



Application

04752 - 2016 Travel Demand Management (TDM)

05310 - Learn to Ride a Bicycle Program Expansion

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/15/2016 2:40 PM

Primary Contact

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Fax:

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

Organization Information

Name: CYCLES FOR CHANGE

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

712 UNIVERSITY AVE W

*

ST PAUL

Minnesota

55104

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-222-2080

Ext.

Fax:

PeopleSoft Vendor Number

0000091853A1

Project Information

Project Name

Learn to Ride a Bicycle Program Expansion

Primary County where the Project is Located

Hennepin, Ramsey

Jurisdictional Agency (If Different than the Applicant):

Programming at Cycles for Change (C4C) supports low-income and under-represented community members in accessing quality bicycle training plus free bicycles to ensure that the benefits of bicycling are shared equitably. This proposed expansion of C4C's Learn to Ride program is focused on supporting adults, who have never learned how to ride a bicycle, access expanded opportunities to learn how to ride from quality, culturally competent instructors. This program fits as a part of C4C's larger effort to build a diverse and empowered community of bicyclists centered around our two shops in Minneapolis and St. Paul.

For many Twin Cities residents, not knowing how to ride a bicycle is the most basic of all barriers to riding a bicycle. Cycles for Change's Learn to Ride a Bicycle classes help all communities access the health, financial, and mobility benefits that bicycling offers. It further supports the Twin Cities metropolitan area's goals for mitigating congestion through promoting active, non-motorized transportation.

The structure of C4C's Learn to Ride program is as follows. Over four classes offered once per week, participants build skills together, learning techniques for balancing, braking, and then pedaling. As participants learn the basic skill of riding, they are taken on introductory group rides to explore the neighborhood and learn about nearby bike trails such as the Midtown Greenway. Throughout the classes, participants are given basic safe cycling education including helmet fit, where to position oneself in the lane, and how to signal your turns. Participants are invited to the frequent group rides and "Slow Roll" rides that C4C helps to lead that help participants build riding confidence. Building relationships with other

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

program participants, as well as C4C staff and youth participants who co-teach classes, helps participants build the social support network to integrate bicycle riding into their lives. Participants are further connected to C4C's other programmatic offerings that help them get a free bicycle, learn basic bike maintenance, and act as educators teaching their community about bicycling.

Cycles for Change's Learn to Ride program is currently offered as a four-week class at Matthews Park in the Seward neighborhood of Minneapolis. Through this expansion, C4C will reach into three new neighborhoods for Learn to Ride: Frogtown in St. Paul; the East Side of St. Paul; and the Phillips neighborhood of Minneapolis. Currently, C4C teaches one class per week, reaching an estimated 60-75 people annually. With this expansion, C4C will teach 200-250 people annually how to ride a bike. This expands the number of people riding bikes for transportation and helps overcome structural inequities in who uses bicycles for transportation.

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)

Learn to Ride a Bicycle program expansion to East Side (St. Paul), Frogtown (St. Paul), and Phillips (Minneapolis)

Project Length (Miles)

0

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

\$266,195.00

Match Amount

\$66,549.00

Minimum of 20% of project total

Project Total

\$332,744.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

McKnight Foundation

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:

2019

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	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$322,744.00
Totals	\$322,744.00

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	\$322,744.00
Construction Cost Total	\$322,744.00
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.

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

Cycles for Change's goal is to promote bicycling as a viable transportation option in the dense cities of Minneapolis and St. Paul - which directly aligns with the 2040 Transportation Policy Plan's stated goal of supporting transit, bicycling, and walking. The 2040 Transportation Policy Plan Overview states that "Additional investments in transit, as well as bicycling and walking connections, will be necessary to enable people greater access to opportunities and the region to grow in a sustainable way" (page 3 of Overview section). In Chapter 7, the full plan outlines opportunities for increasing bicycling in the metro region, stating that "The potential for further expanding bicycling and walking in the region for transportation purposes is significant...About 20% of all bicycle trips in the region are less than one mile long and nearly 45% are less than three miles in length...As a more comprehensive regional bicycle system and pedestrian facilities continue to develop over time (including better options for bicyclists and pedestrians to get across or around physical barriers like rivers, rail corridors, freeways, and multi-lane arterial roadways), walking and biking trips may continue to increase in volume and distance" (page 7.3-7.4). The report additionally highlights the importance of both infrastructure changes and better serving all bicycling skill levels by "providing a safer, more protected on-street facility; improving traffic signals, signage, and pavement markings at busy intersections; or adding a bike route parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street" (page 7.15).

