



Application

10357 - 2018 Travel Demand Management (TDM)

10834 - Bicycle Access & Safety Education Initiative in Minneapolis and St. Paul

Regional Solicitation - Transit and TDM Projects

Status: Submitted
Submitted Date: 07/13/2018 3:22 PM

Primary Contact

Name:* Ms. Tina Cho
Salutation First Name Middle Name Last Name

Title: Executive Director

Department:

Email: tina@cyclesforchange.org

Address: 712 University Avenue West

*** City State/Province Postal Code/Zip**
Saint Paul Minnesota 55104

Phone:* 612-470-6423
Phone Ext.

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

Cycles for Change Bicycle Access and Safety Education Initiative

Primary County where the Project is Located

Hennepin, Ramsey

Cities or Townships where the Project is Located:

Minneapolis and St. Paul

Jurisdictional Agency (If Different than the Applicant):

Cycle for Change's (C4C) Bicycle Access & Safety Education (BASE) Initiative is an innovative evolution of programming that integrates and combines past C4C programs focused on increasing bicycle ownership and use within marginalized communities. This initiative will be a key component of C4C's mission-driven work to build a strong community of diverse and empowered bicyclists centered around our two locations in Minneapolis and St. Paul.

For many Twin Cities residents, two key barriers to incorporating bicycle use into their lives are lack of access to education and knowledge of bicycle use and laws, and cost barriers to owning and maintaining a bicycle and required accessories (such as reliable locks). The BASE Initiative aims to overcome both barriers by creating a pathway to gaining knowledge and comfort about bicycling the Twin Cities' globally-recognized bicycle pathway system, and by granting each participant a new retail bike and the necessary accessories to facilitate reliable bike commuting.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The structure of the BASE Initiative is as follows: C4C will educate and equip a minimum of 100 people each from our Minneapolis and St. Paul locations, for a total minimum of 200 program participants per year. Participants will be selected for the program based on desire and commitment to replacing car trips with bicycle trips, residency or employment within the neighborhoods served by our two locations, and low-income qualifications. Persons of marginalized identities will be prioritized in selection, and participants will be taught how to ride a bike through our Learn to Ride (L2R) program, should they require that. All participants will then go through three classes: 1. Education on safety and rules of the road; 2. Basic maintenance and repair skills, supported by our Open Shop (OS)

program; 3. Application and practice through group rides. After participants have completed all three components of the BASE program, they will receive a voucher that guarantees them a new bike, helmet, and high-quality lock.

This program will annually produce at least 200 additional bicycle commuters in Minneapolis and St. Paul that would not otherwise have access to bicycle transportation, creating a positive economic and environmental impact in low-income neighborhoods that we serve. BASE will directly impact existing C4C programs (OS, L2R, and group rides) by catalyzing their expansion to reach more people who want to use bicycles as transportation.

(Limit 2,800 characters; approximately 400 words)

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

Bicycle Access and Safety Education Initiative

Project Length (Miles)

0

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$319,200.00

Match Amount \$79,800.00

Minimum of 20% of project total

Project Total \$399,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds

McKnight Foundation; Quality Bicycle Products; Individual donors

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:

2020

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2021

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

Project Information-Transit and TDM

County, City, or Lead Agency Cycles for Change

Zip Code where Majority of Work is Being Performed 55406

Total Transit Stops 0

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:
(Intersection or Address)

Name of Park and Ride or Transit Station:

e.g., MAPLE GROVE TRANSIT STATION

(Approximate) Begin Construction Date

(Approximate) End Construction Date

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.

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 (2015), 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 goals, 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. This directly aligns with the 2040 Transportation Policy Plan's stated goal of supporting transit, bicycling, and walking. The 2040 Transportation Policy Plan Overview states: "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" (Overview section, pg 3). In Chapter 7, the full plan outlines opportunities for increasing bicycling in the metro region, stating: "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" (pg 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" (pg 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 (SPBP), adopted in 2015, outlines the framework for bicycle usage that C4C's BASE initiative will support. Referencing the 2008 St. Paul Comprehensive Plan, the SPBP describes the vision as increasing 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 SPBP, "Bicycling is the easiest and most affordable way to travel around St. Paul. Riding a bicycle allows residents to travel safely, conveniently, and efficiently as they go about daily business" (sec 1.2, Vision).

