



Application

01976 - 2015 Travel Demand Management (TDM)

03830 - Providing Integrated Real-Time Information about Travel Options

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 09/11/2015 3:20 PM

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## Primary Contact

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**\*:** Minneapolis Minnesota 55411  
City State/Province Postal Code/Zip

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Phone Ext.

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

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## Organization Information

**Name:** Metro Transit

**Jurisdictional Agency (if different):**

**Organization Type:** Metropolitan Council

**Organization Website:**

**Address:** 600 7th Street North

**\*** Minneapolis Minnesota 55406  
City State/Province Postal Code/Zip

**County:** Outside MN

**Phone:\*** 651-602-1000  
Ext.

**Fax:**

**PeopleSoft Vendor Number** METROTRANSIT

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## Project Information

**Project Name** Providing Integrated Real-Time Information about Travel Options

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

**Jurisdictional Agency (If Different than the Applicant):**

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

The goal of this project is to reduce congestion by providing integrated real-time information about travel alternatives. Specifically, the project would fund the deployment of software that integrates real-time information from different providers, including NexTrip from Metro Transit (i.e., real-time information about bus and light rail departure times) alongside Car2Go and Nice Ride bike-share bike and dock availability. Retail businesses, commercial and residential property managers, non-profit organizations, government centers, and other institutions would apply to host these screens that show the real-time multi-modal travel options available at their site. Host partners would provide the connection and screen; this project would fund the software programming and maintenance of the content. Host partners would be selected based on criteria that include: high volume of pedestrian traffic to view the screen; access to transit (bus or light rail) and/or transit complements (e.g., Nice Ride or Car2Go); connected to employment centers, educational institutions, and/or other local activity centers; and opportunity to reduce single-occupancy vehicle trips. In addition, the host partners would be selected to reflect a diversity of building use types. Finally, priority would be given to facilities located within areas of racially concentrated poverty.

Researchers have found that access to real-time transit information improves customers experiences and can increase transit use. Knowing that your bus is running late reduces perceived wait times among riders and improves the overall transit experience. In addition, access to information about where bike-share bicycles and car share vehicles are available provides travelers with a richer view of the full suite of alternative transportation modes available to them at that location. Thus, the screens would serve to advertise transportation options for all passersby.

This project is innovative in three ways. First, it integrates information from various sources into a single screen. Second, it provides the real-time information about travel options where people already are, including people who currently drive alone. Metro Transits current real-time information displays are on light rail platforms, few downtown bus stops, and in transit centers; the information is not available in places where those who drive alone can see both that the real-time information exists and the full range of travel options. Third, the project leverages existing technology to provide more valuable customer information. Currently, buildings that want to help their employees or visitors choose transit can distribute paper route schedules. This would offer a significant improvement in the information available.

*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** Project sites will be selected throughout the region.

**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** \$120,000.00

**Match Amount** \$30,000.00

*Minimum of 20% of project total*

**Project Total** \$150,000.00

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Metro Transit will provide the match

## Preferred Program Year

Select one:

2015

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

County, City, or Lead Agency	Metro Transit
Zip Code where Majority of Work is Being Performed	0
(Approximate) Begin Construction Date	09/10/2015
(Approximate) End Construction Date	09/10/2015

### LOCATION

From: (Intersection or Address)	N/A
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*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

To: (Intersection or Address)	N/A
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Type of Work	N/A
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*Examples: grading, aggregate base, bituminous base, bituminous surface,  
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,  
Park & Ride, etc.)*

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## 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
<b>Totals</b>	<b>\$0.00</b>

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## 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>

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## 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	\$150,000.00
<b>Totals</b>	<b>\$150,000.00</b>

## Transit Operating Costs

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

## Totals

Total Cost	\$150,000.00
Construction Cost Total	\$150,000.00
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**

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## 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.**

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## Other Attachments

File Name	Description	File Size
Project Budget.pdf	TDM Project Budget	60 KB

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## 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)**

This project provides connections to various job concentrations, educational institutions, and local activity centers. The multi-modal real-time travel option screens are most effective in areas with high visibility and where people make travel decisions. As such, these criteria (i.e., connections to job concentrations, educational institutions, and local activity centers) will be used to select institutions, organizations, and businesses that will host the screens. The map includes a sample of 25 diverse potential partners; each has heavy foot traffic, lobby space, and travel options available and thus would make strong candidates for this partnership. Several colleges are included.

**Upload Map**

RegionalEconomy\_Map.pdf

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

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

This project will capitalize on existing regional transportation facilities and resources; proximity to these resources will be part of the selection criteria for institutions, organizations, and businesses that will host the multi-modal real-time travel option information screens. Such information screens are appropriate when multiple travel options exist. For instance, a retail business or educational institution that is well served by transit (e.g., multiple lines, frequent service), has a nearby Nice Ride station on a bikeway, and local car-sharing activity would be a stronger candidate for this partnership than an organization that is not well served by transit or other alternative commute modes. The purpose of this project is to connect people to existing alternative transportation resources, whether transit lines or bikeways.

