



Application

01976 - 2015 Travel Demand Management (TDM)

03855 - St. Paul Smart Trips multi-modal trip planning website and mobile application

Regional Solicitation - Transit and TDM Projects

Status: Submitted  
Submitted Date: 09/11/2015 3:53 PM

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## Primary Contact

**Name:\*** Jessica Treat  
Salutation First Name Middle Name Last Name

**Title:** Executive Director

**Department:**

**Email:** jessica@smart-trips.org

**Address:** 55 E. Fifth St.  
Suite 202

**\*** Saint Paul Minnesota 55101  
City State/Province Postal Code/Zip

**Phone:\*** 651-224-8555 20  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ST PAUL SMART TRIPS

**Jurisdictional Agency (if different):**

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

**Organization Website:**

**Address:** 56 5TH STREET EAST  
Suite 202

**\*** ST. PAUL Minnesota 55101  
City State/Province Postal Code/Zip

**County:** Ramsey

**Phone:\*** 651-224-8555  
Ext.

**Fax:**

**PeopleSoft Vendor Number**

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## Project Information

**Project Name** Smart Trips online trip planning website and mobile application

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

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

We propose to either create or contract to introduce a multi-modal trip planning online platform for the twin cities market. This platform will incorporate all modes of transportation, including biking, walking, transit, carpooling, driving alone, car sharing, bike sharing and taxi/ride sharing services. Additionally, the mobile platform will, where available, provide real-time information on availability, cost, travel time, health and wellness, emission reductions and more to be used as a behavior change tool.

Each trip planned will include information on alternative modes of transportation, the time they take and the cost. Additionally, driving trips will no longer end at the front door of the destination, they will be tied to available parking spaces and include information about walking distance from a location and the true time and cost of the trip.

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

We have been working with the city of St. Paul for over a year to discuss implementing such a strategy, as called for in their recently completed Downtown Parking Management Strategy, which explicitly calls for a mobile trip planning site to maximize the usage of the transportation system in St. Paul.

We envision this technology having a major impact on trips into and out of St. Paul, both during typical peak periods and to mitigate congestion during major events, which St. Paul has in abundance, drawing over 3,000,000 annual visitors to sporting events, concerts, museums, conventions and cultural events.

In addition to providing real-time data on transportation options and costs, we will be able to push information to users, like transit pass options

for reaching an event or alternative parking or transportation solutions during heavily congested times of day.

This technology is scalable and will be available to other parts of St. Paul and the region as well. We expect that this will be an important tool in our outreach to Workplaces in St. Paul, not just in downtown but along the Green Line, to our many colleges and universities and other commercial and industrial corridors spread around the city. By providing accurate information about a persons trips during our outreach, we will be able to help them make the most informed choice about their transportation options.

Other mobile trip planning applications exist, but are not fully formed in the region. We plan to take technology that is existing and make it better for our market, rolling it out to users to improve access and mobility.

*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.*

The City of St. Paul recently completed a Parking Management Strategy. The first strategy called for within the plan is to Have a centralized and integrated transportation website and app. (Technical Memo #3, pages 3-6)

Additionally, this proposal fits within many existing plans within the city of St. Paul to increase transit, biking and walking mode share, including:

Transportation chapter of the St. Paul Comprehensive Plan (pages 5-24)

Land use chapter of the St. Paul Comprehensive Plan (pages 8-15)

St. Paul Bicycle Plan (pages 1-33)

Central Corridor development strategy (section 3.3-3.4)

Bike Walk Central Corridor Action Plan

St. Paul Parks and recreation plan (pp. 6-9, 16, 33)

St. Paul Complete Streets resolution

### Connection to Local Planning

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## 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 \$95,000.00

Match Amount \$56,943.75

*Minimum of 20% of project total*

Project Total \$151,943.75

Match Percentage 37.48%

*Minimum of 20%*

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

Source of Match Funds City of St. Paul, private sponsorships,

## Preferred Program Year

Select one:

2016

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

|  |                      |
|--|----------------------|
| County, City, or Lead Agency                       | St. Paul Smart Trips |
| Zip Code where Majority of Work is Being Performed | 55101                |
| (Approximate) Begin Construction Date              | 11/01/2016           |
| (Approximate) End Construction Date                | 04/30/2017           |

### LOCATION

|                                    |            |
|------------------------------------|------------|
| From:<br>(Intersection or Address) | Metro wide |
|------------------------------------|------------|

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

|                                  |            |
|----------------------------------|------------|
| To:<br>(Intersection or Address) | Metro wide |
|----------------------------------|------------|

### Type of Work

*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)                    | \$1.00 |
| 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>\$1.00</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 | \$151,943.75        |
| <b>Totals</b>                  | <b>\$151,943.75</b> |

