



Application

04752 - 2016 Travel Demand Management (TDM)

05015 - Nice Ride Focus Area Densification and Infill Initiative: Increasing Station Density to Expand Travel Options and Decrease Auto Dependency

Regional Solicitation - Transit and TDM Projects

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

Organization Information

Name: NICE RIDE MINNESOTA

Jurisdictional Agency (if different):

Organization Type:

In-State not for profit

Organization Website:

Address:

2701 36TH AVE S

*

MINNEAPOLIS

Minnesota

55406

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-436-2070

Ext.

Fax:

PeopleSoft Vendor Number

0000089433A1

Project Information

Project Name

Nice Ride Focus Area Densification and Infill Initiative:
Increasing Station Density to Expand Travel Options and
Decrease Auto Dependency

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

BRIEF: The Nice Ride Focus Area Densification and Infill Initiative will add new bikeshare stations and system resources to areas with a growing need for transportation alternatives and great potential for decreasing automobile trips. Moneys requested under this grant will be dedicated to the densification of the system in Northeast Minneapolis, East Lake, and Phillips neighborhoods.

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FULL: Nice Ride Mn is a successful and pioneering bikeshare system. Its ridership has grown significantly as new stations have been added over the last six years. Funds for expansion have previously included conditions or incentives that have led to the geographic expansion of the system. This has been great for the system, and has helped to expand access to bikeshare for residents of neighborhoods throughout the Twin Cities, fulfilling many of our organization's goals and objectives.

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

However, this focus on outward expansion has also hindered our system's ability to offer optimal densities for station siting and for inviting greater use. Higher station densities maximize station visibility, ease of access, and convenience for current and potential users and catalyze increases in bikeshare-based commuting and thereby decrease congestion and reduce air quality impacts.

Significant congestion mitigation and air quality improvement benefits will be realized if additional stations are placed in locations that have demonstrated high potential for increased use. These include locations in and around the

Minneapolis CBD, including nearby destinations and residential areas in Northeast Minneapolis, East Lake and Phillips neighborhoods. These locations currently host stations at much lower densities than those found in peer systems elsewhere.

Locations in and near downtown Minneapolis are well-positioned to increase access to sustainable modes and reduce VMT and parking demand. Significant and ongoing commercial and residential development in these areas will increase the need for non-motorized transportation options. Improved access to bikeshare, as part of initiatives that improve conditions for walking, biking and transit, will reduce congestion and improve air quality for the region. In addition, densification in these locations will increase access to healthy, low-cost transportation options to people living in areas of concentrated poverty in our region.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

LOCAL, NE MINNEAPOLIS AND PHILLIPS NEIGHBORHOODS, BIKESHARE EXPANSION/STATION DENSIFICATION

Project Length (Miles)

0

Project Funding

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

Yes

If yes, please identify the source(s)

Blue Cross and Blue Shield of Minnesota (BCBSMN)

Federal Amount

\$300,000.00

Match Amount

\$150,000.00

Minimum of 20% of project total

Project Total

\$450,000.00

Match Percentage

33.33%

Minimum of 20%

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

Source of Match Funds

Blue Cross and Blue Shield of Minnesota (BCBSMN)

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2018

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years: 2017

Select all years that are feasible if funding in an earlier year becomes available.

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 (do not include in cost effectiveness measure)	\$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	\$450,000.00
Totals	\$450,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$450,000.00
Construction Cost Total	\$450,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

GOAL: ACCESS TO DESTINATIONS (pg 63 and Chapter 2.24 - 2.37)

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objectives:

D. Increase transit ridership and the share of trips taken using transit, bicycling and walking.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategy C1. (Chapter 2.24)

Strategy C4. (Chapter 2.28)

Strategy C17. (Chapter 2.37)

List the goals, objectives, strategies, and associated pages:

GOAL: COMPETITIVE ECONOMY (pg 64 and Chapter 2.38)

The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives:

A. Improve multimodal access to job concentrations identified in Thrive MSP 2040

B. Invest in a multimodal transportation system to attract and retain businesses and residents

Strategy D1. (Chapter 2.38)

GOAL: HEALTHY ENVIRONMENT (pg 66 and Chapter 2.42 - 2.45)

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives:

A. Reduce transportation-related air emissions

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically underrepresented populations.

Strategy E2. (Chapter 2.43)

Strategy E3. (Chapter 2.44)

Strategy E5. (Chapter 2.45)

GOAL: LEVERAGING TRANSPORTATION INVESTMENTS TO GUIDE LAND USE (pg 70 and Chapter 2.48 - 2.53)

The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objectives:

A. Focus regional growth in areas that support the full range of multimodal travel.

Strategy F2. (Chapter 2.49)

Strategy F6. (Chapter 2.52)

Strategy F7. (Chapter 2.53)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

This initiative responds to and is related to several local plans and initiatives:

- Nice Ride Board of Directors Approved Plan for Focus Area Densification and Infill Initiative

List the applicable documents and pages:

- Access Minneapolis (City of Minneapolis Ten-Year Transportation Action Plan)

- Downtown 2025 Plan (Minneapolis Downtown Council)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7. 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. Funding amounts by application category are listed below.

Transit Expansion: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$75,000 to \$300,000

Transit System Modernization: \$100,000 to \$7,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

9. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

For Transit Expansion Projects Only

1. 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.