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

Total Project Cost	\$150,000.00
Annual Users	250000
Cost Effectiveness	\$0.60

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

Annual users is based on two conservative estimates: (1) the project will fund 25 screens and (2) each screen be used by 10,000 people per year. Host partners will be selected for providing high visibility locations (i.e., places with many people walking by) and for high opportunity to facilitate behavior change (i.e., places with alternative travel options available but where some use single occupancy vehicles). Users include employees who use the screens every day and customers or other passersby who may visit the location less frequently but still use the screens to learn about and help choose alternative transportation options.

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### 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 Yes

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

There are many potential partner organizations that would be ideal candidates for this project that are located in and serve racially concentrated areas of poverty and areas of concentrated poverty. Special outreach and recruitment will be done to ensure that businesses and organizations in these areas and that serve these communities are aware of this project and opportunity. Further, as part of the selection process, preference will be given to potential host organizations in and serving these focus areas.

Upload Map

Socio-Econ\_Map.pdf

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## Measure B: Affordable Housing

City/Township

Minneapolis

St. Paul

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

City/Township	Score	Number of City
Minneapolis	97.0	1
St. Paul	98.0	1
	<b>195</b>	<b>2.00</b>

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

Total of Score /Total of Cities

97.5

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

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

The project will have 25 unique locations throughout the region. Opportunity to shift travel choices and reduce SOV trips will guide site selection. This project reduces SOV trips by making it easier for people to understand the travel options at the places they go and by making it more convenient for people to choose transit. Various researchers have documented the benefits of providing real-time information. Knowing when a bus or train will arrive reduces riders perceptions of how long they have to wait and improves overall customer experience by reducing uncertainty and improving ease-of-use. Further, real-time information allows riders to plan their travel and use their waiting time more effectively, which enhances overall user satisfaction. Indeed, access to real-time information has been associated with increased transit ridership. Providing integrated multi-modal information offers the additional benefit of providing information about transit complements alongside transit service. This offers potential users a reassurance that they have various alternatives to driving alone.

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### Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced	650000
Average Commute Trip Length	12.1
VMT Reduction	7865000.0
CO Reduced	0
NOx Reduced	0
CO2e Reduced	0
PM2.5 Reduced	0

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**Measure A: Project Innovation**

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

This project is innovative for several reasons. First, it leverages existing data feeds and technologies to provide a unique information display. Specifically, it combines information from different alternative transportation modes and into a single screen. All of the information a commuter looking for alternatives to driving alone needs is presented in a single convenient place. Further, this project leverages partnerships and makes the information available to people who may not be actively seeking alternative transportation information. The information displays will be made available in public spaces served and used by people who drive alone and who may not know that real-time information is available. In addition, it offsets the costs of providing this information for organizational partners. This makes it possible to make the information available in community centers and other public spaces that would otherwise lack the resources to provide this amenity. Finally, it provides an opportunity to decrease waste and cost of producing and maintaining paper transit schedules. Currently, organizations that wish to share transit information can order paper schedules to distribute. While some customers still want information in this format, many are simply seeking to know when the next bus will come to that location, making the real-time information more useful.

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

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

There are no integrated real-time multi-modal alternative transportation information displays in the Twin Cities currently. Therefore, this project is new to the entire region. Further, in contrast to existing real-time transit information displays (which are on light rail platforms and few select bus stops) these displays are instead focused on bringing real-time information to where people are. This helps expose new people, including those who are considering transit, to the fact that real-time bus arrival information exists and that it can be a helpful tool when choosing transit. Finally, by offsetting the costs of developing and maintaining content for these screens, this makes it possible for organizations with limited resources to offer this valuable community information.

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## Measure B: Organization's Experience and Resources

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

Metro Transit is the transportation resource for the Twin Cities, offering an integrated network of buses, light rail and commuter trains as well as resources for those who carpool, vanpool, walk or bike. Metro Transit provided over 84 million rides on 132 bus and rail routes in 2014. For this project specifically, there are several key capacities that make Metro Transit well suited to deliver on this project. First, Metro Transit has been generating and deploying real-time information about bus and rail departures for several years. Second, Metro Transit employs over 3,000 people, including staff with expertise in transit technologies, real-time information, and customer communications. Third, Metro Transit has existing partnerships with transit complements (e.g., Nice Ride and Car2Go). Fourth, Metro Transit has relationships with many community organizations and retail businesses that would be strong host site partners for this project. Finally, Metro Transit has the capacity to manage and deliver this project with existing staff resources and technical expertise.