## Transit Operating Costs

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

## Totals

|                              |              |
|------------------------------|--------------|
| Total Cost                   | \$151,944.75 |
| Construction Cost Total      | \$151,944.75 |
| 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 |
|---|--|-----------|
| 150910 Smart Trips Letter of Support SPACC.pdf                                    | St. Paul Area Chamber of Commerce Letter of Support                          | 84 KB     |
| 2015 CMAQ solicitation budget.xlsx  | Project budget   | 11 KB     |
| Letter of Support - East Metro Strong for on-line tool development 9 11 2015.docx | East Metro Strong Letter of Support  | 118 KB    |
| Letter of Support for Grant BOMA.pdf  | Building Owners and Managers Association Letter of Support                   | 47 KB     |
| PED Letter of Support Smart Trips CMAQ app.pdf                                    | City of St. Paul Planning and Economic Development Letter of Support/funding | 52 KB     |
| Phone_Web Mockup.pdf  | Concept of phone and web based sites   | 2.0 MB    |
| Regional Economy Map.pdf  | Regional Economy Map   | 2.0 MB    |
| Socio Economic Conditions Map.pdf   | Socioeconomic Conditions map   | 2.1 MB    |
| SPPA_LOS_SKMBT_C45215091112280 .pdf   | St. Paul Port Authority Letter of Support                                    | 409 KB    |
| Stark CMAQ ApplicationLOS.pdf   | Ward 4 City Council Letter of Support  | 99 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

City or County Plan Reference

The Regional Economy map identifies downtown St. Paul as an area of high job concentration. Improving parking efficiency and multimodal commuter use strategically benefits the City, is within the self-interest for downtown employers and provides a great impact opportunity to advance priorities listed in the RFP and the Thrive 2040 plan.

Response (Limit 700 characters; approximately 100 words)

The City of St. Paul recently completed a Parking Management Strategy. The first strategy called for within the plan is to Have a centralized and integrated transportation website and app. The activities outlined in this proposal also fit within many existing plans completed by the city of St. Paul.

Upload Map

Regional Economy Map.pdf

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

The proposed wayfinding web application will be data rich and capitalizes on as many existing transportation data sources available as possible. The breadth of existing resources is notable. The app will be a multi-modal technology that will connect people to the right mode of transportation for them.

These data streams will include:

Existing transit data on all routes (including stop locations, park and ride locations, and real-time boarding)

Regional bike routes

Real-time bike-share and car-share information, including locations and availability where available

On-street and off-street parking availability at ramps and lots throughout downtown St. Paul

Preferred parking spaces for carpools

Uber and/or Lyft information where available

Locations of municipal bicycle parking in St. Paul where available

Safe walking routes

Additionally, this web application will include information about the cost of each mode of transportation, including the cost of driving based on industry averages, transit fares, car-share and bike-share costs for each trip planned. Last, anticipated time spent traveling in each transportation modality is included, thus allowing full and transparent comparisons. The project improves utilization of existing transportation facilities/resources, and will incorporate new sources of transit data that emerge in the coming

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

years.

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

|                    |              |
|--------------------|--------------|
| Total Project Cost | \$151,945.00 |
| Annual Users       | 308500       |
| Cost Effectiveness | \$0.49       |

Total users of the project are conservatively estimated at 308,500 direct users for year one. This metric is developed based on the following sound methodology:

74,000 workers in downtown St. Paul, with 10% of market participating = 7400 downtown workers

8,100 residents in downtown St. Paul with 10% of market participating = 810 downtown residents

3,000,000 visitors to downtown St. Paul annually with 10% of marker participating = 300,000 downtown visitors

We believe this to be a conservative estimate of the total number of users based on a number of factors, including:

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

The number of downtown St. Paul visitors has been estimated conservatively; full attendance numbers for all events have not been reported. 3,000,000 visitors is based on reported attendance.

Despite its initial focus on downtown St. Paul and Green Line stakeholders, we anticipate this technology will have a broader reach to stakeholders because it will provide regional information.

Cost effectiveness of the project is high. Based on the metric of Total project cost / total annual users, the cost effectiveness is a positive \$0.49 per user.

This project is important to downtown, evidenced by the broad direct impact and cost effectiveness when diluted across total users.

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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

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

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

While implementation of this technology will have Metro-wide impact, in year one, the majority of effort will be in downtown St. Paul and the Green Line due to job concentration and access to existing transportation infrastructure and amenities. Because a partial area of focus for deployment will be along the Green Line, the project scope falls within a racially concentrated area of poverty.

This technology will be designed to provide trip planning assistance to anyone in the Metro area with internet access, decreasing barriers to accessing transportation and will be free to use.

Internet access is problematic in areas of concentrated poverty. However, more studies suggest the majority of low income people access the internet via their mobile devices. By providing a tool that is designed for mobile device viewing, and can be accessed at no cost, low income users will have access to transparent real time transportation data to improve their decision making regarding two important resources: expenses and time. Allowing for transparent choices will help users conserve resources, providing them a needed buffer against existing time and financial constraints.