2. 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 three-year funding period for transit operating funds.

Check the box to indicate that the project meets this requirement.

3. 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. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit System Modernization projects only:

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement.

Project Information-Transit and TDM

County, City, or Lead Agency

Nice Ride Minnesota

Zip Code where Majority of Work is Being Performed

55418

(Approximate) Begin Construction Date

04/01/2017

(Approximate) End Construction Date 06/30/2017

Name of Park and Ride or Transit Station: N/A

i.e., MAPLE GROVE TRANSIT STATION

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: Northeast Minneapolis, East Lake, and Phillips neighborhoods
(Intersection or Address)

To: Northeast Minneapolis, East Lake, and Phillips neighborhoods
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work Add bikeshare stations to areas with a growing need for multimodal transportation options

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Measure A: Project's Use of Existing Infrastructure

This project capitalizes on several existing transportation resources, including popular transit routes, regional trail networks, and existing bikeshare stations in key activity centers, such as Northeast Minneapolis, downtown Minneapolis and the University of Minnesota.

Locating bikeshare stations near bus stops broadens the reach of existing transit service and offers first- and last-mile connections to riders' destinations, making transit more convenient and accessible for a larger population. The proposed bikeshare stations provide additional connections to twenty existing transit routes, including five routes on the High Frequency Network with service available every fifteen minutes or less. Currently, over 60,000 transit riders begin or end their transit trips in the project area on an average weekday.

The project areas are served by several regional trails and other bike-friendly infrastructure, including the Midtown Greenway, East River Trail, West River Trail, and the Cedar Lake Trail. Protected bikeways or dedicated bike lanes exist on Park Ave, Portland Ave, and 5th St NE/5th St SE in Northeast Minneapolis. Many of the streets within the project area are low-traffic neighborhood streets which are conducive for short trips and connections to larger regional trails and transit routes.

Area residents, Nice Ride users, and City leadership have identified the need to address the lack of stations in Northeast Minneapolis as a high priority. The current stations in Northeast Minneapolis are not able to meet the demand generated by the many area-wide arts events and the addition of several high-density residential and commercial developments which have recently been completed (with more underway).

Response (Limit 2,800 characters; approximately 400 words):

Additionally, the project areas selected for this infill initiative border downtown Minneapolis and are a short bike ride from the downtown CBD and the University of Minnesota. Thousands of people travel between Downtown, the University, and Northeast destinations every day, a distance that is too far to walk and perfect for a short bike ride. Increasing station density will help shift a portion of those trips to bikes on existing trail and bike facility assets and will have an immediate impact on road congestion.

Increasing bikeshare station density in the project area will provide convenient, low-cost transportation options for systems users and residents, offer significant connections to the many jobs, services, and activities in downtown Minneapolis and at the University of Minnesota, and make efficient use of existing transit, bikeway and transportation services and infrastructure.

Measure A: Average Weekday Users

Average Weekday Users

212

To calculate the number of average weekday users for the new stations, we take the average number of weekday users of existing stations in the project area and multiply it by the number of new stations we would install as part of this project. In the project area, there are 24 stations with an average of 23.5 weekday users per station. We would install nine new stations as part of this project. If these new stations were used at the same rate as the stations currently existing in the area, the project would create 212 new system users per average weekday in 2017.

Response (Limit 2,800 characters; approximately 400 words):

This calculation omits consideration of growth effects from system densification, additional planned bicycle infrastructure, and a growing number of commercial destinations and residential opportunities in the project area. Research and experience suggest that these new stations, because of increased convenience, visibility and access, would also increase usage at nearby existing stations. To provide a conservative estimate, the following factors are not included in the 2017 estimate:

Several of the Northeast Minneapolis stations used to calculate 2017 projected utilization were installed near the end of the 2015 season. Station use increases the longer a station has been in an area as more system users and residents become familiar with its location and the overall system. Given the abbreviated 2015 season for Northeast stations, the area ridership numbers used to calculate 2017 projected use are conservative.

Research has shown that a key factor driving growth in bikeshare trips is station density. Systems with higher station density (optimal at around 28

stations per square mile - NACTO 2015) performed better across a variety of neighborhood types, attracted riders from all income brackets, and grew overall trips. Current station density within the project area is significantly lower at approximately 5 stations per square mile. Growth effects from increased density are not included in the 2017 projected use calculations.

Another factor which is not included is the likely draw from the thousands of daily trips between Downtown, the University, and Northeast destinations. Increasing station density will likely shift a portion of those trips to bikes on existing trail and bike facility assets and will have an immediate impact on road congestion.

Lastly, as this is a weekday-only measure, it does not include weekend use, which is significant for Nice Ride stations located near natural amenities, regional parks and bikeway infrastructure.

Measure A: Project Location and Impact to Disadvantaged Populations

The project will expand transportation options for people living or working within the project area including the Holland neighborhood (Northeast Minneapolis), Phillips West, and Lyndale neighborhoods of Minneapolis, which are within Areas of Concentrated Poverty where 50% or more of total residents are people of color (ACP50). For the Holland and Lyndale neighborhoods, approximately one third of the employed population use alternative modes of transportation, such as public transit or non-motorized modes such as walking and biking to get to work (American Community Survey, 2014). For the Phillips West neighborhood, 45% use alternative modes of transportation. This project will provide access to convenient, reliable, low-cost and health-promoting transportation for people who cannot afford to own a car or who are unable to drive.