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## Measure C: Project Financial Plan

The project will continue after the initial federal funds are expended. The screens that receive software and customizations covered by the grant will continue to operate and provide integrated multi-modal real-time travel information after the grant concludes. Ongoing maintenance and operating costs will be assumed by the host partner organization following the two-year maintenance period covered by the grant. Further, in addition to the screens that will receive software and set-up support through this grant, Metro Transit is looking to use this grant as a pilot period to learn where these screens are most effective and how they can be deployed throughout the region more broadly. As such, this project will serve as a foundation for building an ongoing program of providing integrated real-time multi-modal information.

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

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## 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

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## 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**

## Project Budget

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Item	Unit Cost	Qty	Total Cost
Customized site-specific programming and screen set-up	\$ 5,000.00	25	\$ 125,000.00
Screen updates and maintenance (2 years)	\$ 1,000.00	25	\$ 25,000.00
			\$ 150,000.00

Costs are based on estimates from potential vendors and costs for similar projects in other communities.

Project management and oversight will be covered by existing Metro Transit staff and are not included in this proposal. Likewise, for this project, the host partner organization would provide the screen and internet connection; therefore, these expenses are not included.

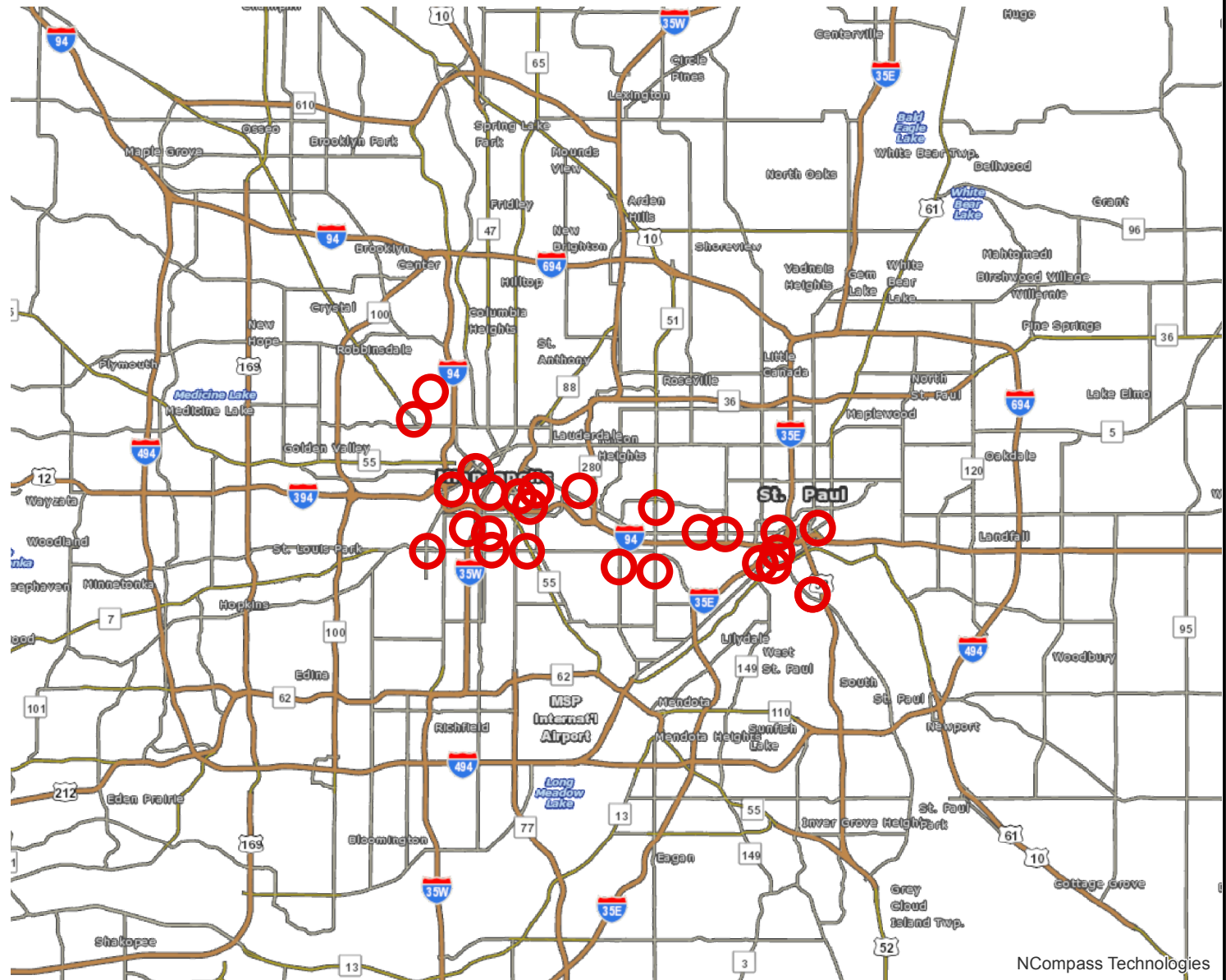
# Regional Economy

## Results

Project IN area of Job Concentration.