## Measure B: Affordable Housing

City/Township

St. Paul

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

| City/Township | Score     | Number of City |
|---------------|-----------|----------------|
| St. Paul      | 98.0      | 1              |
|               | <b>98</b> | <b>1.00</b>    |

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

Total of Score /Total of Cities 98.0

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



The project will reduce congestion during peak travel periods. Downtown St. Paul is impacted during the AM and PM commute along I-94, I-35E and highway 52 and other arterial roadways connecting the job center. St. Paul has issues with parking once employees and visitors reach downtown, causing additional strain on the system while people drive around looking for parking. Congestion goes beyond peak travel times, as the downtown resident population has grown 28 percent in the last decade. In addition, evening and weekend traffic in downtown draws over 3,000,000 visitors annually.

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

By providing accurate, real time information, travelers to downtown St. Paul will have more certainty in reaching their destination, travel time, location and in cost. This will not only lower VMT by decreasing circling time while single occupant drivers look for parking, but will encourage people to change their mode of transportation to St. Paul by pointing out the high cost of driving alone. We conservatively expect to reduce 3% of app users single occupant trips in the downtown market, equaling 92,068 drive alone trips, through this app and associated marketing and outreach. Through this app, 1.1 million VMT will be reduced in the first year.

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## Measure B: Emissions Reduction

|   |           |
|---|-----------|
| Number of Daily One-Way Commute Trips Reduced | 92        |
| Average Commute Trip Length                   | 12.1      |
| VMT Reduction                                 | 1113.2    |
| CO Reduced                                    | 2660.548  |
| NOx Reduced                                   | 178.112   |
| CO2e Reduced                                  | 408099.12 |
| PM2.5 Reduced                                 | 5.566     |

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**Measure A: Project Innovation**

Other transportation trip planning applications exist, including the juggernaut of Google Maps, but none incorporate as many modes of transportation to the level of detail being proposed, especially in St. Paul and the Metro area.

The proposed web-based platform will aid users in making the right decision about any/all of their trips. This technology will consolidate existing information from as many other transportation providers and options in the Metro as possible, reducing the need for multiple online resources. As additional data sources come to market, the app will incorporate them as well.

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

Not only will real-time information be available for service providers operating in the region, but the technology will include end of trip facilities, like bike parking and transit fare payment centers.

In addition to real-time trip information, each trip plan will include information on the true cost of each mode of transportation, emissions results, time and information about health and wellness. We envision these pieces as the motivator to changing behavior. Behavior change theory stipulates that transparent information is one of the main tools that expedites behavior change. We also envision that phase two of this technology could include more robust TDM measures, like incentive programs and trip tracking.

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

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

Currently, St. Paul does not have a central information source for every transportation option, including car parking. This is especially true of off-street car parking facilities, which are owned by multiple operators and have decentralized information. Additionally the proposed mobile and web based trip finding service will open up information previously unavailable in St. Paul. By incentivizing parking operators to provide data on availability, city planners use data to better plan multi-modal transportation for St. Paul. This technology will also benefit economic development in downtown St. Paul by providing up to date parking and transportation information, to give building managers and owners concrete information when selling or leasing space on all available transportation options. Additionally, this technology will help parking garages better manage their inventory, creating a more efficient multi-modal transportation system in St. Paul.

As mentioned previously, there are existing web applications that perform similar functions, and these will be considered as part of the RFP process, but none have been adequately marketed or utilized in the Twin Cities market. Trip planning in the metro can be vastly improved by bringing a new piece of technology to market, or reinforcing an existing piece of technology with local information.

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## Measure B: Organization's Experience and Resources

St. Paul Smart Trips, St. Pauls Transportation Management Organization, is well positioned to lead this project. We have a long-standing relationship with City of St. Paul staff and policy makers, St. Paul employers and the business community, parking facilities and operators and major event venues and organizers.

For more than 20 years, we have provided parking information for people coming to St. Paul and have worked with residents, employers and city staff and policy makers on multi-modal issues impacting the city.

Our website, [saintpaulparking.com](http://saintpaulparking.com), receives about 78,000 views per year from people looking for information on how to get to downtown St. Paul and is regarded as one of the central resources for transportation information by building managers, developers and city staff.

In addition to our St. Paul ties, weve partnered for many years with the majority of the transportation providers involved, including Metro Transit, Nice Ride Minnesota, Hourcar, car2go, Zip Car and Enterprise.

Our project manager, Damian Goebel, has been in the transportation field for 15 years, has managed three website development projects and has nearly 10 years experiencing maintaining web applications, including managing St. Paul Smart Trips website and parking information.

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

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## Measure C: Project Financial Plan

We envision this resource being a long-term answer to regional trip planning. The City of St. Paul has a vested interest in continuation of providing long-term multi-modal and parking information. We expect their ongoing support in maintaining this project, either through our annual contract for service or through additional funding.

Additionally, there are a variety of stakeholders who have been clamoring for just such a product. Visit St. Paul, the St. Paul Area Chamber of Commerce, St. Paul Building Owners and Managers Association, parking operators, service providers and more have all expressed strong interest in being able to provide the best possible transportation information to their members and constituents. These stakeholders are potential sources for ongoing funding for program maintenance and growth.