Response (Limit 2,800 characters; approximately 400 words)

Infrastructure improvements are underway throughout the Twin Cities to increase the usefulness and comfort of using a bicycle as a means of transportation. These options provide benefits to all communities, but may be especially useful for populations without regular access to a motor-vehicle, including transit-dependent populations, children and young adults, members of health-disparity communities, and individuals unable to obtain licensure to operate a vehicle. The improved access to Active Transportation that this project will provide will increase opportunities for expanding use of cost-effective, health-promoting, and reliable and convenient transportation for members of these communities. Lastly, densification of bikeshare services in these areas will decrease the distance (and time cost) to access use of the system by area residents.

Measure B: Affordable Housing

City/Township

Minneapolis

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Population in City	Score	Population/Total Populations	Housing Score Multiplied by Population percent
	0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Population in City	0
Total Housing Score	0

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

The highways near the project area are some of the most congested roadways in the metro region. Several of the highway miles approaching and leaving downtown are congested for more than seven hours each weekday (MnDOT Congestion Report, 2014).

Traffic congestion is also severe on non-highway roads, especially high-traffic arterial roadways inside the project area such as University Avenue in Northeast Minneapolis and Lake Street from Uptown to Longfellow. TomTom Traffic, a navigational company measuring congestion in 250 cities across the world using traditional roadway count methods and GPS data, estimates that traffic congestion on non-highway roads in Minneapolis adds an additional 18% of travel time during congested periods--a larger estimated impact than that of highway congestion during the same period (15%). Nice Ride bikeshare offers an opportunity to reduce highway and non-highway congestion by converting single occupancy vehicle trips to space-efficient, zero-emissions bicycle trips.

Response (Limit 2,800 characters; approximately 400 words):

Infill stations in the area surrounding downtown Minneapolis will make it more convenient to choose other modes of transportation to get to destinations in downtown and nearby areas. Nice Ride offers an alternative to commuters who may otherwise have chosen to drive to reach these destinations (user surveys consistently show that approximately 20% of bikeshare trips would have otherwise been completed by car).

The project areas selected for this infill initiative border downtown Minneapolis and are a short bike ride from the downtown CBD and the University of Minnesota. Thousands of people travel between Downtown, the University, and Northeast destinations every day, a distance that is too far to

walk and perfect for a short bike ride. Increasing station density will help shift a portion of those trips to bikes by leveraging bike, trail and transit investments to offer a convenient alternative to motor-vehicle travel to and from Northeast Minneapolis, downtown Minneapolis, and Uptown/Phillips while reducing air pollution, congestion and VMT.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	8856
Average Commute Trip Length (Default 12.1):	12.1

The project areas present a significant opportunity to reduce single-occupancy vehicle commute trips due to their proximity to major job and activity centers in downtown Minneapolis, the University of Minnesota, and Midtown Minneapolis.

To calculate the number of one-way commute trips that nine additional Nice Ride stations will reduce within the project area, we calculated the total number of weekday peak trips that either originated or ended within the project area during the 2015 Nice Ride season (32,202 trips). Peak travel periods used were as defined by Metro Transit's peak hour time periods (6:00 AM - 9:00 AM and 3:00 PM - 6:30 PM).

The project funding requested will be used to purchase and locate nine new stations within the project area, a 37.5% increase in the number of stations within the project area. Adding linear growth of 37.5% to the existing trips (32,202 trips), we estimate that the project area will produce 44,278 trips with the addition of nine stations. Please note that this may be a conservative projection, as density of bikeshare stations has been shown to have much greater than linear impacts on overall system use.

Response (Limit 2,800 characters; approximately 400 words):

Surveys of Nice Ride users (and other systems in North America) have established that approximately 20% of bikeshare trips are substituting a car trip (survey respondents are asked "What mode would you have used for your most recent bikeshare trip if bikeshare were not available?" - typically about 20% respond "I would have driven a car"). Other more recent surveys have placed this figure much higher, at 37%. The 20% figure is used here to provide a conservative estimate. If 20% of bikeshare trips are substituting a car trip, and a total of 47,455 trips are expected to

and from the project area, then the total number of one-way commute trips reduced is 8,856 trips.

At a regional average commute distance of 12.1 miles, the total projected VMT reduction is 107,157 miles.

Measure: Innovation

This project is a continuation of Nice Ride's work in leading innovative strategies to expand access and use of bikeshare to grow sustainable transportation in the Twin Cities.

Last year, we innovated by including Near Field Communication (NFC) technology in all new stations. NFC enables easy payment through mobile phones and thus expands access to the system.

This year, we are taking it a step further by taking a leading role in convening local stakeholders to discuss integration of multimodal apps, and are moving forward with integrating the Nice Ride user-interface with a soon to be released Metro Transit smartphone app. The new application will allow users to unlock bicycles and submit payment using their smartphone from the same application they use to navigate transit services.

Response (Limit 2,800 characters; approximately 400 words)

We are continuing our partnership with local urban planning blog streets.mn writers and thinkers to find innovative ways to increase system utility, usage and modeling methods for development of our system.

We are also working with Meet Minneapolis, hotels, and the Minneapolis Convention Center to support increased tourist / visitor trips to destinations within the project area through customized communications and materials.