The SPBP stresses the importance of biking as an enhancement to the network of public transportation: "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" (sec 2.2). The SPBP speaks to the connection with new transit investments like 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" (sec 2.2). Speaking further about equity in transportation investments, the SPBP states: "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." (sec 2.3).

List the applicable documents and pages:

The Minneapolis Bicycle Master Plan (MBMP), adopted in 2011, establishes goals, objectives, and benchmarks that improve safety and mobility for bicyclists and increase the number of trips taken by bicycle? (sec 1.1.2). A goal of the MBMP is to

increase safety through education (sec 6.3), which C4C's BASE initiative would support. The MBMP outlines 4 benefits to biking: health benefits, improving the environment, reducing traffic congestion, and saving money. Referencing the environmental benefits, the MBMP states: "Based on past surveys the average commuter bicyclist travels about 5 miles to get to work. A person bicycling 5 miles (10 miles round trip) 3 times per week will keep almost 1,500lbs of carbon dioxide out of the atmosphere each year given they had traveled in a vehicle that gets 20 mpg instead (freedombicycle.com)" (sec 4.3.1).

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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

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

Travel Demand Management (TDM): \$75,000 to \$500,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA. Yes

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

Transit Expansion and Transit Modernization projects only:

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. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

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

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.

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

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

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

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

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 (not calculated 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	\$399,000.00
Totals	\$399,000.00

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	\$399,000.00
Construction Cost Total	\$399,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project's Use of Existing Infrastructure

Response:

Cycles for Change is well situated to support an increase in bicycling and non-car travel in Minneapolis and 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's two shop locations are located near light rail transit stations. The St. Paul shop is located directly along the Green Line, 2 blocks from the Dale Street Station; the Minneapolis shop is located near the Blue Line, 8 blocks from the Franklin Avenue Station. Further, new bike boulevards have been opened on Griggs Street and Charles Avenue in and around the Frogtown neighborhood, where our St. Paul shop is located. These two new bikeways have significantly enhance the bikeability of the Frogtown/Rondo neighborhoods around C4C. Bike lanes are found on 26th Avenue and Franklin Avenue, the cross-streets of our Minneapolis shop, as well as nearby on Minnehaha Avenue and Riverside Avenue in the Cedar-Riverside/Seward neighborhoods. Additionally, the addition of new riders to the Cedar-Riverside neighborhood would increase usage of the Hiawatha bike trail and the new Samatar Crossing that bridges Cedar-Riverside into Downtown Minneapolis.

C4C's BASE initiative's engagement of low-income communities and communities of color will enhance the utility of new bicycle infrastructure and transit investments by supporting residents in the neighborhoods in which C4C operates in overcoming the barriers they experience to bicycling, such as access to a bicycle and an understanding of safe bicycle skills, and will help them to ride for transportation.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users

400

Response:

Cycles for Change expects to directly engage over 200 people annually in our BASE initiative, or a minimum of 400 people total over the course of this 2020-2021 grant. This figure breaks down into approximately 100 people each year in each neighborhood that our shops operate in: Frogtown/Rondo in St. Paul and Cedar-Riverside/Seward in Minneapolis. These local residents will participate in the initiative through the two pathways described above: Learn to Ride classes first, if they don't yet know how to ride a bicycle, then 3 Bike Education classes; or just the 3 Bike Education classes if they already know how to ride a bicycle. Over two years, these classes will give at least 400 new bicyclists access to a bicycle, while also supporting their use, street skills, and safety knowledge of these bicycles. This will, in turn, increase the average weekday use of bicycles in Minneapolis, St. Paul, and beyond.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Cycles for Change's work is fundamentally and deeply focused on addressing racial, gender, and economic equity in bicycle transportation, to make sure that marginalized communities have opportunities to access the benefits of bicycle transportation. C4C's shops are located directly within and adjacent to low-income and communities of color. The St. Paul shop is located in the Frogtown neighborhood with the Summit-University neighborhood to the south; the Minneapolis shop is located in the Seward neighborhood with the Cedar-Riverside neighborhood to the north east. These geographic communities, and underserved communities in general, are the primary target of C4C's programming.

