oak Street S.E.
Minneapolis, MN 55455
Office: 612-624-5599
Fax: 612-624-4843

September 10, 2015

Metropolitan Council

RE: 01976 – 2015 Travel Demand Management (TDM) – Final Application
Project Entitled: eWorkPlace Phase III
UM PI: Frank Douma
DUNS Number: 55 591 7996 / EIN: 416607513

Dear Sir or Madam:

A proposal for the above referenced project is hereby submitted on behalf Frank Douma, Research Fellow, State & Local Policy Program, Hubert H Humphrey School of Public Affairs, for the period October 1, 2016 through September 30, 2018 in the amount of $300,000.

This proposal has been administratively approved on behalf of the Regents of the University of Minnesota. Questions concerning programmatic aspects of the project should be directed to the Principal Investigator(s). Those having to do with contract and budgetary matters should be directed to Pat Jondahl at 612-626-2244 in the Office of Sponsored Projects Administration.

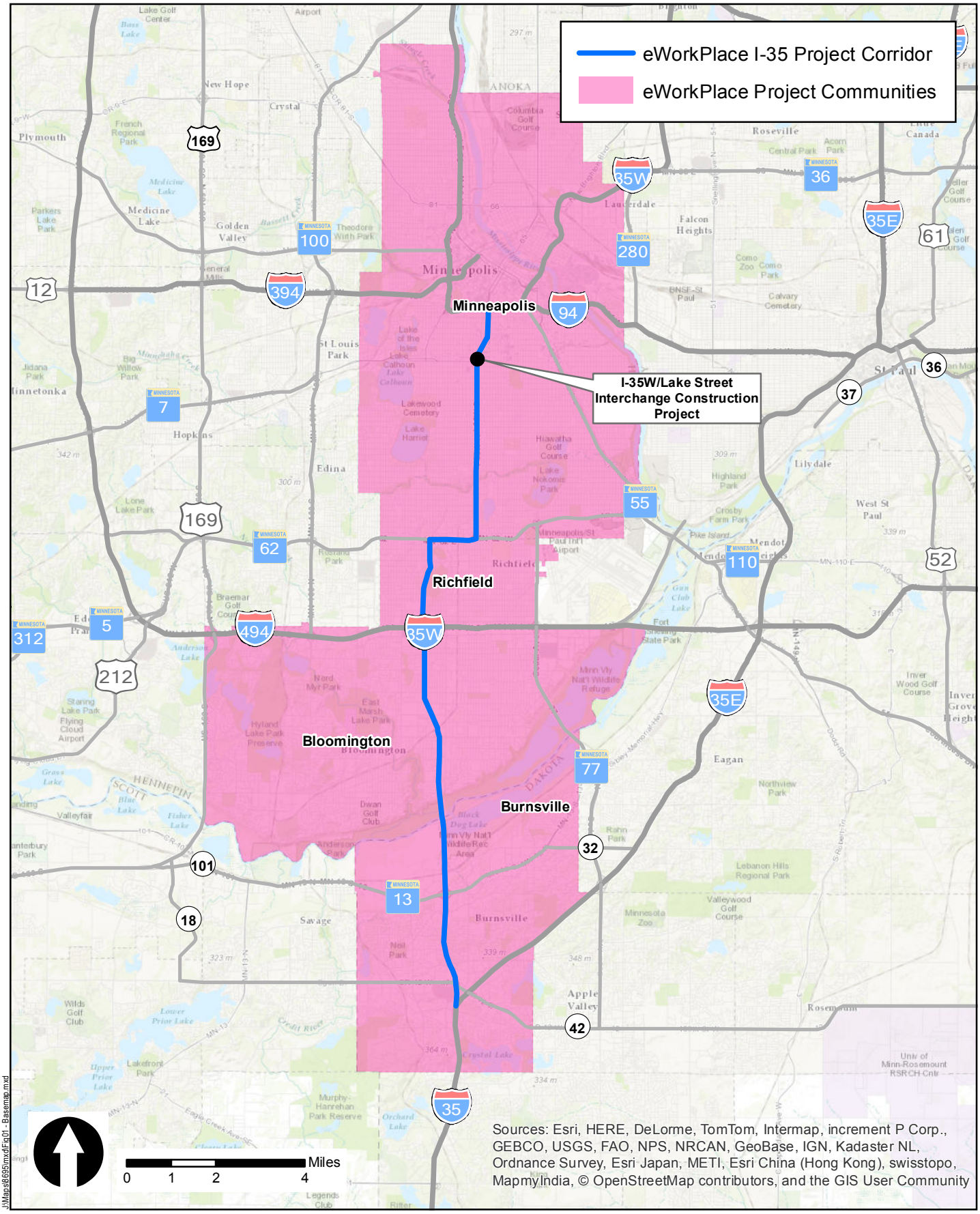
Sincerely,

Judith Krzyzek

Judith Krzyzek, Associate Director
Sponsored Projects Administration

Enclosures

cc: Frank Douma, Principal Investigator, HHH School of Public Affairs
Elaine Pioske, Grants Coordinator, HHH School of Public Affairs



Project Extent

Proposed eWorkPlace Phase III Telework Project

TDM Regional Solicitation Funding Application, 2015

Figure 1

Minnesota Department of Transportation
Metro District
1500 W County Road B-2
Roseville, Minnesota 55113

September 3, 2015

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