Other innovative approaches include development of new tools to make bikes financially accessible for community bike shops through neighborhood bike

fleets and financing tools, and by developing new business models that put high-quality bikes (including electric bicycles and bicycles for people of different abilities) in places where for-profit bicycle rental services are not viable.

Another innovative aspect of this project is its orientation to increase station densities to more closely match what has been found to be optimal through current research, and to provide these improvements in locations where there is high potential for increasing use and for increasing equitable access to bicycling as a means of transportation.

Overall, this project will improve system access and usefulness to make bicycling a more attractive option to a larger population by densifying existing networks and expanding into new areas. New populations will have access to better service (including residents of the Holland, Phillips West, and Lyndale neighborhoods of Minneapolis, areas of racially-concentrated poverty). This project will expand access to convenient, reliable, low-cost and health-promoting transportation for people who cannot afford to own a car or who are unable to drive while continuing to improve the bikeshare network, its partnerships, and user technology.

Measure A: Organization's Experience and Resources

Nice Ride has been operating the Twin Cities bikeshare system since 2010. It was one of the first (and largest systems) in operation in the United States in its first several years. It has the longest experience among bikeshare systems in the nation, and is looked to by its peers as a leader and innovator. National publications often recognize its successes:

<http://www.citylab.com/commute/2014/07/thisreallymightbethenicebikesharesystemintheunitedstates/373679/>

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

The Nice Ride system has nearly tripled since its launch in 2010, growing from 65 stations in 2010 to 190 stations for the 2015 season, and the coverage area of the system has tripled as well. As the system has grown, so has ridership. Nice Ride had 100,000 rides in 2010, and 483,000 in 2015.

Nice Ride is well prepared to deliver and operate a successful project, and continue on its mission to make sustainable transportation an accessible, convenient and attractive option for all Twin Cities residents, workers and visitors.

Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:

Yes

Applicant has identified potential funding sources that could support the project beyond the initial funding period:

Applicant has not identified funding sources to carry the project beyond the initial funding period:

Response (Limit 2,800 characters; approximately 400 words):

The project will continue after the initial federal funds are expended. The infill stations purchased with the requested funds will continue to provide service in Northeast Minneapolis, East Lake and Phillips neighborhoods well into the future. Stations added through this project will be a vital part of a more dense and more active non-motorized transportation network providing improved mobility options for residents, workers and visitors in and near downtown Minneapolis, the University of Minnesota, Northeast Minneapolis, East Lake and Phillips neighborhoods.

Nice Ride has secured private funding to cover one-third of the capital costs of the project through Nice Ride's long-term and committed partner, Blue Cross and Blue Shield of Minnesota (BCBSMN).

Funding for operations and maintenance of the infill stations will be provided through Nice Ride's current mix of user membership and sponsorships.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$450,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$450,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments M

File Name	Description	File Size
BCBS_one_third_of_total_cost_local_maintenance-Amendment_9.pdf	<p>The anticipated total project budget for this project is \$450,000. Nice Ride Mn has secured funds for the local share of the project costs. Blue Cross and Blue Shield of Minnesota (BCBSMN) will fund the private match component, if this grant is awarded. BCBSMN has been title sponsor of Nice Ride since its launch in 2010. Nice Ride uses a combination of public funding and title sponsorship funding to pay for the costs of new bikes and station equipment, shipping, assembly, and initial installation (operations are funded separately through station sponsorship and subscription revenue). The current title sponsorship agreement runs through December 31, 2017. In the 2010 initial launch and in our 2011, 2012, 2013, 2014, 2015 and 2016 expansions, BCBSMN has matched the total public contribution at the ratio of 2/3 public dollars to 1/3 BCBSMN dollars. Attached is Amendment 9 to the sponsorship agreement, which describes permitted uses of BCBSMN funds.</p>	199 KB
Comparison_BikeshareDensity.pdf	<p>Comparison of bikeshare station densities, shown at the same scale.</p>	147 KB
Letter_of_support-CM_Reich.pdf	<p>Letter of Support from Minneapolis Councilmember Kevin Reich, representing Ward One / Northeast Minneapolis.</p>	288 KB
Letter_of_support-Minneapolis.pdf	<p>Letter of Support from the City of Minneapolis.</p>	316 KB
Map_ProposedStationLocations.pdf	<p>Map of proposed station locations.</p>	2.1 MB
Map_Socio-Economic_Conditions.pdf	<p>Map of socioeconomic conditions in and around the project area, generated by the Regional Solicitation Map Application.</p>	352 KB

**AMENDMENT NO. 9
TO
SPONSORSHIP AGREEMENT**

This Amendment No. 9 is incorporated into and made part of that certain Sponsorship Agreement (the “**Agreement**”) by and between Nice Ride Minnesota (“**Nice Ride**”) and BCBSM, Inc. (“**Blue Cross**”) bearing an Effective Date of August 14, 2009, as amended. Any capitalized term not otherwise defined herein will have the meaning given to it in the Agreement.

WHEREAS, in connection with its operations within the Twin Cities, Nice Ride desires to (i) further expand its service area with the addition of 3 new bicycle stations by June of 2015, (ii) provide for seasonal storage of bicycles in-place at the stations and facilitate winter use of bicycles; (iii) make certain system and software improvements to bicycle stations; and (iv) replace worn bicycle components;

WHEREAS, Nice Ride desires to secure certain additional equipment to support expanded operations;

WHEREAS, in connection with certain of the 2014 Pilot Satellites, Nice Ride desires to secure additional funds for satellite development and evaluation; and

WHEREAS, consistent with its goals of improving the health of Minnesotans through increased physical activity and improving health equity in Minnesota, Blue Cross desires to provide additional funding to support these activities in accordance with the terms of this Amendment No. 9.