Project IN area of Manufacturing and Distribution.

Project CONNECTED to area of Education Institutions.



 Project Points

0 2.75 5.5 11 16.5 22 Miles

Created: 9/11/2015  
LandscapeRSA5



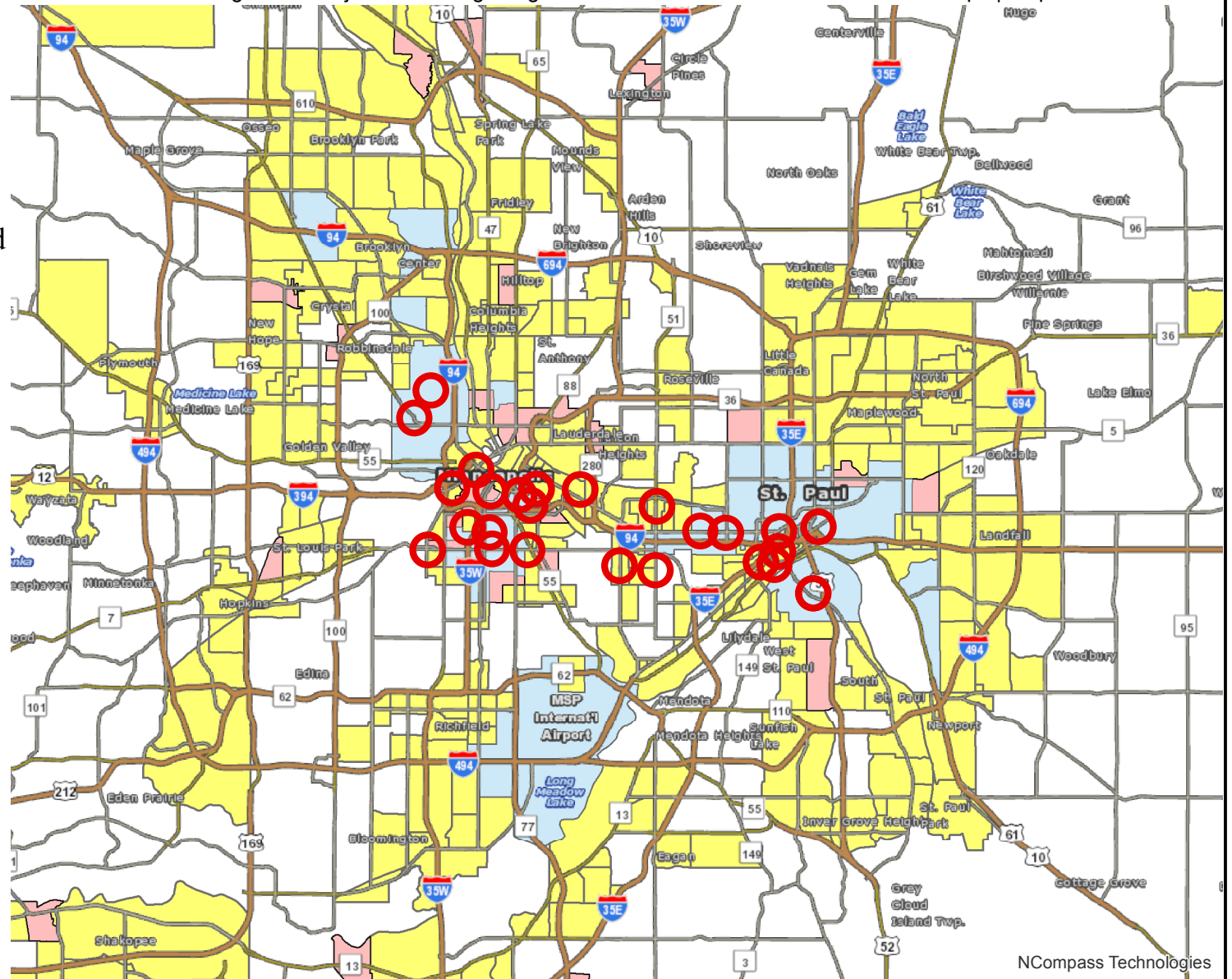
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



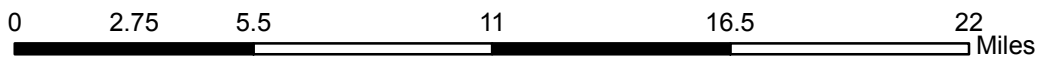
NCompass Technologies

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: 9/11/2015  
LandscapeRSA2



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



NCompass Technologies