



Application

01976 - 2015 Travel Demand Management (TDM)

03851 - Transportation Leadership for Cities

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

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

Organization Information

Name: TRANSIT FOR LIVABLE COMMUNITIES
Jurisdictional Agency (if different):

Organization Type: In-State not for profit
Organization Website:
Address: TRANSIT FOR LIVABLE COMMUNITIES

* ST PAUL Minnesota 55114
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-767-0298
Ext.
Fax:
PeopleSoft Vendor Number 0000091048A1

Project Information

Project Name Transportation Leadership for Cities
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 proposal is to get metro area cities to adopt the transportation best practices defined in Transportation Leadership Certification. These best practices are tiered from minimum requirements (e.g., to include multimodal directions on web sites; or to identify staff who can be buddies about use of different modes) to steps that earn a higher ranking (e.g., to compensate for arriving by transit, bicycling, walking or sharing; or to create an internal transportation or wellness team to regularly promote options other than driving alone). We propose to target the 25-30 metro area cities already enrolled in Green Step Cities. Green Step Cities will add this option (implement transportation best practices for employees of city government) to Mobility Options under the Transportation category. Cities that participate would reduce VMT of city employees and achieve the transportation goals under Green Step Cities. Achieving certification also would help these cities challenge other workplaces to consider adopting similar steps in travel demand management.

The actual work of the project will be to

- Engage with the cities about the opportunity, via Green Step Cities channels and other means. (For example, we are in discussion with other programs that reach cities.)

- Conduct workshops for city staff, with the content and duration of each workshop adapted to each city. The workshops include experiential learning (group rides, transit experiences, walk audits) and can be full day, half-day, or in smaller segments. The workshops would be free to cities.

- Administer staff travel behavior surveys twice for each city to determine beginning and ending mode share. Share results with cities.

- Conduct follow up activities (lunch & learn, transportation fairs, travel experiences) as requested by the cities. As part of this project, we would like to challenge local elected officials, such

as Mayors and City Council to try bus, bike, walk, and sharing options. This would raise visibility in the community and give policy makers a first-hand view of the challenges of using modes other than driving. --receive commitments from Cities to achieve Transportation Leadership Certification levels

--Recognize cities completing the transportation steps. We will work with Green Step Cities and any other partners to do this. Recognition may also include advertising that raises awareness of both the cities and transportation best practices.

Please note that we do not expect that every metro city will participate. Estimates for participation and VMT reduction are based on 30-35% participation, roughly 7-10 cities, at least in the initial year proposed here.

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

Many local comp plans make some reference to increasing the share of transit, bicycling, walking, and carpool/ride share trips.

Project Funding

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

If yes, please identify the source(s) Green Step Cities

Federal Amount \$66,696.00

Match Amount \$16,674.00

Minimum of 20% of project total

Project Total \$83,370.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds

Transit for Livable Communities

Preferred Program Year

Select one:

2016

MnDOT State Aid Project Information: Transit and TDM Projects

County, City, or Lead Agency n/a

Zip Code where Majority of Work is Being Performed 0

(Approximate) Begin Construction Date 09/11/2015

(Approximate) End Construction Date 09/11/2015

LOCATION

From:
(Intersection or Address) n/a

*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

Type of Work n/a

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

Specific Roadway Elements

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	\$83,370.00
Totals	\$83,370.00

Transit Operating Costs

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

Totals

Total Cost	\$83,370.00
Construction Cost Total	\$83,370.00
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. 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
Budget Transportation Leadership for Cities TLC.pdf	Budget for Transportation Leadership for Cities	40 KB
MapRegionalEconomy.pdf	Transportation Leadership for Cities-- Map showing affect on Regional Economy	1.1 MB
MapSocioEconomic.pdf	Transportation Leadership for Cities-- Map showing socio-economic effects of project	1.1 MB
TLC support letter.pdf	Letter of support from Green Step Cities	880 KB

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

Select all that apply:

Direct connection to or within a Job Concentration Yes

Direct connection to or within an Educational Institution Yes

Direct connection to or within a Manufacturing/Distribution Location Yes

Project provides a direct connection to or within an existing local activity center identified in an adopted county or city plan

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

The Regional Economy map generated shows connection to jobs (page 85 of Thrive MSP) and educational institutions (page 87). Thrive MSP speaks to manufacturing at many points in the plan. This project focuses on city jobs, but also will raise awareness about access for other destinations. For example, direct understanding of the ability to reach city offices by transit (or by bus and bicycle) will expose shortcomings of reaching school and workplaces of all kinds and how this affects diverse populations. A desired outcome would be greater attention in cities to the need to approach site development in ways that are accessible and welcoming to multiple modes.

Upload Map

MapRegionalEconomy.pdf

Measure B: Project's Use of Existing Infrastructure

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

Transportation options are increasing in the metro region and there is growing use of these options. According to the Metropolitan Councils travel behavior inventory, transit, bicycling, and walking all increased while driving decreased between 2000 and 2010. As the options increase, there is a need to educate about how they fit together. Policies and practices within workplaces of every type need to adapt not only to recognize that people may use different modes but also to encourage and welcome this behavior. The workshops for this project assess the options available (e.g., transit, bicycling, walking, sharing, ride share/carpool) and how to find out about and promote them. The workshops provide direct experience in using these different modes (as available) as well as the ways that street design and the built environment encourage or discourage walking and access to destinations by people using wheelchairs or pushing strollers. While many of the target cities in this proposal are not as well-served by transit as the core cities, it is important to understand what is available and to look at bicycle networks, ride share tools, use of apps to facilitate travel planning, and other policies or improvements that can make choosing other modes normative. Cities could play a big role in sending this message for the options that do exist.

Measure A: Total Annual Project Cost per User

Total Project Cost	\$83,370.00
Annual Users	250
Cost Effectiveness	\$333.48

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

The calculation of 250 annual users is based on an assumption that not all cities will participate in the program. There are approximately 7000 employees at all the cities targeted. We project that 35% of target cities (or 7-10 cities in this proposal year) will participate and that 10-12% of the employees of those cities will shift travel, or roughly 250 changing travel. We will track travel behavior change through use of a travel survey administered twice in the year to each of the participating cities.

Measure A: Project Location and Impact to Disadvantaged Populations

Select all that apply:

Projects service directly connects to Racially Concentrated Area of Poverty

Projects service directly connects to Concentrated Area of Poverty Yes

Projects service directly connects to census tracts that are above the regional average for population in poverty or population of color Yes

Projects service does not directly connect to one of these identified geographic areas listed in 1-3; however, people of color or low-income populations are included in the project service area in lower concentrations, or children, people with disabilities, or the elderly are included in the project service area

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

The map indicates that the project reaches communities above the regional average for populations in poverty or populations of color. This project goes beyond proximity, however, because of the high cost of transportation in households with lower income (it can be one of the biggest household expenses and is a chronic issue in terms of access to jobs, education, and services). Statistics also show that persons with lower income and persons of color use transit more than white populations. Few realize, too, that nationally rates of bicycling are increasing fastest among African American, Hispanic, and Asian populations. This program and workshop will include specific reference to these communities in each city and examples of the challenges of accessing key destinations. Educating city staff about these realities and about options nearby (or the lack of them) directly affects their ability to serve their city's changing demographics. The project also covers the environmental and health benefits of use of active and alternative transportation.