NOW, THEREFORE, the parties agree as follows:

1. Section 7 and Exhibit C of the Agreement, as modified by Amendments 2, 4, 5 and 7 are hereby further amended to replace all references to the number of bicycles with “2500 bicycles.”
2. Exhibit B of the Agreement is stricken in its entirety, and replaced by a new Exhibit B attached hereto.
3. Funds provided under this Amendment shall be subject to Section 27 of the Agreement (added by Amendment No. 5) (provided, however, that the relevant categories will be those described in this Amendment). Further, Section 27 is hereby amended to add the following to the end of the existing paragraph: “In addition, no payment shall be made to Nice Ride under this Agreement prior to written approval by Blue Cross’ designated representative. As applicable and as otherwise requested by the Blue Cross designated representative, in support of such payment Nice Ride shall provide documentation demonstrating that the relevant goals have been achieved or that reasonable progress has been made

toward achieving such goals, which shall be determined in Blue Cross' sole discretion."

- 4. Subject to the requirements described in this Amendment, in consideration of Nice Ride's performance of the activities described in this Amendment, which shall be completed by December of 2015, Blue Cross shall pay Nice Ride in three lump sums, upon invoice from Nice Ride, as follows:
 - a. \$300,000, payable upon execution of this Amendment;
 - b. \$200,000, payable by the end of August, 2015;
 - c. \$200,000, payable by the end of October, 2015.

The terms and provisions contained in this Amendment No. 9 constitute an amendment to the Agreement referenced above and are incorporated into and made a part thereof. Except as modified and amended herein, all other terms and conditions of the Agreement, as amended, remain in full force and effect.

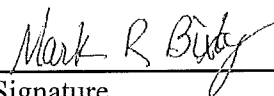
This Amendment No. 9 will be effective as of the date of last signature below. This Amendment No. 9 may be executed in counterparts, each of which shall be deemed an original and all of which, taken together, shall constitute the same instrument. A signature made or exchanged via electronic means (e.g., via email or facsimile) shall be deemed an original signature.

BCBSM, INC., dba Blue Cross and Blue Shield of Minnesota

Nice Ride Minnesota

By:

By:



Signature

Signature

Paula Phillippe
Sr. Vice President, Human Resources &
External Relations

Mark R. Bixby

Print Name

Print Name

6/8/15

13 May 2015

Date

Date

**EXHIBIT B
SPONSORSHIP CONTRIBUTION**

Project establishment:

Blue Cross shall contribute to Nice Ride the amount of one million dollars (\$1,000,000) for Project establishment. The Project establishment Sponsorship Contribution shall be made over three (3) years, as follows:

- **Contribution #1: August 1, 2009 - \$100,000.** Contribution shall be applied to pre-launch marketing, operational and capital expenses, including equipment acquisition, Minnesota State Fair presence with demonstration equipment and promotional materials bearing Blue Cross logo.
- **Contribution #2: December 31, 2009 - \$150,000**
- **Contribution #3: February 15, 2010 - \$450,000.** Contribution shall be applied to marketing, operational and capital expenses, released upon Nice Ride's presentation to Blue Cross of a copy of invoice(s) for payment of bicycle program equipment and services, in advance of formal program launch in the spring of 2010.
- **Contribution #4: January 10, 2011 - \$300,000.**

Nice Ride shall demonstrate a commitment from other funding sources as a pre-requisite for Project establishment contributions. **Specifically, Nice Ride shall provide evidence satisfactory to Blue Cross that the currently budgeted governmental contributions to start-up costs, which include a \$1,750,000 federal contribution and a \$350,000 contribution from the City of Minneapolis, will be made.**

Additional Project funding:

Blue Cross may contribute to Nice Ride additional Sponsorship Contributions in support of Nice Ride's initiatives as determined by Blue Cross in its sole discretion. Any such additional Project funding shall be documented in an amendment to this Agreement and may, but need not, be appended to this Exhibit. Nice Ride shall demonstrate a commitment from other funding sources as a pre-requisite for additional Project funding contributions.

Contribution #5: May 13, 2011 - \$715,000. For 50% Challenge Pledge Match on Nice Ride's acquisition of (a) \$1 million award from Transit for Livable Communities/Bike Walk Twin Cities; (b) \$250,000 from the Central Corridor Funders Collaborative/Catalyst Fund; (c) \$150,000 from the University of Minnesota, and (d) \$30,000 from the Macalester High Winds Fund. Blue Cross' contribution to be applied to acquire additional bicycles and infrastructure to expand Nice Ride's Minneapolis reach and to launch new service areas in St. Paul.

Contribution #6: June 1, 2012 - \$600,000. For Challenge Pledge Match on Nice Ride's acquisition of funds from the National Park Service and other funding sources. Contribution shall be applied to acquisition of additional bicycles and infrastructure to expand Nice Ride's service area.