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

The BASE initiative is specifically designed to support people of lower socioeconomic status; Black, Indigenous, and people of color; immigrants, and women, trans, femme-identified and gender non-conforming people access the health, financial, and empowerment benefits of bicycling. People who cannot afford to access a bicycle 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. In addition to providing bicycles, 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. Specifically, in a St. Paul neighborhood that continues to experience historic trauma from major transportation projects such as the destruction of the Rondo community brought on by Interstate-94, C4C helps to build community around bicycles as a

healthy, empowering, and affordable transportation option.

Measure B: Affordable Housing

City/Township	Population in each city/township	Score	City Population/Total Population	Housing Score Multiplied by Population percent
St. Paul	304442.0	100.0	0.42	42.396
Minneapolis	413651.0	100.0	0.58	57.604
				100

Affordable Housing Scoring

Total Population	718093.0
Total Housing Score	100.0
Upload "Regional Economy" map	1531513078296_C4CsocioeconomicconditionsStP2018TDMapplication.pdf

Click on 'Edit' button on top right of page

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

The high population density, traffic volume, and low income levels of the Minneapolis and St. Paul neighborhoods served by the BASE Initiative make them prime candidates for air pollution reduction through bicycle commuting.

The areas served by this initiative are high density neighborhoods. Cedar-Riverside, for example, represents one of the highest density neighborhoods in Minneapolis with a density of approximately 15,000 people square mile, according to the 2010 US Census. 49% of households in the area own at least one car, according to the American Community Survey.

This density negatively impacts the average traffic daily volume and congestion. According to data provided by MnDOT, University Avenue, Franklin Avenue, and Cedar Avenue--major roadways in the areas targeted by this initiative--all experience traffic volumes in excess of 15,000 vehicles per day. Nearby entrance and exit ramps from Interstates 94 and 35W significantly increase congestion during peak travel times. Existing bicycle infrastructure in these areas makes bicycle commuting as a mode of congestion reduction not only viable, but preferable.

Response:

As was determined by the federal CARS program, low-income individuals often have older, more polluting vehicles, making the transition to bike commuting all the more impactful. Unfortunately, low-income individuals and people of color are additionally less likely to have the option of commuting by bikes. According to the American Bicyclist Study, in 2010 only 5.1% of bike riders in the US were African American and only 6.4% were Hispanic. Of the areas targeted by this initiative, 46% of people live below the poverty line in the Cedar-Riverside neighborhood of Minneapolis and

61% are people of color, according to the most recent American Community Survey. By providing access to bicycles and bike education, the ownership barrier for bicycle commuting is overcome, not only allowing a disparity to be addressed, but also an improvement in overall environmental health to be achieved.

Additionally, encouraging bicycling as a form of transportation can support people in utilizing other transportation modes outside of SOV travel, reducing congestion on city streets. This multimodality reduces transfers, increase effective range for transit usage, and allow for more people to eschew SOVs for commuting.

The final key components of increased bike commuting are visibility and familiarity of bike commuting. As such, while the total number of bikes granted in this program each year may be 200, the number of affected people will be far higher than that as more friends, family, and neighbors of participants are inspired to start bicycle commuting, further reducing congestion and air pollution as a result.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	115200
Average Commute Trip Length (Default 12.1):	12.1
VMT Reduction	1393920.0
CO Reduced	3331468.8
NOx Reduced	223027.2
CO ₂ e Reduced	5.11011072E8
PM _{2.5} Reduced	6969.6
VOCs Reduced	41817.6

We are asking the 400 BASE program participants to commit to at least 3 round-trip commutes by bike per week, through the months of March-October.