Upload Map

MapSocioEconomic.pdf

Measure B: Affordable Housing

City/Township

Apple Valley
Brooklyn Center
Burnsville
Columbia Heights
Crystal
Eagan
Eden Prairie
Edina
Falcon Heights
Fridley
Hopkins
Lauderdale

Matomedi
 Maplewood
 Minnetonka
 New Hope
 North Saint Paul
 Oakdale
 Rosemount
 Roseville
 Saint Anthony
 Saint Louis Park
 Saint Paul
 Shoreview
 White Bear Lake
 Woodbury

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Score	Number of City
Apple Valley	80.0	1
Brooklyn Center	34.0	1
Burnsville	88.0	1
Columbia Heights	67.0	1
Crystal	70.0	1
Eagan	82.0	1
Eden Prairie	75.0	1
Edina	70.0	1
Falcon Heights	60.0	1
Fridley	80.0	1
Hopkins	74.0	1
Lauderdale	43.0	1
Maplewood	55.0	1
Matomedi	44.0	1
Minnetonka	68.0	1
New Hope	54.0	1
North Saint Paul	71.0	1

Oakdale	74.0	1
Rosemount	61.0	1
Roseville	81.0	1
Saint Anthony	55.0	1
Saint Louis Park	77.0	1
Saint Paul	98.0	1
Shoreview	79.0	1
White Bear Lake	72.0	1
Woodbury	78.0	1
	1790	26.00

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

Total of Score /Total of Cities 68.85

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

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

Several of the target cities for this proposal are in locations where Twin Cities freeways are congested at peak commute times, according to the MnDOT Congestion Report 2014. For example, New Hope and Crystal are near segments of Hwy 169 with 1-3 hours of morning congestion. Roseville and North Saint Paul are affected by congestion on Hwy 36 while Edina city offices are near Hwy 100 (with 1-2 hours of congestion in the morning). Eagan is affected by congestion on I-35E and I-494 while Apple Valley is affected by congestion on Hwy 77. This project will increase knowledge of transportation options in these areas as well as the barriers to using them. The project will also look at ways traffic affects safe use of other modes, such as walking and bicycling.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced 500

Average Commute Trip Length 12.1

VMT Reduction	6050.0
CO Reduced	14459.5
NOx Reduced	968.0
CO2e Reduced	2217930.0
PM2.5 Reduced	30.25
VOCs Reduced	181.5

Measure A: Project Innovation

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

This project is an expansion of the Green Transportation Certification project awarded CMAQ funds in the 2013 solicitation. The project was focused on establishing transportation best practices among nonprofit organizations along the Green Line and other high frequency transit. The project became known as Transportation Leadership Certification. It was innovative in the focus on a particular sector nonprofit organizations and in the effort to create certification and measure travel behavior changes. In the workshops we have conducted with nonprofits, we have found that while attendees may be familiar with some options, they do not have knowledge of all the options and how to put them together. They also shared with each other different policies and practices. These contributed to creating the certification levels we now would like to bring to metro area cities, in partnership with Green Step Cities.

Measure B: Project Elements New to Geographic Area or Population

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

The Metropolitan Council Transportation Policy Plan calls local governments to use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system (p. 2.7), to promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives (p. 2.8) and to recognize the role of transportation choices in reducing emissions (p. 2.12). This proposal applies an existing program to a new target group metro-area cities and extends the geography to include cities where the conversation about multimodal transportation is less developed. This brings its own challenges, but could help foster the changes called for in Thrive MSP and the Transportation Policy Plan.

Measure B: Organization's Experience and Resources

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

Transit for Livable Communities has long experience with the transportation systems of the Twin Cities metro. Founded in 1996, the organization helped push for the regions first light rail line and has been involved in issues around bus service, including access by underserved populations. We also bring extensive experience with bicycling and walking infrastructure, having administered the Bike Walk Twin Cities Nonmotorized Transportation Pilot Program authorized by SAFETEA-LU. That program added 100 miles of bicycle facilities in the metro area and was noted for expanding access by communities of color. For the past two years, we have been working to train staff at social service organizations (through our Transportation Options program) and nonprofit organizations (through Transportation Leadership Certification) about multimodal options and how to incorporate them into the workplace and into the ways these organizations serve their communities and constituents. We bring deep experience of systems and the way they affect people. Our staff uses transit, bicycles, walks and uses sharing options everyday.