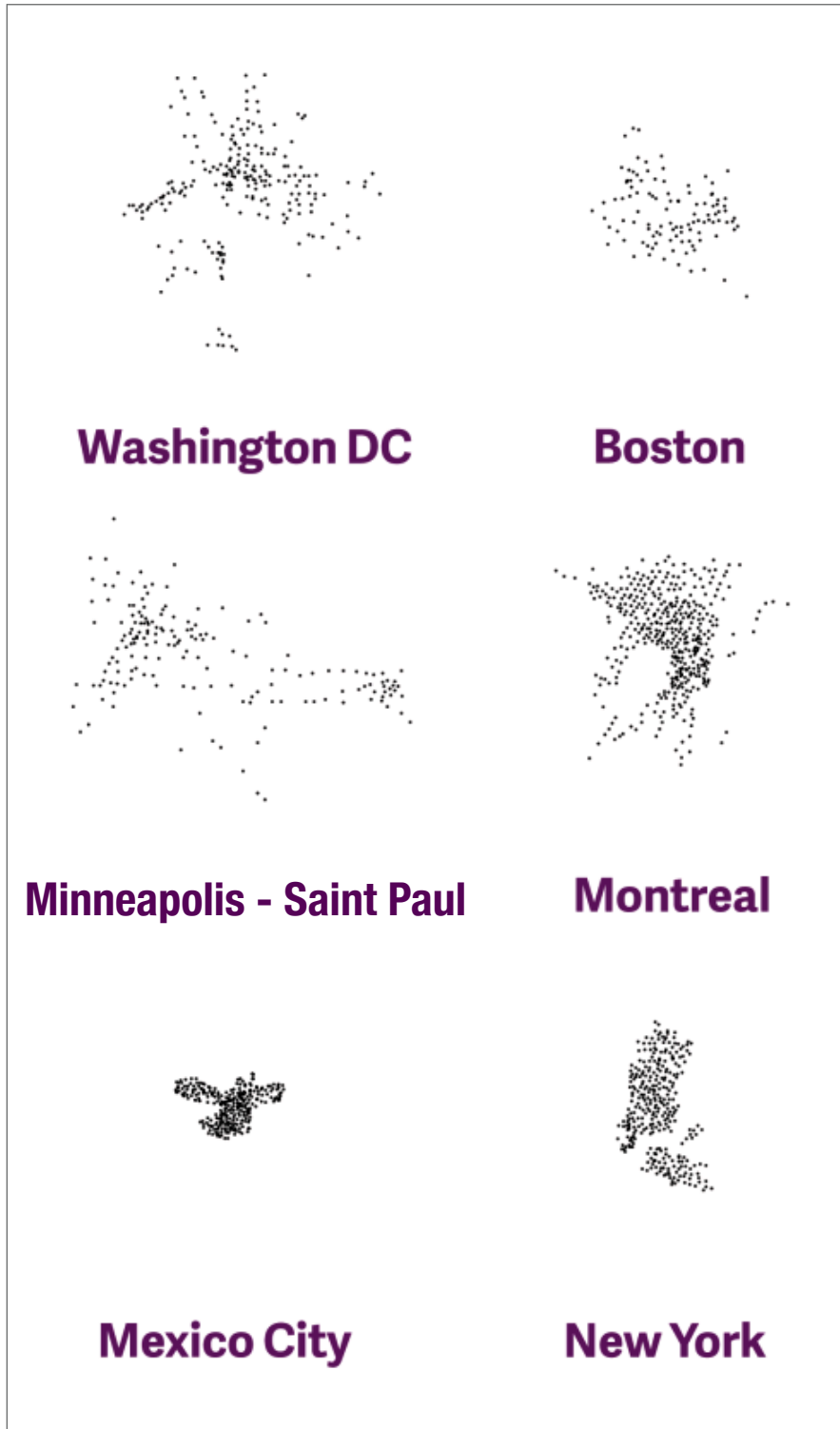
Contribution #7: May 1, 2013 - \$600,000. For Challenge Pledge Match on Nice Ride's acquisition of funds from public sources (including the National Park Service and Hennepin County) and for Project improvements. Contribution shall be applied to acquisition of additional bicycles and infrastructure to expand Nice Ride's service area, including the addition of approximately 24 stations and 228 bicycles.

Contribution #8: August-October 2014 - \$250,000. For Challenge Pledge Match on Nice Ride's acquisition of funds from public sources (including the National Park Service and Hennepin County) and for Project improvements. Contribution shall be applied to acquisition of 180 additional bicycles to expand Nice Ride's service area within the Twin Cities with 17 new stations by December 31, 2014.

Contribution #9: May 2015 - \$27,500. For Challenge Pledge Match on Nice Ride's acquisition of funds from public sources (including the National Park Service and Hennepin County) and for Project improvements. Contribution shall be applied to acquisition of additional bicycles and infrastructure to expand Nice Ride's service area within the Twin Cities with 3 new stations by June of 2015.

Attachment

Comparison of bikeshare station densities, shown at the same scale



Minneapolis bikeshare station density compared to selected peer cities. All systems are shown at the same scale. Adapted from David Yanofsky, "29 of the world's largest bike-sharing programs in one map," Quartz, May 29, 2013.



July 11, 2016

City Council

Kevin Reich

Council Member, First Ward

350 South 5th Street – Room 307
Minneapolis MN 55415-1383

Office 612 673-2201

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TTY 612 673-2157

kevin.reich@ci.minneapolis.mn.us

To whom it may concern:

I am writing to express my enthusiastic support for Nice Ride Minnesota's application for grant funding of their Focus Area Densification and Infill Initiative. Implementation of this initiative would offer significant positive benefits for the First Ward, the part of the City of Minneapolis that I represent.