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

Lastly, we see this as an important piece to outreach and education in our Workplaces programming. Future Workplaces funding, including grant funding, sponsorship and fees for service, would continue to sustain this technology. To leverage additional funds we need a quality product that is first to market. CMAQ funding will allow for the development to begin and ensure the app enters the market strong and therefore will be well positioned to secure additional funds to sustain.

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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



## 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/listing 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**





**August 11, 2015**

To whom it may concern:

As the state's largest local chamber of commerce and a strong supporter of creating vibrancy through creative transportation demand strategies, the Saint Paul Area Chamber of Commerce (SPACC) wishes to express its strong support for St. Paul Smart Trips' proposal for an online trip planning website and mobile application.

SPACC is a vital, dynamic force serving the East Metro business community to achieve our mission of a vibrant and thriving Saint Paul. With more than 1,200 members throughout the East Metro, the Chamber understands the importance of a robust multi-modal transportation system to ensure the success of our region.

However, while improved infrastructure is important, we also recognize that without providing commuters information on how and when to use alternative transportation, the full potential of increased infrastructure will never be reached. By providing a single source for all transportation options, our members will be better equipped to help employees, guests, visitors and customers reach their destination in the most convenient and cost effective way possible.

Saint Paul is currently undergoing transformational changes and how people move in and around the city will become increasingly important as this development continues. The issue of providing Saint Paul's visitors with a tool to make these choices is of the utmost importance and we believe that the time is now to provide a long term solution that will allow the City to reach its full potential.

Thank you for your consideration.

With kind regards,

A handwritten signature in black ink, appearing to read 'Scott Beauchamp', is positioned above the printed name.

Scott Beauchamp  
Manager of Public Affairs



Greater Saint Paul  
**Building Owners &  
Managers Association**

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W-2950 FIRST NATIONAL BANK BUILDING • 332 MINNESOTA STREET  
SAINT PAUL, MINNESOTA 55101-1379 • PHONE: 651.291.8888 • FAX: 651.291.1031

To whom it may concern:

I am writing to express support for St. Paul Smart Trips' proposal for an online trip planning website and mobile application. With over 300 members in St. Paul and the East Metro, Greater Saint Paul Building Owners and Managers Association (BOMA) strives to ensure commercial and industrial property owners and managers have the tools they need to create a healthy and vibrant community.

BOMA and its members understand the importance of a robust multi-modal transportation system to ensure the success of our region. While improved infrastructure is important, we also recognize that people need to know how to access our members' properties and facilities the simplest way possible. By providing a single source for all transportation options through an online platform, our members will be better equipped to help employees, guests, visitors and customers to and from their location in the fastest, most convenient, least costly way possible.

This is especially true in downtown St. Paul, where parking and transportation information are decentralized. Providing every transportation option, from parking garage information to transit stops and more, in one simple online platform, will help our members make informed choices and provide up-to-date information to their perspective clients and tenants.

St. Paul is undergoing major changes, and how people move in and around the city is becoming more important as development continues. The question of providing St. Paul's visitors with a tool to make those choices isn't a matter of if it is coming, but when, and we feel that the time is now to move forward with this project.

Thank you for your consideration.

Sincerely,

Joe Spartz  
President, Greater Saint Paul BOMA  
651-291-2521  
joe.spartz@bomastpaul.org

**2015-2016 OFFICERS**

William J. Thurmes, Chairperson • Julie A. Bauch, *Vice Chairperson* • Shawn E. Wiski, *Secretary/Treasurer*

**DIRECTORS**

Richard H. Hanson • Gerald M. Hersman • David B. Ketcham • Patrick A. Skinner • Bruce T. Thompson • Tim J. Yohnk  
Joe A. Spartz, *President*



CITY OF SAINT PAUL  
*Christopher B. Coleman, Mayor*

25 West Fourth Street  
Saint Paul, MN 55102

Telephone: 651-266-6626  
Facsimile: 651-228-3341

September 9, 2015

Regional Solicitation Grant Program  
Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805

*Re: CMAQ Grant Application for Travel Demand Management & Technology*

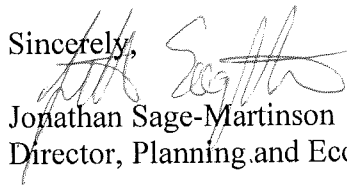
To Whom it May Concern,

This letter confirms the City of Saint Paul Department of Planning and Economic Development's support for St. Paul Smart Trips' application seeking CMAQ funding to design and implement a mobility website and app for downtown Saint Paul. We value our ongoing partnership with St. Paul Smart Trips as our Transportation Management Organization in Saint Paul and especially their work on Travel Demand Management and workplace programs.