Measure C: Project Financial Plan

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

For our previous TDM project funded through the Metropolitan Council and CMAQ, we received matching funds from the Central Corridor Funders Collaborative. For this proposal, we have received a small commitment of funds from Green Step Cities. As we continue to work with this project, we will explore funding opportunities along particular corridors and with other sectors. For instance, there may be ways to secure funding due to the connections of active transportation and health. We also will continue to develop a fee for service model that could be applied to nonprofit and for-profit entities. As the Twin Cities continues to build out options from transit to expanded bicycle networks there is a need to make sure that communities understand how to access these options, how to put them together, and how to foster them through organizational policies, compensation structures, and amenities.

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

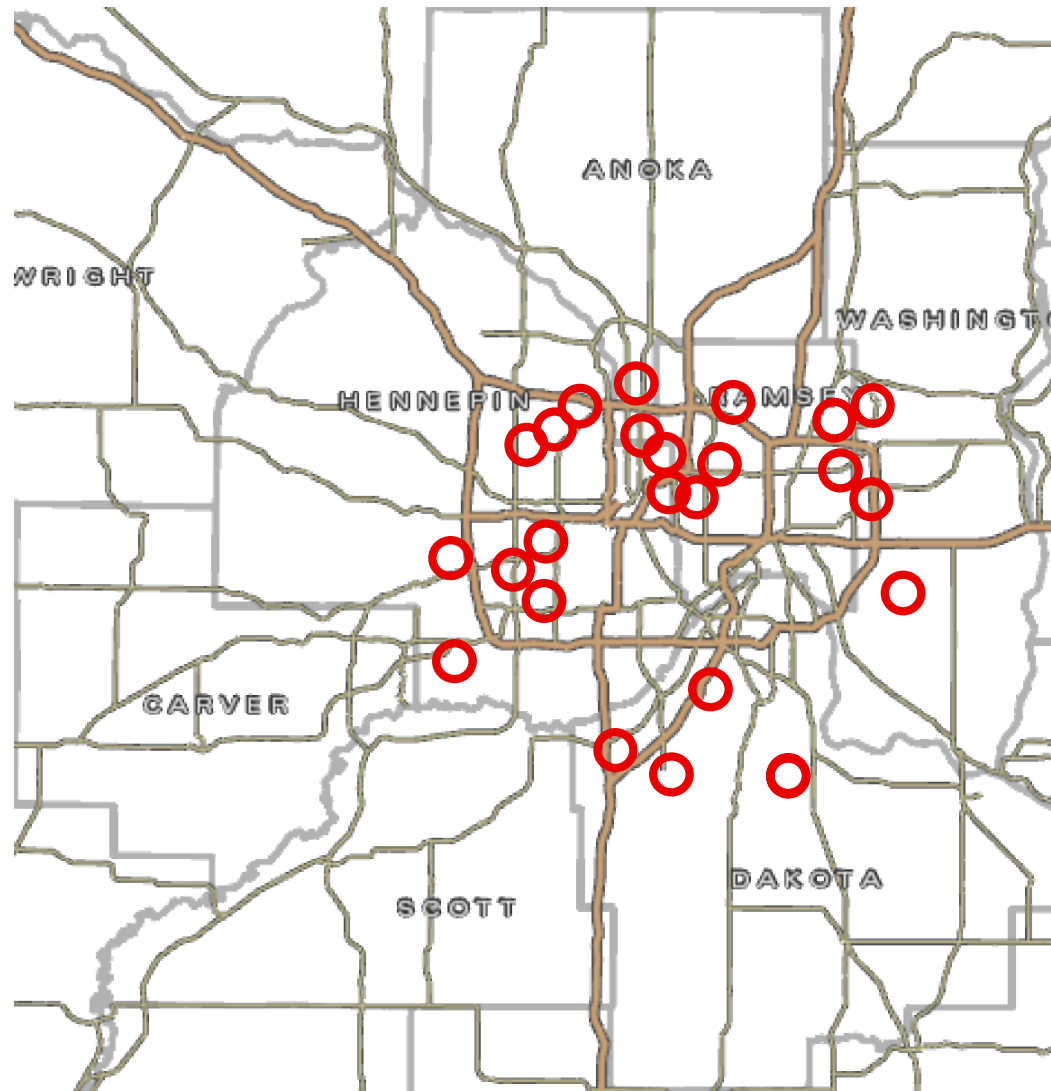
Budget Item:	Federal Funding	Match	Total
Personnel (Salary) Program Mgr, Admin support	26,400.0	6,600.00	33,000.00
Fringe Benefit 40% of salary)	10,560.00	2,640.00	13,200.00
Indirect Cost 79% of salary)	12,936.00	3,234.00	16,170.00
Consultant *			
professional services site evaluation \$250 per 10 location	\$2,000.00	\$500.00	\$2,500.00
professional services design \$100/hr x 15 hours	\$2,000.00	\$500.00	\$2,500.00
professional services survey tabulation	\$1,600.00	\$400.00	\$2,000.00
professional servic media and visibility for challenges	\$2,000.00	\$500.00	\$2,500.00
Staff Travel *			
Local/Bus Fare & car share	\$400.00	\$100.00	\$500.00
Project supplies & Material*			
Printed Materials (promotion to cities, recognition of winners)	6,000.00	1,500.00	7,500.00
Presenter Stipends 10 @ \$100	800.00	200.00	1,000.00
Room Rental	400.00	100.00	500.00
Copying, Supplies, refreshments	1,600.00	400.00	2,000.00
Grand Total Project Cost	\$66,696.00	\$16,674.00	\$83,370.00
	66,696.00		83,370.00