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.

The St. Paul Bicycle Plan, adopted in 2015 as an amendment to the 2008 St. Paul Comprehensive Plan, outlines the broad framework for bicycle usage that Cycles for Change's bicycle education efforts seek to support. Referencing the Comprehensive Plan, the Saint Paul bike plan describes the Comprehensive Plan's vision "to increase the number of bicycle trips throughout the city. The plan set a goal to increase the bicycle mode share from 2% in 2000 to 5% in 2025 and increase the mode share of bicycling commuters from 0.6% to 2.5% during the same period." According to the St. Paul bike plan, "Bicycling is the easiest and most affordable way to travel around Saint Paul. Riding a bicycle allows residents to travel safely, conveniently, and efficiently as they go about daily business" (section 1.2, Vision).

List the applicable documents and pages:

The St. Paul bike plan specifically discusses the importance of bicycling as an enhancement to the network of public transportation. The plan states that "When paired with transit, for example, bicycling can effectively expand and enhance mobility, extending trip distances and better connecting people to their jobs, schools, medical facilities, recreation, and entertainment" (section 2.2). The plan speaks to the connection with new transit investments such as the Green Line, which opened in 2014. "Developing safe and accessible bicycle connections to the Green Line will increase mobility, enhance community livability and sustainability, and attract new transit riders" (section 2.2). Speaking further about equity in transportation investments, the St. Paul bike plan states that "As the costs of owning and maintaining a car continue to rise, bicycling positions itself as a comparatively affordable transportation option while maintaining the independence and trip choice often associated with car ownership. When paired with transit, bicycling can increase trip distances and decrease travel time, better linking people with

employment, education, and entertainment" (section 2.3). The Bike Walk Central Corridor Action Plan - adopted by the St. Paul City Council in May 2010 - provides further specifics about bicycling in and around the Green Line corridor. That plan identifies "multi-use bike stations," offering amenities such as bike storage, bike sales/repair, and educational programs, as desirable nearby various stations including Raymond, Fairview, Dale, and Rice.

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 Cycles for Change

Zip Code where Majority of Work is Being Performed 55104

(Approximate) Begin Construction Date

(Approximate) End Construction Date

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:
(Intersection or Address)

To:
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:

Primary Types of Work

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

Cycles for Change is well situated to support an increase in bicycling and non-car travel in St. Paul. Bicycles and public transit complement each other in expanding the mobility options available to people who choose non-motorized and public transit choices; a bicycle can enhance the utility of public transportation investments by helping transit users avoid short transfers and easily connect to locations 1-3 miles from a transit stop. C4C is located along the recently opened Green Line light rail line, one block from the Dale street station. Further, new bicycle boulevards have been opened on Griggs and Charles avenues in and around the Frogtown neighborhood of St. Paul. These two new bikeways have significantly enhance the bikeability of the Frogtown/Rondo neighborhood around Cycles for Change. Additionally, while St. Paul does not have a highly built out network of bikeways the way Minneapolis does, it does have a consistent street grid with dozens of low-traffic, residential streets that can be used safely and effectively for bicycling. St. Paul's Bicycle Master Plan, approved in 2015, identifies substantial further investment in bicycle infrastructure - especially connecting neighborhoods like Frogtown or the East Side to the downtown city center - as a tool to improve mobility and reduce congestion through nonmotorized transportation. C4C's educational efforts to engage low-income communities and communities of color will enhance the utility of new bicycle infrastructure and transit investments through supporting people in overcoming the barriers they experience to bicycling and helping them ride for transportation.