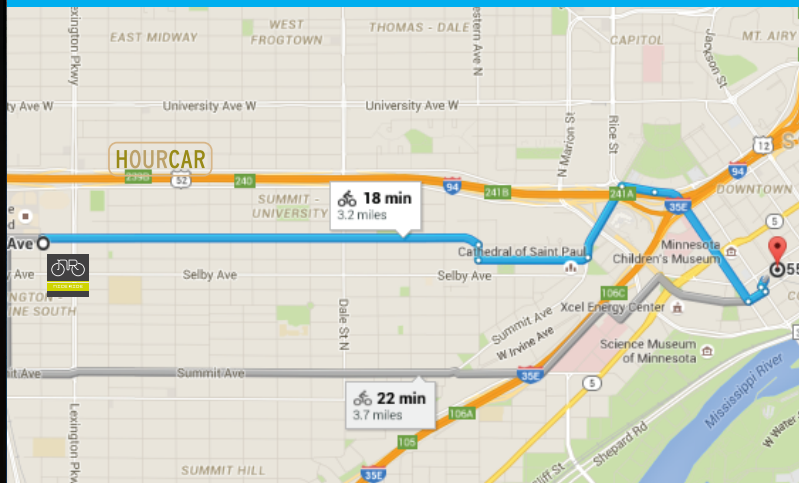
The *City of Saint Paul Comprehensive Plan* outlines the need for expanding commuter options with travel demand management and a well-managed parking system to improve connections and mobility in the city, while specifically calling for a parking management plan for downtown. The City's Housing and Redevelopment Authority funded the Downtown Parking Management Strategy which was completed in April of this year and calls for a centralized and integrated transportation website and app. The City's 2016 budget process includes proposed funding for neighborhood parking programs, including downtown. While the budget will not be finalized until December of this year, our commitment to partnering with Smart Trips on the development and maintenance of this project will not waver.

We look forward to the collaborative process for the design and launch of a mobile application and website to improve mobility, increase quality of life and support economic growth in Saint Paul.