Results

Project **IN** area of Job Concentration.

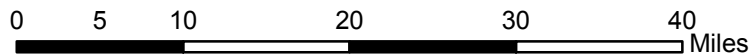
Project **IN** area of Manufacturing and Distribution.

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



NCompass Technologies

 Project Points



Created: 9/9/2015
LandscapeRSA5

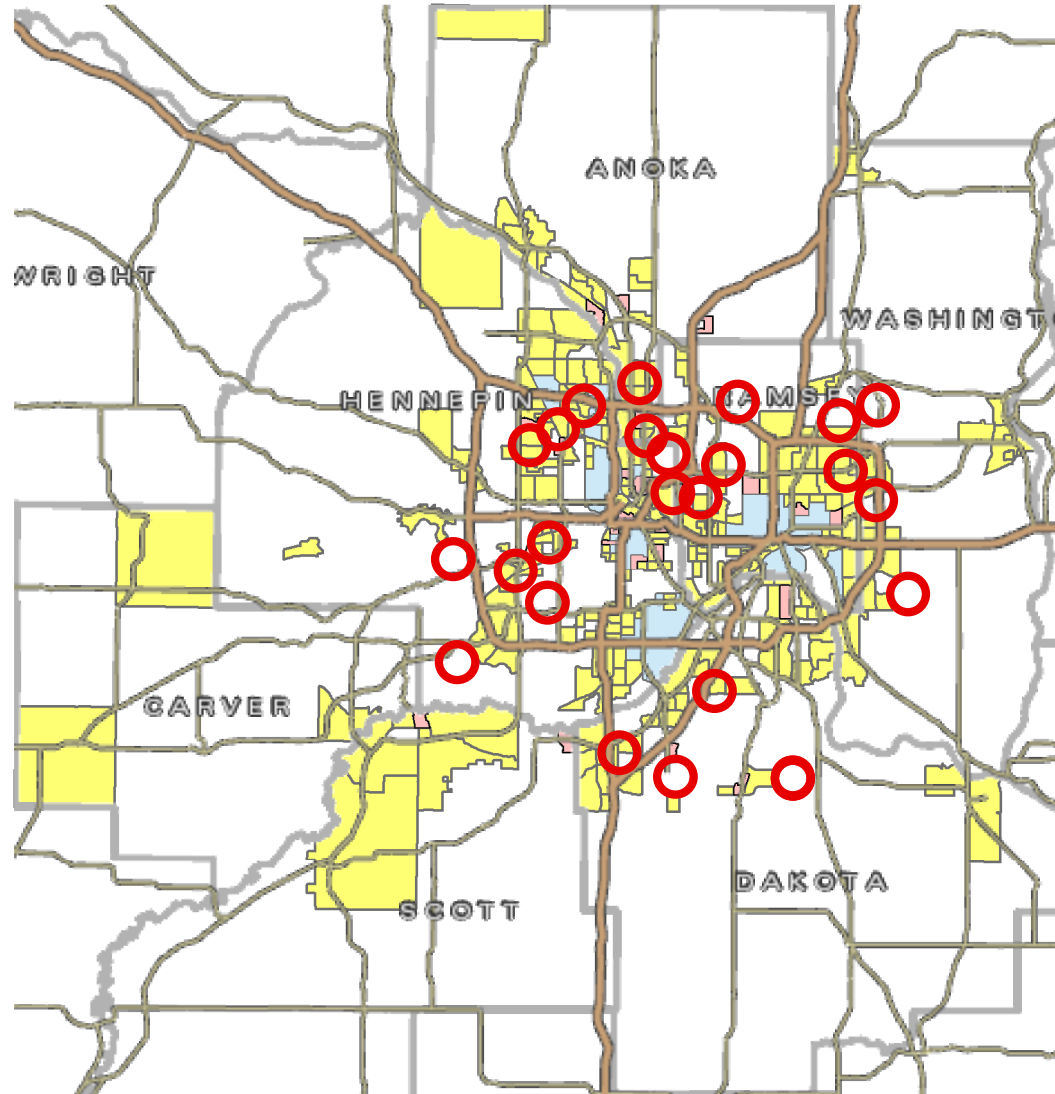


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>







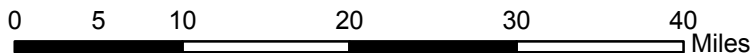
Results

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



NCompass Technologies

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



Created: 9/9/2015
LandscapeRSA2



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





Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, MN 55155-4194 | 651-296-6300 | 800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us

September 11, 2015

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



Minnesota GreenStep Cities

Dear Metropolitan Council Scoring Committee:

On behalf of the MPCA and the seven other GreenStep Cities program partners listed below I write to support Metropolitan Council Travel Demand Management funding for Transit for Livable Communities' (TLC's) Transportation Leadership Certification proposal. Originally developed in part and piloted with MPCA's GreenCorps funding, the Certification program has proven so promising that the GreenStep Cities program is eager to continue working with TLC to refine and deploy it more broadly, to cities in the metro area.

GreenStep has deep connections with the 27 metro cities TLC proposes to work with: we know the mayors, the senior staff, and the environmental commission chairs. As partners in TLC's work, we feel confident that the proposed project will both reduce the VMT of city employees and give city staff the 'walk the talk' expertise to then go forth and challenge workplaces in their cities to use the Certification actions to reduce their employee's VMT. We have found, for example, that when city staff learn to cut energy use in their own buildings (using the B3 software program), they are more effective in getting private buildings to cut their energy use.

Becoming a Transportation Leadership Certified city will be added as an action within the GreenStep program. Similar to other GreenStep actions that have the expert backing of innovative Minnesota non-profit organizations – I'm thinking of the Blue Star City program of Friends of the Mississippi River and the Minnesota Main Street program of Preservation Alliance of Minnesota that GreenStep helped develop – TLC's Certification program hit's the sweet spot for cities: focused yet aspirational, limited yet expandable and flexible. These attributes, in our experience, guarantee success.

Cities need 'checklists and cookbooks' to make significant progress on issues, like employee commuting, which are not central to a city's core mission. But some 'coaching in the kitchen' is the essential complement that makes a recipe work. I urge you to fund the TLC chefs: they are the best!