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

Measure A: Average Weekday Users

Average Weekday Users

1700

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

Cycles for Change expects to engage 500 people annually in the Learn to Ride program throughout the two year term of this grant. These will all be people who participate in the program, learning how to ride and building riding skills that support their use of bicycles for transportation. C4C additionally expects 1200 other people to participate in community rides offered weekly as a part of this program. The total number of people engaged will thus be 1700.

Measure A: Project Location and Impact to Disadvantaged Populations

Cycles for Change work is fundamentally and deeply focused on addressing racial, gender, and economic equity in bicycle transportation, and making sure that disadvantaged communities have opportunities to access the benefits of bicycle transportation. Cycles for Change's St. Paul shop is located directly within concentrated populations of low-income and people of color communities, including the Frogtown neighborhood on the north, and the Summit-University neighborhood (locally known as "Rondo") neighborhood directly to the south. These geographic communities, and underserved communities in general, are the primary target of Cycles for Change's programming.

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

The program expansion identified in this proposal - our Learn to Ride program - is specifically designed to support low-income people, people of color, immigrants, and women access the health, financial, and empowerment benefits of bicycling. People who do not know how to ride a bicycle primarily reflect the most marginalized community groups in Minnesota; for C4C, a vast majority are women of color from low- to moderate-income communities, with many being immigrants. Beyond simply helping them learn to ride, C4C supports participants in building the skills to act as community educators and leaders helping to promote bicycling to their peers and speak to their local leaders and elected officials about how bicycling has positively impacted their lives.

There are no negative impacts to this program. In a community that continues to experience historic trauma from major transportation projects such as the destruction of the Rondo community brought on by I-94, C4C helps to build community around bicycles as a healthy, empowering, and affordable

transportation option.

Measure B: Affordable Housing

City/Township

Minneapolis

Saint Paul

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 core cities of Minneapolis and St. Paul experience significant congestion daily. According to data provided by MnDOT, University Avenue near Grotto has AADT of 18,200 vehicles, with enhanced congestion at peak rush hours. Downtown St. Paul also experiences significant congestion, especially during peak travel times. Interstate 94 similarly experiences significant congestion during peak travel times.

Bicycling is a viable transportation choice in the Twin Cities. According to 2014 census data, Minneapolis has a 4.1% share of people using a bicycle as their transportation mode between home and work. According to 2012 data from Bike Walk Twin Cities (BWTC), rates of bicycling increased by 51% in Minneapolis St. Paul between 2007 and 2012. The report further describes that "At 13 locations for which both BWTC count data and Average Annual Daily Travel (AADT) are available, nonmotorized transportation [biking and walking] accounts for 17% of street traffic." Bicycle rates have increased significantly in the last eight years in the Twin Cities, and city and county governments have begun making infrastructure investments that will support bicycling as a viable transportation choice.

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

Encouraging bicycling as a form of transportation can support people in utilizing other transportation modes outside of single occupancy vehicle travel, reducing congestion on city streets. The core urban areas of Minneapolis and St. Paul are particular targets for bicycle promotion as destinations are closer to each other and trips tend to be shorter. Bicycle promotion further increases the viability of public transit to reach destinations farther away; a bicycle can support someone in reaching a workplace two miles from a transit line, and can

save riders time by reducing the need for short transfers. This connection with transit can support people in reducing car usage for trips substantially longer than those often used just by bicycle - for example, through biking to the light rail then taking the light rail - enhancing the possibility for vehicle mileage reduction.

Low-income communities, people of color, and immigrants are forced to spend the highest percentage of their income on transportation. Engaging traditionally under-served communities around bicycling for transportation can be a cost-effective means of reducing vehicle travel by tapping into their personal self-interest - saving money - to reduce single occupancy vehicle trips.