Sincerely,

  
Jonathan Sage-Martinson  
Director, Planning and Economic Development

## Where to? WORK



**By Bike - 25 minutes**  
**\$0.00. -6 lbs CO. 250 calories burned**

**By car - 10 minutes**  
**\$17.46. +6 lbs. CO. 0 calories burned**

**By bus- 25 minutes**  
**\$1.75. -6 lbs CO. 50 calories burned**

**By car2go- 10 minutes**  
**\$13.99. +3 lbs CO. 0 calories burned**

**By Nice Ride- 25 minutes**  
**\$6.00. -6 lbs. CO. 250 calories burned**

the basics

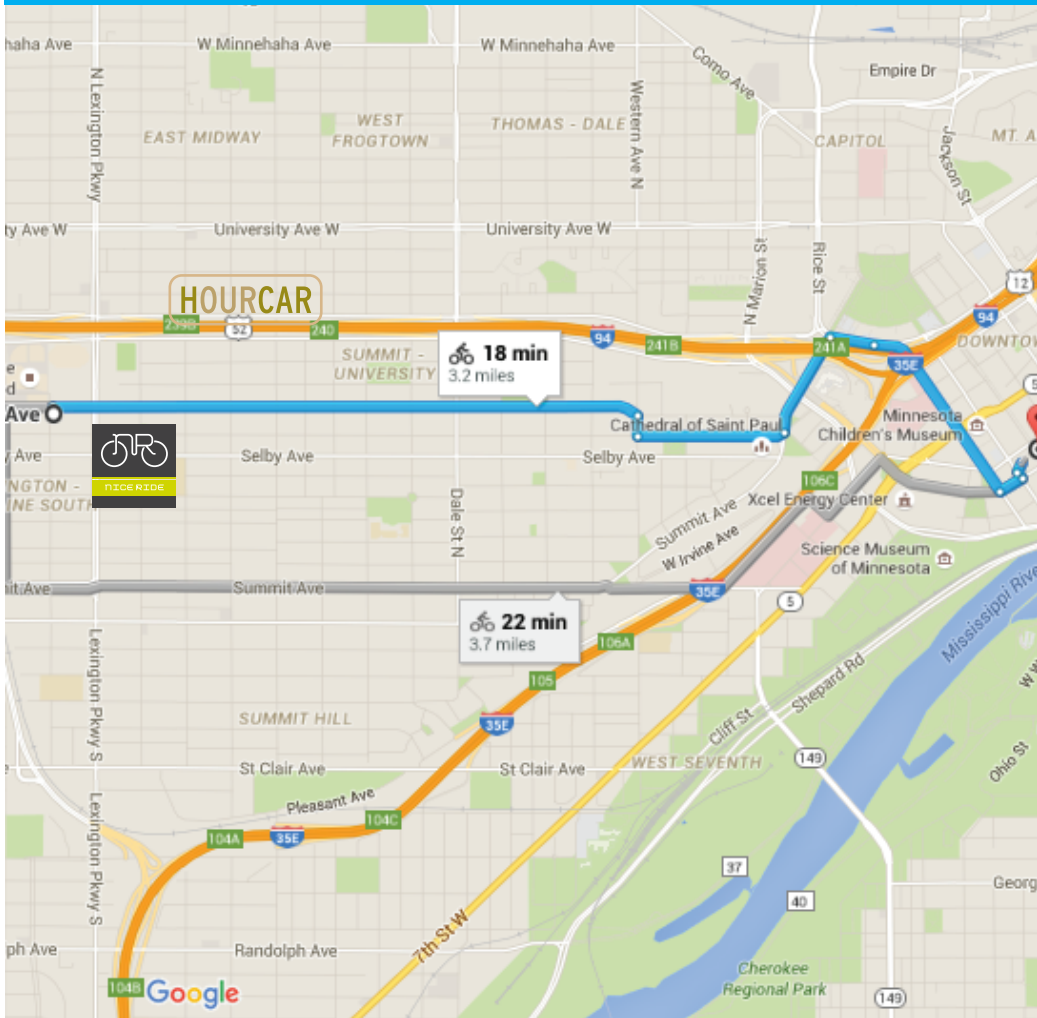
benefits

getting around

resources

staying safe

## Where to? WORK



By Bike - 25 minutes  
 \$0.00. -6 lbs CO. 250 calories burned

By car - 10 minutes  
 \$17.46. +6 lbs. CO. 0 calories burned

By bus- 25 minutes  
 \$1.75. -6 lbs CO. 50 calories burned

By car2go- 10 minutes  
 \$13.99. +3 lbs CO. 0 calories burned

By Nice Ride- 25 minutes  
 \$6.00. -6 lbs. CO. 250 calories burned

# Regional Economy

Travel Demand Management Project: Smart Trips online trip planning website and mobile applicat | Map ID: 1441831073283

## Results

Project IN area of Job Concentration.

Project IN area of Manufacturing and Distribution.

Project CONNECTED to area of Education Institutions.