Nice Ride's initial station locations in Northeast Minneapolis have been singularly successful, spurring increased use of bicycles and complementing the area's bus transit. We have also seen greatly increased general bicycle ridership among the neighborhood youth at Edison High School, which must be attributed at least in part to the close proximity of Nice Ride. Increasing the number of Nice Ride locations in Northeast can only magnify these positive impacts.

The initial arrival of Nice Ride in Northeast Minneapolis coincided with a new wave of economic vibrancy in terms of the community's small businesses. It's clear to me that this amenity has added significantly to the community's mobility and livability, increasing access to low-cost transportation and spurring healthy lifestyle choices. I would be very happy to see that trend continue and to be enhanced with additional density of Nice Ride locations.

I hope you will give Nice Ride Minnesota's application strong consideration.

Regards,

A handwritten signature in black ink, appearing to read "K. Reich".

Kevin Reich



July 12, 2016

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

RE: Nice Ride Minnesota Grant Application

Dear Elaine:

As I travel around the country whether for work or pleasure and have the opportunity to check out other bike sharing program, I always come away with a sense of pride of what the Twin Cities has done with the growth and expansion of Nice Ride. It is my understanding in working with Nice Ride Minnesota that they will be submitting a request as part of your Regional Solicitation for Federal Transportation Funding. The launch of Nice Ride in 2010 and the growth and expansion of the Nice Ride system in the following six years has been a nationally recognized success story. Nice Ride has been a part of the City's overall transportation plans as they relate to bike and pedestrian initiatives. The ability of Nice Ride to build out their bike sharing system dovetails with the City's efforts to expand protected bikeway corridors and our stated goal of adding 30 miles of on-street protected bike facilities by 2020. The grant application by Nice Ride Minnesota is strongly supported by the City as one piece of the effort to build out an alternative transportation network tied to existing transit connections. Your continued support of Nice Ride has been recognized and is appreciated by the City of Minneapolis.