Year 1: 2020

200 riders

6 one-way daily commutes per week

32 weeks per year

=38,400 trips reduced

Response:

Year 2: 2021

400 riders

6 one-way daily commutes per week

32 weeks per year

=76,800 trips reduced

Total trips reduced by the BASE Initiative: 115,200

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

While Minneapolis and St. Paul have seen substantial investments in bicycle infrastructure in recent years, bicycling remains only a small percentage of daily commutes. 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. Left out from many of these initiatives are low-income communities and communities of color. These communities bear the stresses of high costs of car ownership, indicating there is an opportunity to more effectively engage low-income communities in bicycle transportation. According to the American Bicyclist Study, in 2010 only 5.1% of bike riders in the US were African American and only 6.4% were Hispanic. There is also a significant gender gap in bicycling: 2013 Bike Walk Twin Cities bicycle counts identified that approximately 70% of bicyclists are men and 30% are women.

Response:

Key to our innovative approach as an organization is our social enterprise retail shop program. This program provides parts for Open Shop, workforce training for our youth apprentices, and an equitable and comfortable shopping experience for our communities. Revenues over wholesale cost generated by this program are directly used to fund our community programs.

An additional innovative component of this proposal is a consideration of adaptive cycling needs. In order to accommodate expenses associated with specialized equipment and/or bikes for participants with adaptive needs, we have used MSRPs are used in calculating expenses. This additionally incentivizes economies of scale in purchasing in order to fund more participants.

Measure A: Organization's Experience and Resources

C4C is an innovative, energetic, and efficient organization that has been operating since 2001. C4C exists because of strong volunteer leadership, a committed and diverse staff, and deep community connections in low-income neighborhoods and neighborhoods of color in Minneapolis and St. Paul. C4C is a leading equity-focused bicycle education nonprofit in the Twin Cities, which has been offering community Open Shop nights for 17 years, a Youth Apprenticeship program for 6 years, and Learn to Ride classes for 5 consecutive years.

Response:

The BASE Initiative articulated in this proposal fits tightly within C4C's overall organizational goals of equity, justice, inclusion, and self-empowerment. C4C works to center and engage femme, trans, women, and gender non-conforming people; Black, Indigenous, and people of color; immigrant; low-income community members; and youth in overcoming barriers to using bicycles as a healthy, affordable, and environmentally sustainable transportation choice.

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, as well as a 2018-2019 CMAQ grant for the expansion of our Learn to Ride program.

Additionally, C4C receives \$40,000 annually of unrestricted funding from the McKnight Foundation to support our educational programming.

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

25 Points

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

15 Points

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

0 Points

Cycles for Change is a dynamic, thriving nonprofit that has grown substantially in recent years. Each time the organization has had a chance to grow and expand with seed funding, it has been successful at sustaining that expansion through the support of family foundations, general operating grants, and state or local government funds. One specific example is that the McKnight Foundation has granted us \$40,000 in unrestricted funds for the past 2 years to support our community programs. Another is that CMAQ funded C4C to expand our Learn to Ride program between 2018-2019 to include Wednesday classes in St. Paul, while sustaining our long-running Saturday classes in Minneapolis and adding Tuesday classes in Minneapolis, all for the months of May through August.

Response:

A CMAQ award to pilot our BASE Initiative will provide Cycles for Change with the opportunity to utilize 2 full years of program results to build a set of funding relationships with foundations to sustain the initiative once the CMAQ grant expires. Additionally, 2 years of CMAQ funding will provide C4C the opportunity to build a strong base of individual donors that can contribute to the project's sustainability. While our existing program (Learn to Ride, Open Shop) participants are of lower socioeconomic status, as BASE initiative participants will also be, they have shown themselves to be incredibly generous in donating to support the program so that others may benefit from the program as well.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$399,000.00
Enter Amount of the Noise Walls:	\$0.00