 Project Points



Created: 9/9/2015  
LandscapeRSA5

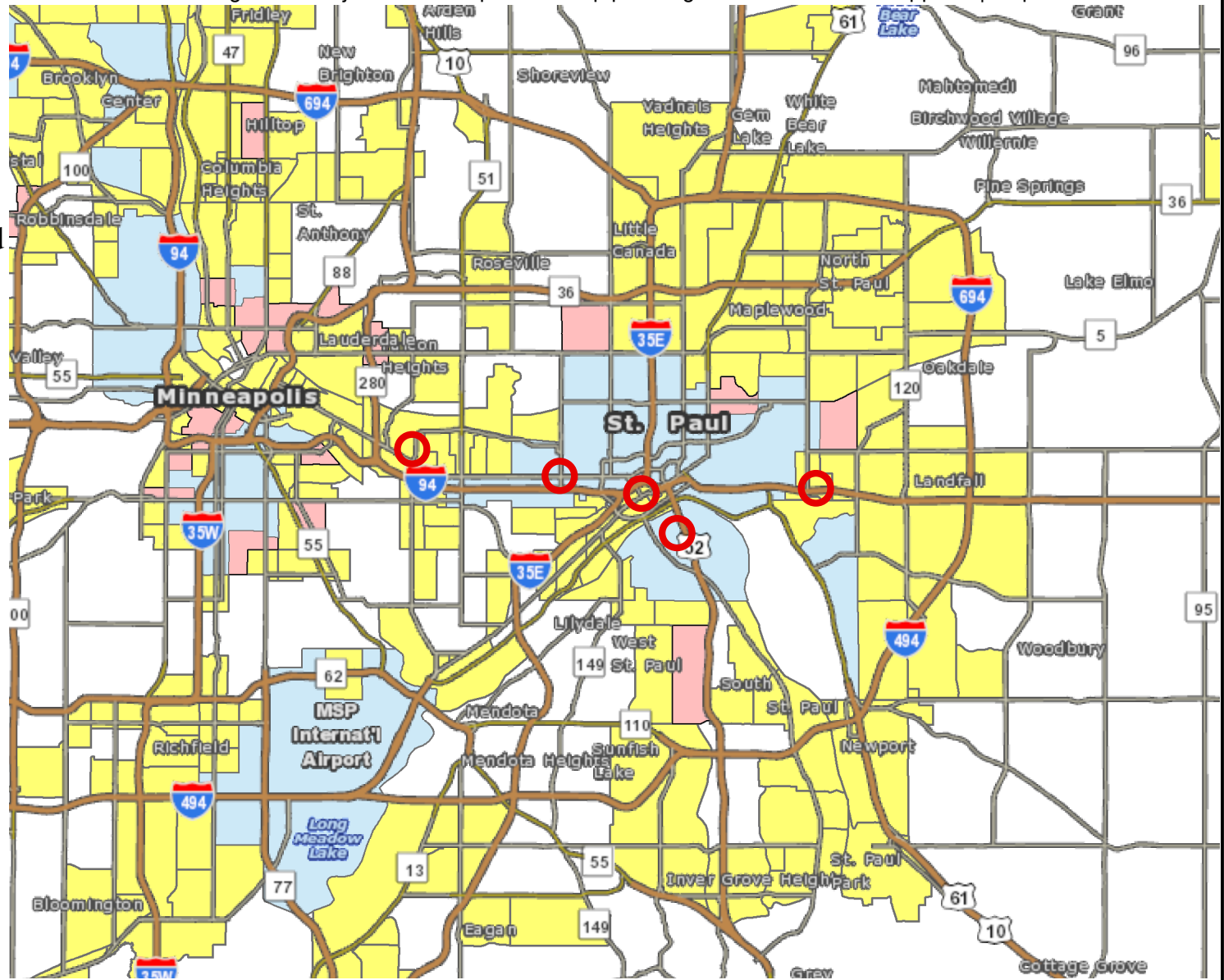


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

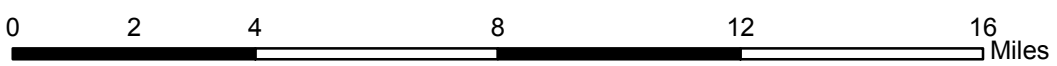


Results

Project IN a racially concentrated area of poverty.



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



Created: 9/9/2015  
LandscapeRSA2



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





September 11, 2015

To whom it may concern:

I am writing to express support for the St. Paul Smart Trips' proposal for an online trip planning website and mobile application. The Saint Paul Port Authority is an 83 year old economic development agency with expertise in energy and industrial business financing, brownfields redevelopment and harbor management.

The Port Authority understands the importance of a robust multi-modal transportation system to ensure the success of our region. While improved infrastructure is important, we also recognize that people need to know how to access properties and facilities in the simplest way possible.

By providing a single source for all transportation options through an online platform, property management will be better equipped to help employees, guests, visitors and customers to and from their location in the fastest, most convenient, least costly way possible.

This is especially true in downtown St. Paul, where parking and transportation information are decentralized. Providing every transportation option, from parking garage information to transit stops and more, in one simple online platform will help those who manage and develop properties make informed choices and provide up-to-date information to their prospective clients and tenants.

St. Paul is undergoing major changes, and how people move in and around the city is becoming more important as development continues. The question of providing St. Paul's visitors with a tool to make those choices isn't a matter of if it is coming, but when, and we feel that the time is now to move forward with this project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis F. Jambois".

Louis F. Jambois  
President

cc: Lorrie Louder, Senior Vice President of Business & Intergovernmental Affairs  
Damian Goebel, Smart Trips Marketing, Communications, and Outreach Director





**CITY OF SAINT PAUL**  
OFFICE OF THE CITY COUNCIL

**RUSS STARK**  
Councilmember

**SAMANTHA HENNINGSON**  
Legislative Aide

September 11, 2015

Regional Solicitation Grant Program  
Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805

*Re: CMAQ Grant Application for Travel Demand Management & Technology*

To Whom it May Concern,

I am writing this letter to express my support for St. Paul Smart Trips' CMAQ application and proposal to design a mobile application and mobility website for Saint Paul. The City strongly supports the mission of St. Paul Smart Trips and their work to improve connections and mobility options for our residents, employees and visitors.

Our city continues to grow both along Saint Paul's historic transit corridors and downtown, as increasing activity and investment, adding more residents, employees and attracting more visitors. The City's Department of Planning and Economic Development and Department of Public Works plan for and accommodate the increased number of trips downtown and to manage how all users access downtown safely and efficiently. This project is key to providing people with the tools they need to make informed transportation choices, for the benefit, safety and mobility of all.

I look forward to the City's involvement in this and other projects with Smart Trips as Saint Paul grows and flourishes.

Sincerely,

Russ Stark  
Council President, Ward 4 Councilmember

# Regional Economy

Travel Demand Management Project: Smart Trips online trip planning website and mobile applicat | Map ID: 1441831073283

## Results

Project **IN** area of Job Concentration.