Sincerely,

Philipp Muessig
GreenStep Cities program coordinator at the MPCA

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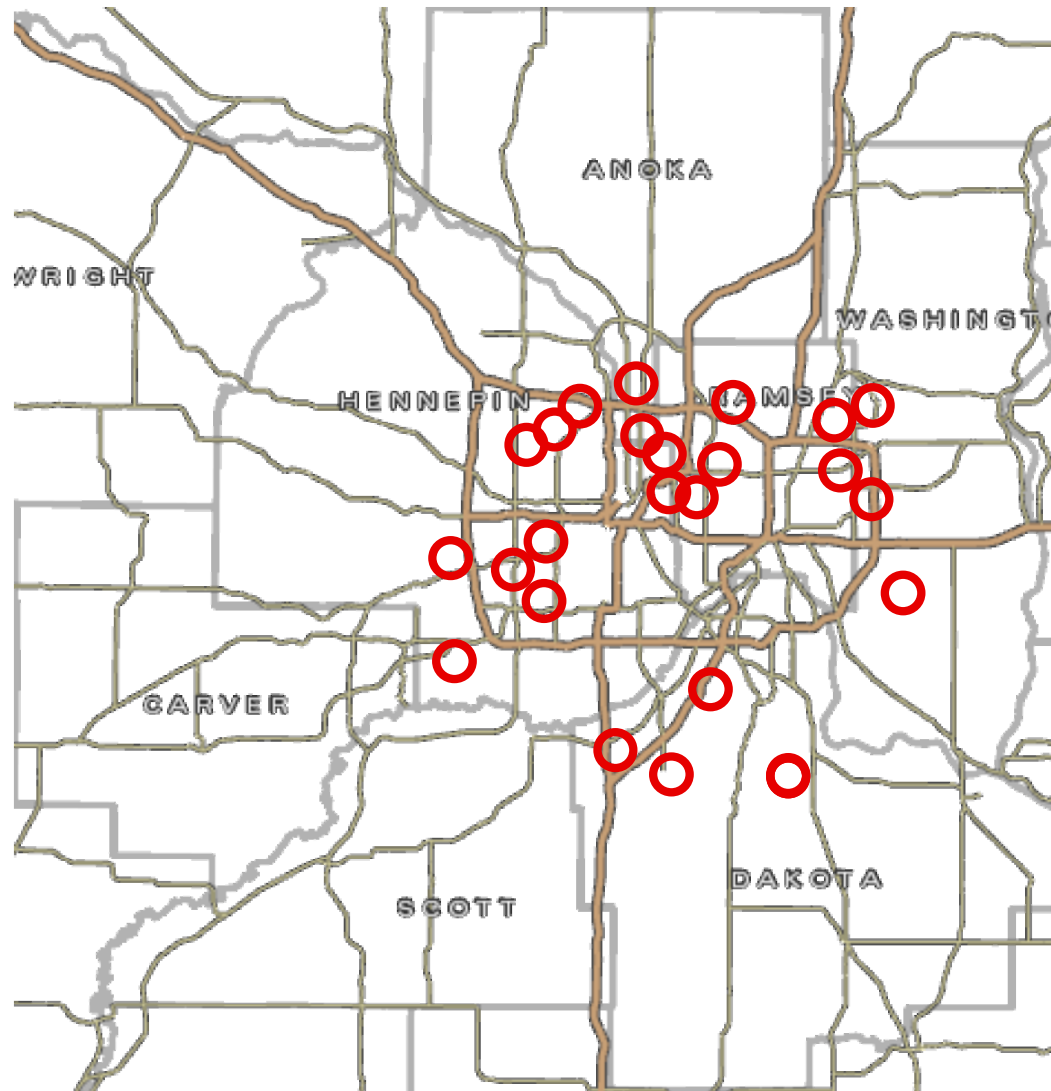


Results

Project **IN** area of Job Concentration.

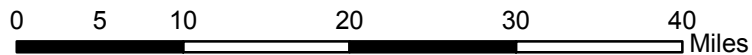
Project **IN** area of Manufacturing and Distribution.