SUBJECT: eWorkPlace Phase III Application for 2015 TDM Regional Solicitation Funding

Dear Ms. Koutsoukos:

The University of Minnesota – Humphrey School of Public Affairs is pursuing federal funding through the Metropolitan Council's 2015 TDM Regional Solicitation to continue the progress of the eWorkPlace telecommuting initiative. The proposed eWorkPlace Phase III will focus on providing resources, training, and innovative tools for employers located adjacent to the I-35W corridor from downtown Minneapolis to Lakeville to successfully implement telework programs.

The implementation of the proposed project in the I-35W corridor will closely align with the Minnesota Department of Transportation's I-35W Transit Access Project, which will construct a full interchange at the I-35W/Lake Street interchange. This project will significantly reduce capacity on the I-35W corridor for three years beginning in 2017, and eWorkPlace has the ability to both mitigate congestion and travel time impacts through the construction project and help to reduce growing demand for the corridor after completion of the project. As you may know, MnDOT and the U of M demonstrated the e-WorkPlace model very successfully under the Urban Partnership Agreement (UPA) beginning in 2009.

The Minnesota Department of Transportation (MnDOT) strongly supports eWorkPlace and this grant application, and will provide a local match of $75,000 if the project is successful in securing funds from the 2015 Regional Solicitation. If you should have any questions, please feel free to me at (651)234-7728 or john.griffith@state.mn.us.