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

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



 Project Points



Created: 9/9/2015  
LandscapeRSA5

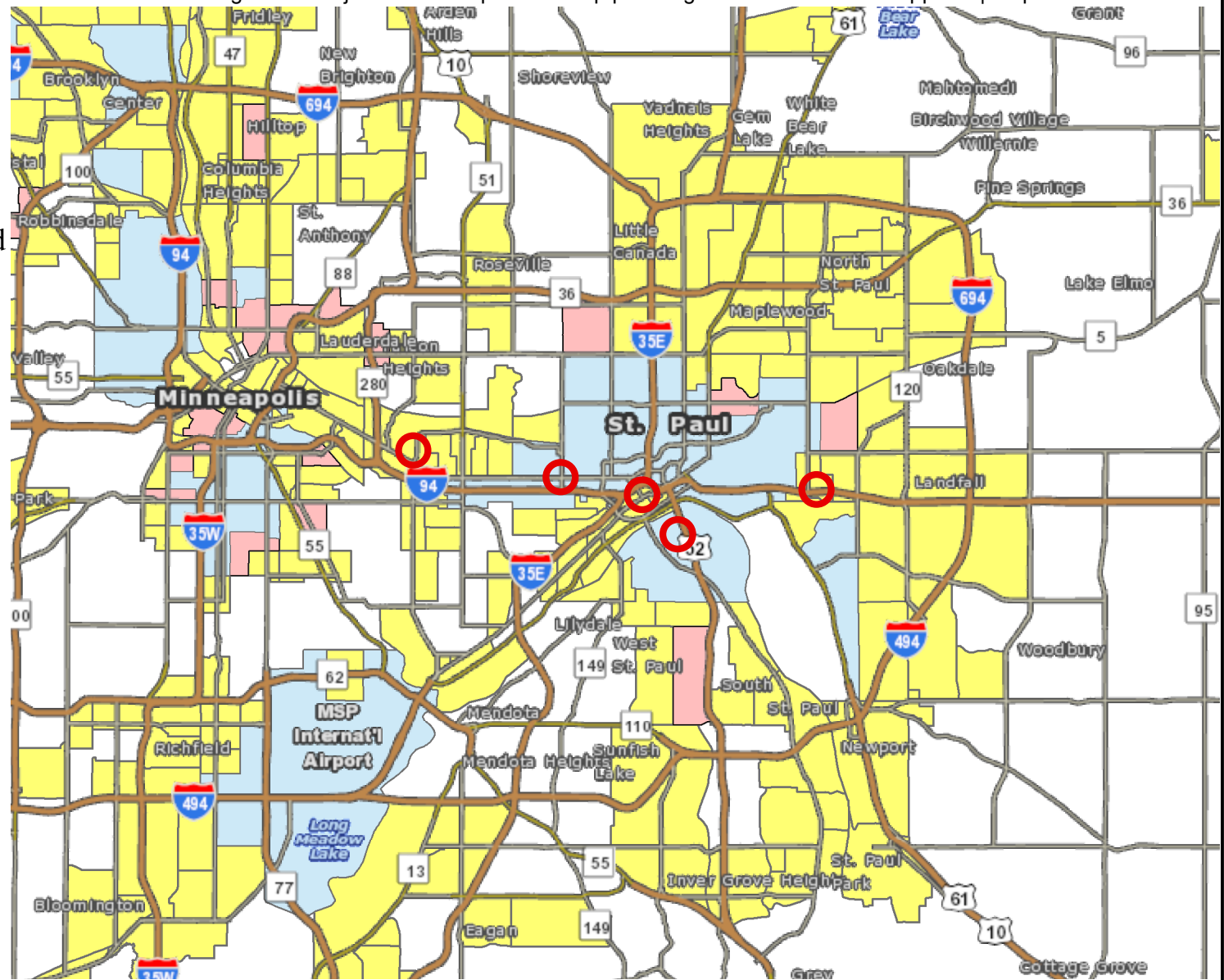


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Results

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: 9/9/2015  
LandscapeRSA2



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



**2015 CMAQ Competative Grant Budget - Smart Trips mapping app**

| <b>INCOME</b>                | <b>Notes</b>                      |
|------------------------------|-----------------------------------|
| City of St Paul              | \$50,000.00 Likely, Not Committed |
| CMAQ Conditional             | \$95,000.00 Pending               |
| St. Paul Chamber of Commerce | \$6,943.75 To be Submitted        |
| Total Income                 | \$151,943.75                      |

**EXPENSE**

| <b>Direct Expenses</b>          | <b>Notes</b> |
|---------------------------------|--------------|
| Smart Trips app development     | \$48,000.00  |
| Smart Trips map web development | \$37,500.00  |
| Annual maintenance              | \$5,000.00   |
| Marketing                       | \$25,000.00  |
| Staff time                      | \$16,625.00  |
| Sub Total Direct                | \$132,125.00 |
| Indirect Expense- Admin @15%    | \$19,818.75  |
| Total Expense                   | \$151,943.75 |
| Net                             | \$0.00       |



September 11, 2015

To whom it may concern:

East Metro Strong supports the St. Paul Smart Trips proposal to the Metropolitan Council to develop an online trip planning website and mobile application.

East Metro Strong is a public-private coalition of East Metro communities and institutions working to help communities in the eastern half of the Minneapolis-Saint Paul Region prosper, in part through smart transportation investments. Our Board includes representatives from counties (Dakota, Ramsey, and Washington), cities (Saint Paul, West Saint Paul, White Bear Lake, and Woodbury), private companies (3M, Health East), and philanthropy (Minnesota Philanthropy Partners).

East Metro Strong and its members understand the importance of a robust multi-modal transportation system to the success of our region. While an improved system is important, we also recognize that people need to know how to use that system to get places in the best way. By providing a single source for all transportation options through an online platform, people traveling in the East Metro will be better equipped get around in the way that works for them.

This is especially true in downtown St. Paul, where parking and transportation information are decentralized. Providing every transportation option, from parking garage information to transit stops and more, in one simple online platform will help people make informed choices using up-to-date information.

St. Paul is undergoing major changes, and how people move in and around the city is becoming more important as development continues. We understand that Saint Paul Smart Trips has been working with the City to access information missing from other existing tools, and we support work that would help people navigate an increasingly crowded Saint Paul—so that Saint Paul is crowded in a good way, not bad.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "William Schroer". The signature is fluid and cursive, with a long horizontal stroke at the end.

William Schroer  
Executive Director