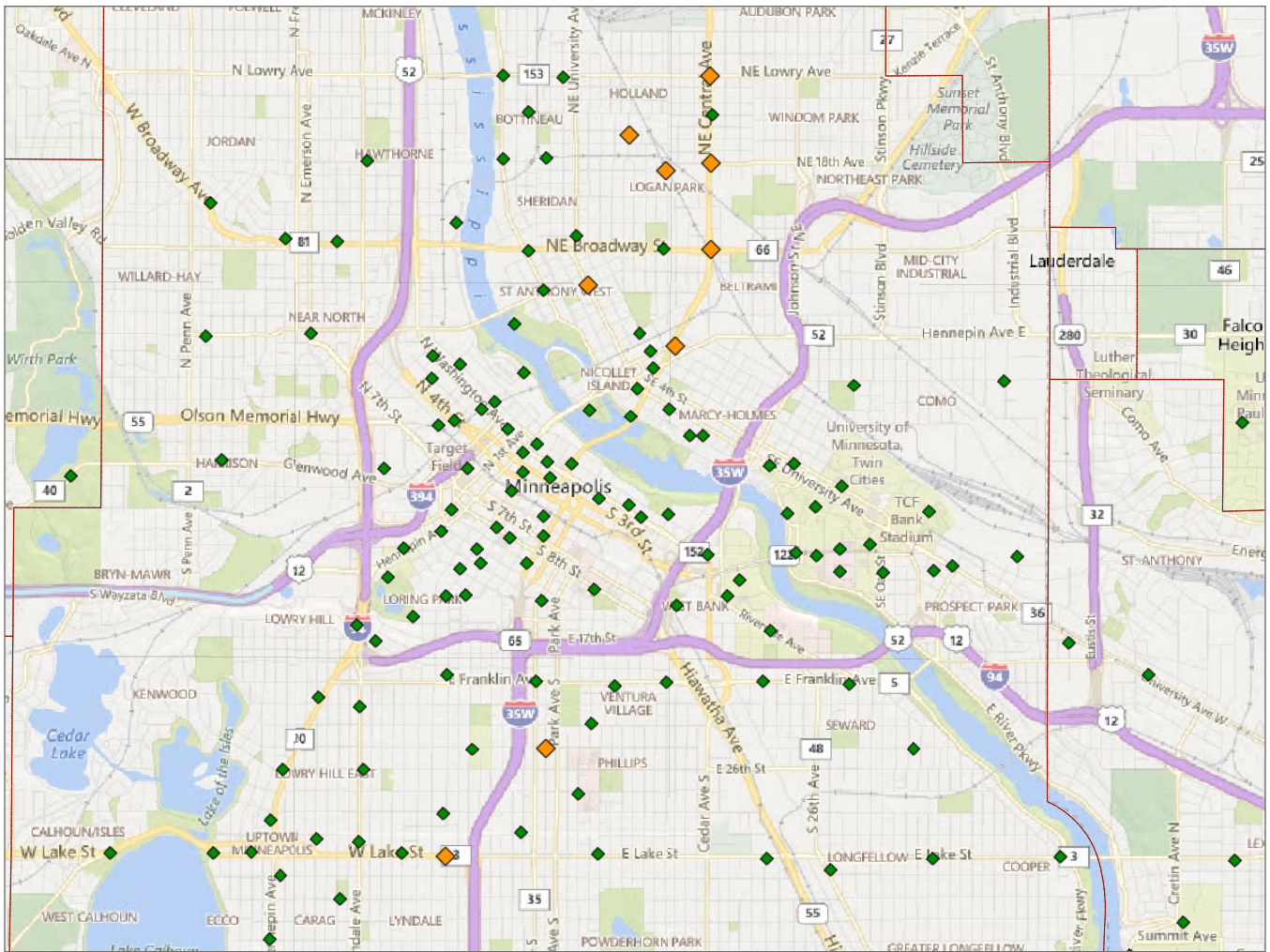
Best regards,



Bob Lind, Senior Manager
Special Projects
612-673-5068
Bob.lind@minneapolismn.gov

Attachment

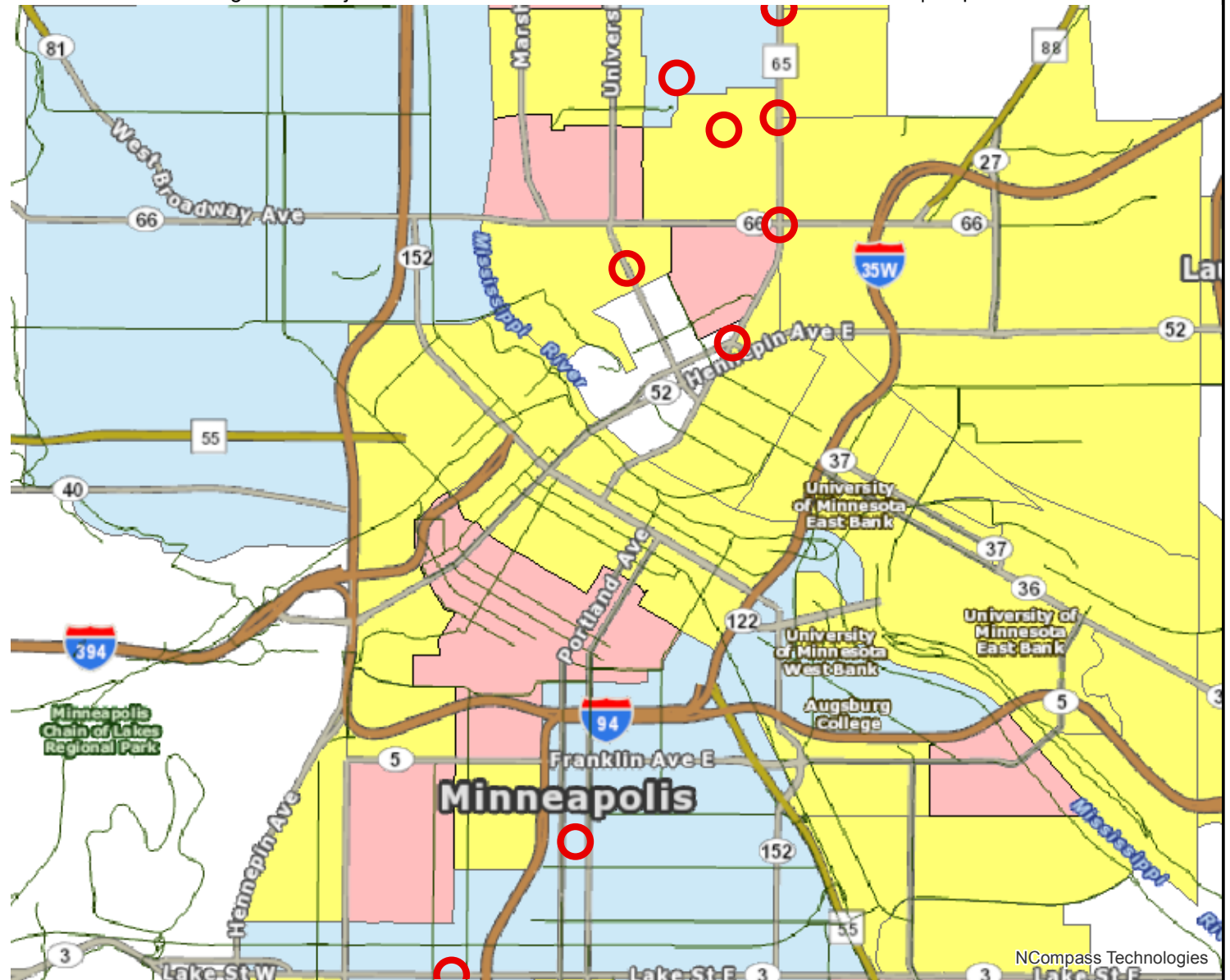
Map of Proposed Stations



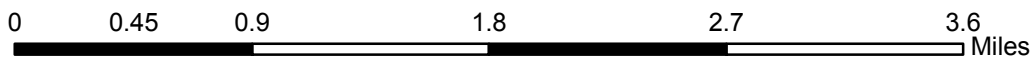
Proposed infill stations are shown in orange. Stations existing in 2016 are shown as green dots.

Results

Project located IN
 Area of Concentrated Poverty
 with 50% or more of residents
 are people of color (ACP50):
 (0 to 30 Points)



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



Created: 7/8/2016
 LandscapeRSA2



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



NCompass Technologies