Sincerely,

John Griffith
West Area Manager

Regional Economy

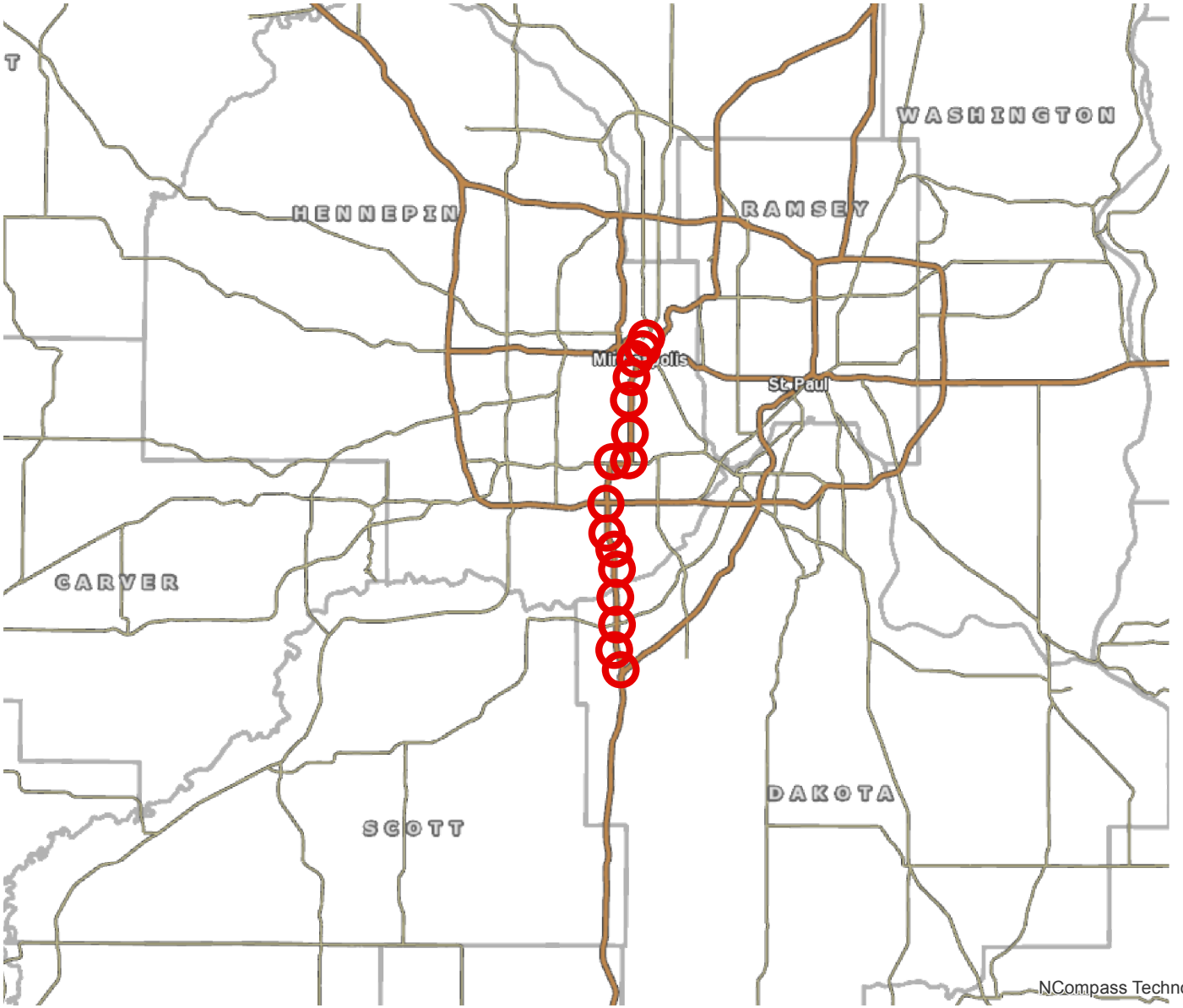
Travel Demand Management Project: eWorkPlace Phase 3 | Map ID: 1440549112629

Results

Project **IN** area of Job Concentration.