Total Project Cost subtract the amount of the noise walls: \$399,000.00

Points Awarded in Previous Criteria

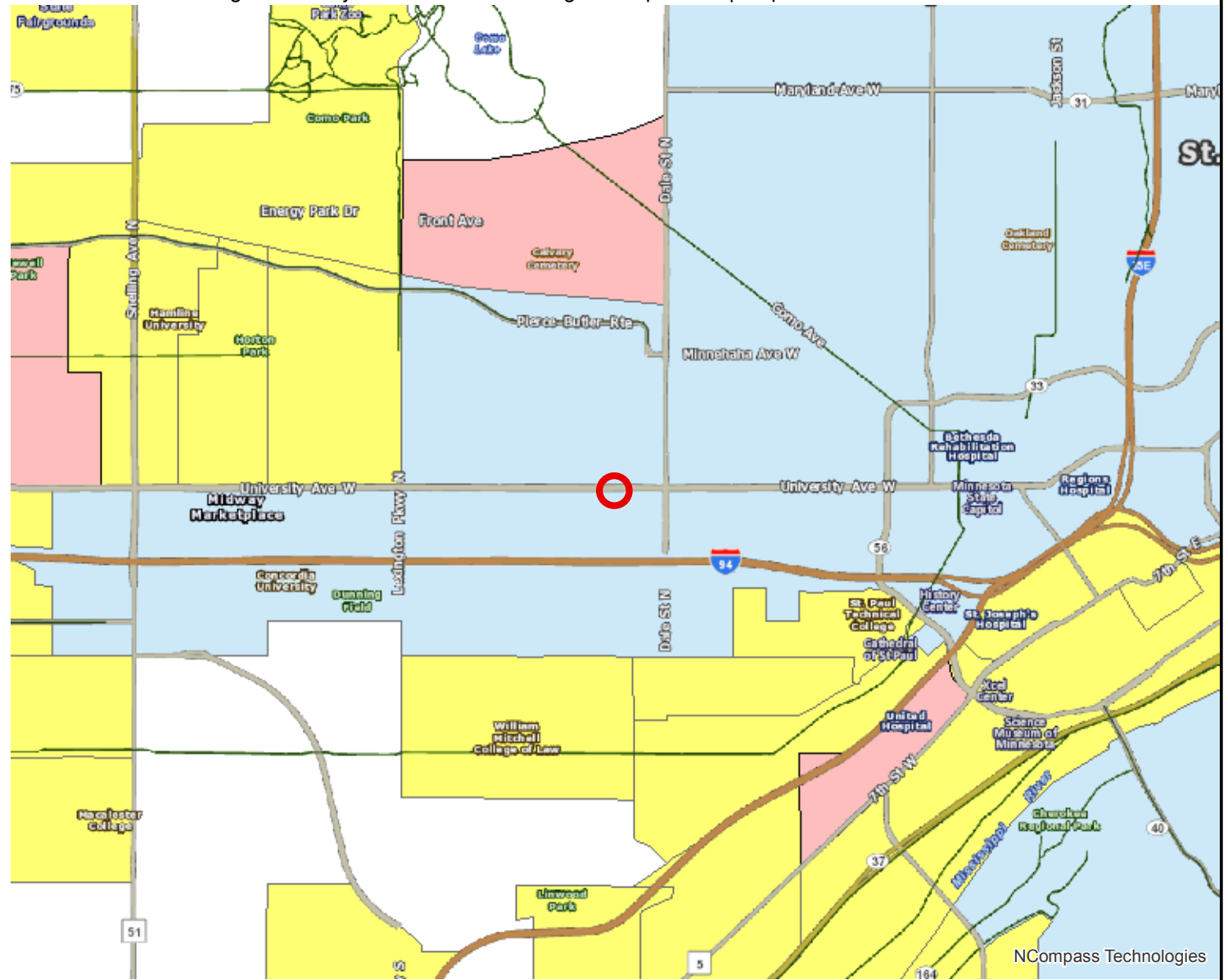
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
2020 TDM Grant Budget - C4C BASE Initiative.pdf	2020 TDM Grant Budget-BASE Initiative Cycles for Change	73 KB
C4CEDletterconfirmingmatchingfunds2018.pdf	C4C ED Letter Confirming Matching Funds	149 KB
C4CsocioeconomicconditionsStP2018TDMapplication.pdf	SocioEconomic Map for St.Paul location	230 KB