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	158
Average Commute Trip Length (Default 12.1):	6.0

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

Cycles for Change will reach a total of 1700 people over the course of this program - including 500 directly in Learn to Ride classes, and 1200 in community group rides connected to these programs. Of the 500 Learn to Ride participants - C4C expects the average participant to begin using their bicycle twice per week for commuting. Emphasizing that bicycle riding will be primarily focused on the spring and summer months, C4C will count 35 riding weeks in the year. Of the 1200 other people attending classes and group rides, C4C estimates a lower impact for them; the impact on their trips will be an estimated once per week for 35 riding weeks. Averaging this out over two years (and understanding that some people are impacted at the beginning for two full years, while others are impacted towards the end for less than a year), we arrive at 115,500 trips total - or 158 average daily trips. A shorter trip than average is projected for the sake of this calculation.

Measure: Innovation

The Twin Cities have seen substantial investments in bicycle infrastructure in recent years; even more infrastructure investments are on their way. However, bicycling still remains as a small percentage of daily commutes. While continued infrastructure development is needed to make bicycling viable, educational initiatives have the potential to increase the utilization of bicycle facilities in a cost-effective manner. The high costs of car ownership uniquely hamstring low-income communities and communities of color, indicating there is an opportunity to more effectively engage low-income communities in bicycle transportation. While there is limited data about race and income amongst bicyclists, we also see a significant gender gap in bicycling; 2013 Bike Walk Twin Cities bicycle counts identified that approximate 70% of bicyclists are men and 30% are women.

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

Cycles for Change is an established bicycle education organization focused on engaging low-income and under-served communities around bicycling. Cycles for Change's Learn to Ride program is a proven successful initiative, with six years of programming success. Cycles for Change has a demonstrated community interest and need for this program. With more than 50 people completing the Learn to Ride program thus far in 2016, C4C has a waiting list of more than 30 people currently - with minimal outreach to publicize the program; all classes scheduled for the next three months are full. C4C consistently has to turn down requests for Learn to Ride classes from interested nonprofit partners wishing to bring this program to their communities due to funding and staffing limitations. The expansion of this program would bring C4C's Learn to Ride program to three new neighborhoods in Minneapolis and St. Paul - including the East Side of St. Paul, Frogtown, and Phillips in Minneapolis, all neighborhoods that

experience transportation inequities and structural barriers to economic and social success. This program expansion would substantially expand the number of people and communities that have access to this unique initiative that supports people in getting out of their cars and onto bicycles.

The Learn to Ride program, and its proposed expansion in this proposal, is unique to the Twin Cities and Minnesota as a whole. No other organizations offer Learn to Ride classes in Minnesota. As an organization, C4C's programs in general are unique for specifically reaching out to low-income and traditionally under-served communities, a population that is often left out of bicycle promotion efforts. C4C brings a racially diverse, culturally competent staff which is additionally unique in the Twin Cities bicycling community.

Measure A: Organization's Experience and Resources

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

Cycles for Change is an innovative, energetic, and efficient organization with strong volunteer leadership, a diverse staff, and deep community connections in low-income and people of color neighborhoods throughout the Twin Cities; C4C is the leading equity-focused bicycle education nonprofit in the Twin Cities. The Learn to Ride program expansion articulated in this proposal fits tightly within Cycles for Change's overall organizational goals and objectives of engaging traditionally under-represented community members - including women, immigrants, people of color, and low-income community members - in overcoming barriers to using bicycles as a healthy, affordable, and environmentally sustainable transportation choice. C4C's Learn to Ride program has been tested and refined over six years. C4C further has the experience managing a CMAQ grant since October 2014, supporting our efforts to provide free bicycles, bicycle repair, and bicycle education for our community. C4C boasts the most diverse staff of any bicycle nonprofit in Minnesota. C4C's Executive Director was recognized in 2015 as an "Emerging City Champion" by the John S. and James L. Knight Foundation and 8-80 Cities, demonstrating the quality reputation C4C has developed. C4C received the 2009 "Community Hero" award from the Metro Transit Commuter Choice awards, and the 2011 Major Taylor Community Service award.