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

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



Project Points

0 5 10 20 30 40 Miles

Created: 8/25/2015
LandscapeRSA5

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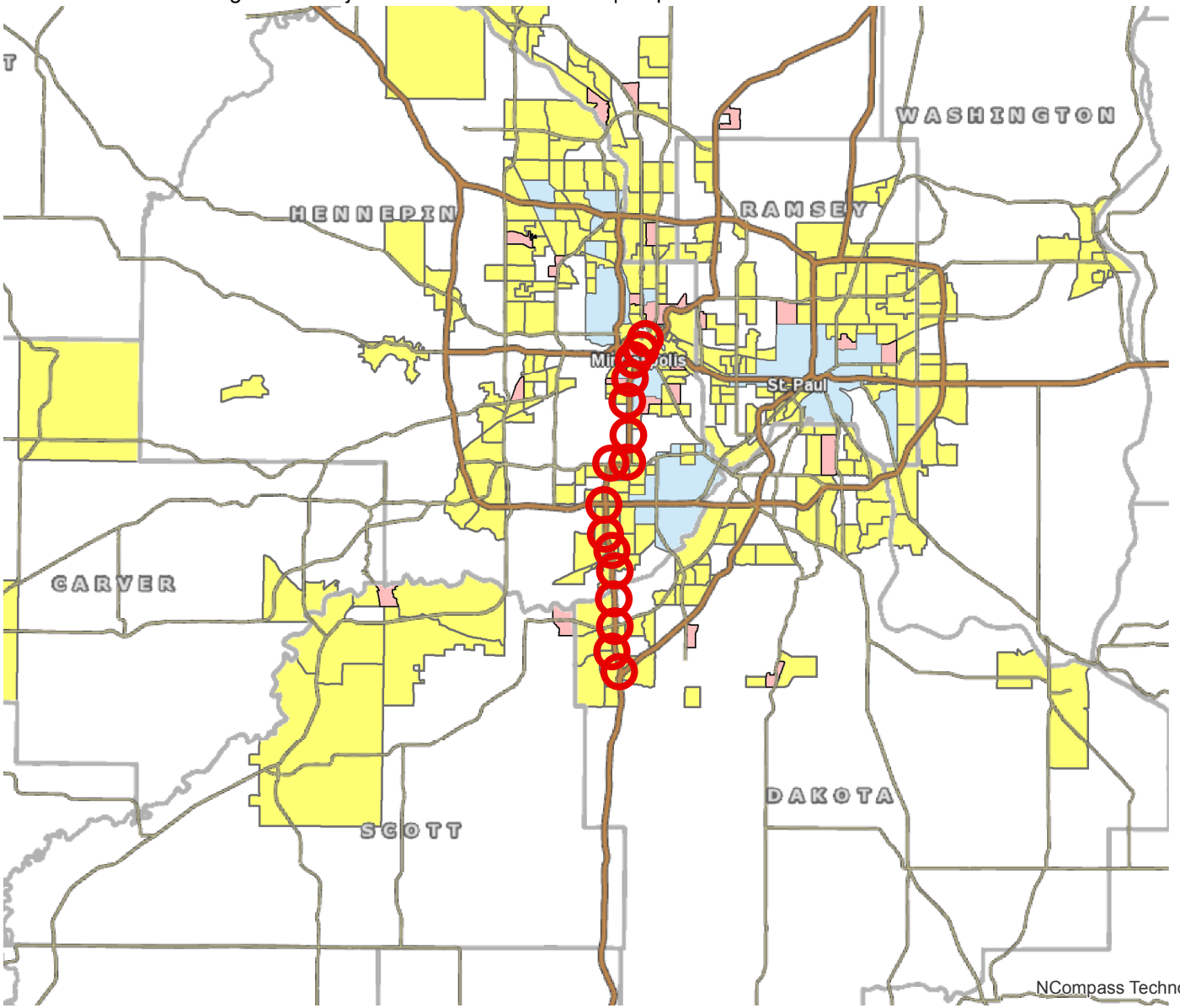
METROPOLITAN COUNCIL

Socio-Economic Conditions

Travel Demand Management Project: eWorkPlace Phase 3 | Map ID: 1440549112629

Results

Project **IN** a racially concentrated area of poverty.



Project Points

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 5 10 20 30 40 Miles

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METROPOLITAN COUNCIL

University of Minnesota/Humphrey School of Public Affairs

Project Title: Travel Demand Management

DETAILED BUDGET FOR YEAR 1	Duration	24 months					
	Est Start Date	10/1/2016	Est End Date	9/30/2017			
PERSONNEL (APPLICATE ORGANIZATION ONLY)	PERCENT	DOLLAR AMOUNT					
NAME/ROLE	EFFORT ON PROJECT	SALARY/ WAGE COST	FRINGE BENEFITS	TOTALS	MET C	MNDOT	
Frank Douma PI/Project Lead	20%	$ 16,999	$ 5,729	$ 22,727	$ 11,364	$ 11,364	
Adeel Lari Co-Investigator	12.5%	$ 14,779	$ 4,980	$ 19,759	$ 9,880	$ 9,880	
To Be Named PhD Grad Research Assistant (HHH) AY 2017	25%	$ 7,912	$ 8,600	$ 16,512		$ 16,512	
To Be Named PhD Grad Research Assistant (HHH) SUM	25%	$ 2,625	$ 462	$ 3,088		$ 3,088	
SUBTOTALS		$ 42,315	$ 19,771	$ 62,086	$ 21,243	$ 40,843	
SUBCONSULTANT/SUBCONTRACTOR COSTS (DESCRIBE AND ITEMIZE)				$ 100,000	$ 100,000		
SFR	Lead	$ 50,000					
WFC Resources	Lead	$ 50,000					
EQUIPMENT (DESCRIBE AND ITEMIZE)							
SUPPLIES (DESCRIBE AND ITEMIZE)							
TRAVEL (DESCRIBE AND ITEMIZE)							
OTHER EXPENSES (DESCRIBE AND ITEMIZE)				$ 4,871	$ 3,739	$ 1,132	
Research Particpant incentives		$ 3,200					
Computer and Computer related equipment		$ 1,671					
TOTAL PROJECT DIRECT COSTS				$ 166,957	$ 124,982	$ 41,975	
TOTAL PROJECT F & A (indirect) COSTS	33% MTDC	$ 74,982	Fed	$ 24,744	$ 24,744	$ -	
	15% TDC	$ 41,975	State	$ 6,296		$ 6,296	
TOTAL PROJECT COSTS				$ 197,997	$ 149,726	$ 48,271	