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



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 Project Points



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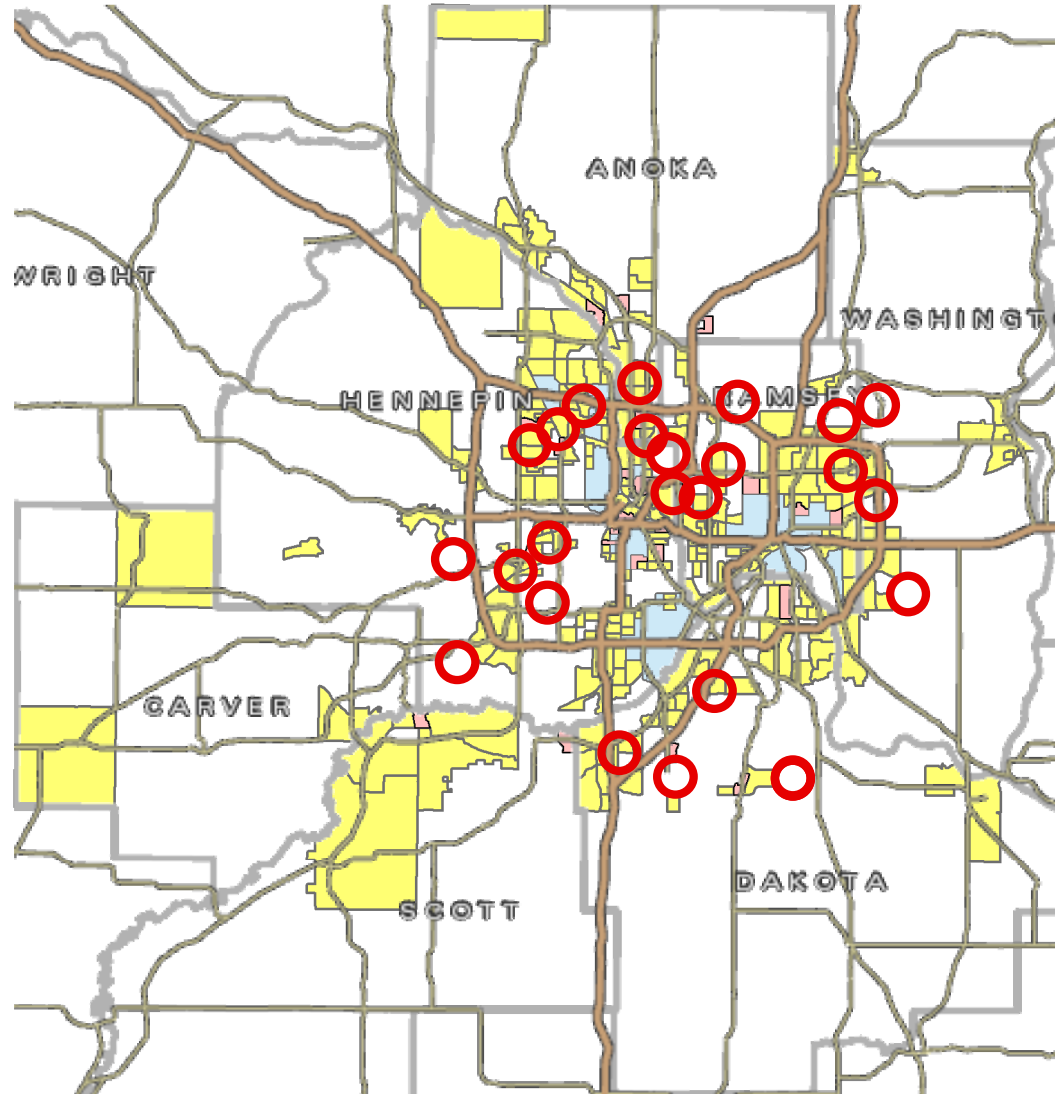


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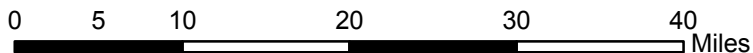
Results

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



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



Created: 9/9/2015
LandscapeRSA2



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