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:

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

Yes

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

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

Cycles for Change is a dynamic, thriving nonprofit that has grown substantially in recent years. Each time the organization has a chance to grow and expand with seed funding, it has been successful at sustaining that expansion through family foundations, general operations grants, or state or local government funds. One specific example is the Bike Walk Twin Cities program, a federal program which funded C4C to expand in multiple ways between 2010-2014; C4C has sustained the programmatic and geographic expansions that program provided. A CMAQ award to expand our Learn to Ride program will provide Cycles for Change with the opportunity to utilize three full years of program results to build a set of funding relationships with foundations to sustain the effort once the CMAQ grant expires. Additionally, the three years of CMAQ funding will provide the organization the opportunity to build a strong base of individual donors that can contribute to the project's sustainability; while Learn to Ride participants are low-income, they have shown themselves to be incredibly generous in donating to support the program for other people.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$322,744.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$322,744.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments M

File Name	Description	File Size
C4C ED letter confirming matching funds 2016.docx	Letter confirming availability of matching funds	66 KB
CMAQ LTR budget 2016 application.pdf	Budget document for Learn to Ride program expansion for 2018-2019	10 KB
Cycles for Change socioeconomic conditions 2016 CMAQ application.pdf	Socioeconomic map of Cycles for Change's St. Paul location at 712 University Avenue West	230 KB