DETAILED BUDGET FOR YEAR 2	Duration	months					
	Est Start Date	10/1/2017	Est End Date	9/30/2018			
PERSONNEL (APPLICATE ORGANIZATION ONLY)	PERCENT EFFORT ON PROJECT	DOLLAR AMOUNT					
NAME/ROLE		SALARY/ WAGE COST	FRINGE BENEFITS	TOTALS	MET C	MNDOT	
Frank Douma PI/Project Lead	20%	$ 17,339	$ 5,843	$ 23,182	$ 11,591	$ 11,591	
Adeel Lari Co-Investigator	12.5%	$ 15,074	$ 5,080	$ 20,154	$ 10,077	$ 10,077	
To Be Named PhD Grad Research Assistant (HHH) AY 2017	25%	$ 8,070	$ 8,628	$ 16,698	$ 16,698		
To Be Named PhD Grad Research Assistant (HHH) SUM	25%	$ 2,678	$ 471	$ 3,149	$ 1,575	$ 1,575	
SUBTOTALS		$ 43,161	$ 20,022	$ 63,183	$ 39,941	$ 23,243	
SUBCONSULTANT/SUBCONTRACTOR COSTS (DESCRIBE AND ITEMIZE)				$ 100,000	$ 100,000		
SFR	Lead	$ 50,000					
WFC Resources	Lead	$ 50,000					
EQUIPMENT (DESCRIBE AND ITEMIZE)							
SUPPLIES (DESCRIBE AND ITEMIZE)							
TRAVEL (DESCRIBE AND ITEMIZE)							
OTHER EXPENSES (DESCRIBE AND ITEMIZE)				$ -	$ -		
TOTAL PROJECT DIRECT COSTS				$ 163,183	$ 139,941	$ 23,243	
TOTAL PROJECT F & A (indirect) COSTS	33% MTDC	$ 31,313	Fed	$ 10,333	$ 10,333		
	15% TDC	$ 23,243	State	$ 3,486		$ 3,486	
TOTAL PROJECT COSTS				$ 177,003	$ 150,274	$ 26,729	

Budget Summary - Federal Portion	YEAR 1	YEAR 2	TOTAL	
Personnel	$ 21,243	$ 39,941	$ 61,184	
Subcontractor Expenses	$ 100,000	$ 100,000	$ 200,000	
Other Expenses	$ 3,739	$ -	$ 3,739	
Total Direct Costs	$ 124,982	$ 139,941	$ 264,923	
Total Indirect Costs	$ 24,744	$ 10,333	$ 35,077	
TOTAL DIRECT AND INDIRECT	$ 149,726	$ 150,274	$ 300,000	80%

Budget Summary - Match	YEAR 1	YEAR 2	TOTAL	
Personnel	$ 40,843	$ 23,243	$ 64,085	
Subcontractor Expenses	$ -	$ -	$ -	
Other Expenses	$ 1,132	$ -	$ 1,132	
Total Direct Costs	$ 41,975	$ 23,243	$ 65,217	
Total Indirect Costs	$ 6,296	$ 3,486	$ 9,783	
TOTAL DIRECT AND INDIRECT	$ 48,271	$ 26,729	$ 75,000	20%