Cycles for Change Learn to Ride Expansion Budget - 2018-2019

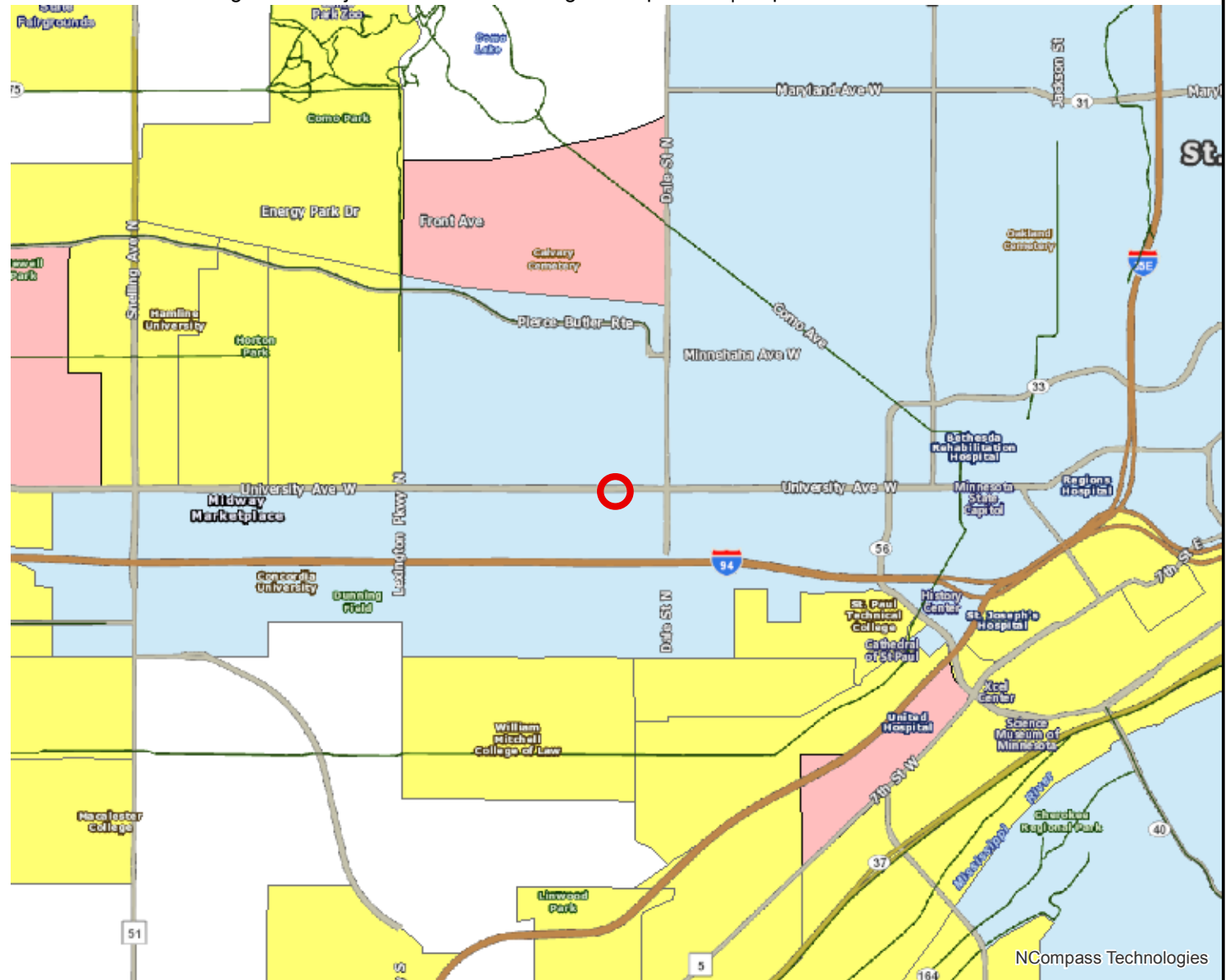
Item	Description	Year 1 (2018)	Year 2 (2019)	All Years
Salary - Learn to Ride Coordinator	The Learn to Ride Program Coordinator would be the lead member in charge of all LTR programming	\$52,000	\$55,120	\$107,120
Salary - Learn to Ride Program Associate	The Program Associate would provide logistical support including co-teaching classes, supporting outreach, and registering participants	\$46,800	\$49,608	\$96,408
Salary - Learn to Ride Volunteer Coordinator	This half time Volunteer Coordinator will support C4C's effort to engage volunteers to help co-teach classes, lead group rides, etc	\$24,960	\$26,458	\$51,418
Salary - Executive Director	The Executive Director supports program development, community outreach, and strategic planning for the effort. 20% FTE cost share allocated to the CMAQ grant.	\$12,500	\$13,250	\$25,750
Salary - Program Manager	The Program Manager supervises LTR staff and ensures successful delivery of all LRT-related programming. 25% FTE cost share allocated to this grant.	\$13,000	\$13,780	\$26,780
Bicycle fleets	To support this program expansion to three new neighborhoods, C4C will purchase three fleets of 15 bicycles in year 1, at an estimated \$300 per bike.	\$13,500	\$0	\$13,500
Bicycle storage	C4C will need to rent on-site bicycle storage at each of three community locations.	\$3,000	\$3,000	\$6,000
Outreach Materials Printing and Development	Printing and promotional materials for programming	\$1,500	\$1,590	\$3,090
Tools, Program Supplies	Funds will support the purchase and maintenance of shop tools, as well as any program materials or event expenses	\$1,300	\$1,378	\$2,678
<u>Total Expenses</u>		<u>\$168,560</u>	<u>\$164,184</u>	<u>\$332,744</u>





Benefits and payroll costs, included in the above salary numbers, are calculated as 20% additional to the direct salary cost

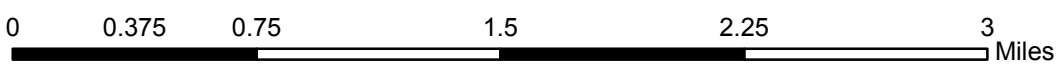
CMAQ Award		\$134,848	\$131,347	\$266,195
Local Match		\$33,712	\$32,837	\$66,549
<u>TOTAL EXPENSES</u>		<u>\$168,560</u>	<u>\$164,184</u>	<u>\$332,744</u>

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



Created: 7/14/2016
 LandscapeRSA2



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