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
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty



Created: 7/14/2016
 LandscapeRSA2



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



NCompass Technologies

Item	Description	Year 1 (2020)	Year 2 (2021)	All Years
Salary - Operations Director*	The Operations Director would do the purchasing of equipment for the bike grant, as well as manage operations and mechanical staff around building and prepping bikes for participants. 0.4 FTE cost share allocated to this grant.	\$20,000.00	\$20,000.00	\$40,000.00
Salary - Program Coordinator*	The Bike Grant Program Coordinator would be the lead member in charge of all BG programming and events. 1.0 FTE cost share allocated to this grant	\$45,000.00	\$45,000.00	\$90,000.00
Salary - Support Staff*	This covers the cost of various staff members needed to support the BG program, including but not limited to: Open Shop staff, part-time program associates, and seasonal event help. Cost is calculated based on 40 hours a week for 30 weeks at \$16/hr	\$20,000.00	\$20,000.00	\$40,000.00
Salary - Executive Director*	The Executive Director supports program development, community outreach, and strategic planning for the effort. 0.15 FTE cost share allocated to this grant.	\$10,000.00	\$10,000.00	\$20,000.00
New Bike Vouchers**	200 new bike vouchers at \$400/each, to be redeemed at either C4C location. Each voucher will be traded in for a new bike chosen by the participant.	\$80,000.00	\$80,000.00	\$160,000.00
Locks and Helmets***	200 helmets and high-quality locks, estimating \$50/peron	\$10,000.00	\$10,000.00	\$20,000.00
Printing, Materials, and Food	Printing of promotional materials for programming, as well as food for program events	\$1,500.00	\$1,500.00	\$3,000.00
Fleet Transportation	We will be using our St. Paul location for extra storage of bicycles during the build phase, and will need to rent vehicles to transport them to our Minneapolis shop for the start of programs.	\$1,000.00	\$1,000.00	\$2,000.00
Rent & Utilities	Programming and bicycle builds will take place in our Minneapolis location. \$1000/mo of rent and utilities are allocated to this grant.	\$12,000.00	\$12,000.00	\$24,000.00
	Total Expenses	\$199,500.00	\$199,500.00	\$399,000.00
	TDM Award	\$159,600.00	\$159,600.00	\$319,200.00
	Local Match	\$39,900.00	\$39,900.00	\$79,800.00
	Total Revenue	\$199,500.00	\$199,500.00	\$399,000.00

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

**This cost is based on retail value of the bike, which includes the mechanical work needed to build a new bike out of box. This is an effort to streamline and simplify this budget by including associated labor and warranty costs in the cost of the bike.

*** Estimated cost of helmets and locks are based on wholesale cost, since they do not require any additional labor. We are looking specifically to purchase high-quality locks that deter theft, allowing people to commute safely.



July 13, 2018

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

Dear Elaine and Metropolitan Council Review Team,

This letter is submitted as confirmation that Cycles for Change has secured funding to match federal dollars allocated through the Transportation Demand Management program.

With a requested \$319,200 TDM award, C4C will be expected to supply \$79,800 in matching funds over the two-year period of the grant. C4C is expected to receive more than \$65,000 annually in individual donations in 2018 (with comparable or larger amounts in 2019-2020); this funding is unrestricted, and C4C is prepared to put as much as needed towards the required TDM match. Additionally, C4C receives \$40,000 annually from the McKnight Foundation (2013-2018), and continued funding is expected. Additionally, the Otto Bremer Foundation contributed \$20,000 in 2017, with comparable contributions projected in 2018 and beyond that could be used as a match. With an annual budget of more than \$700,000 that includes substantial flexible and general operations resources, C4C is unquestionably in a position of allocating \$79,800 over two years to match a \$319,200 TDM award.

Please feel free to call me at 612-470-6423 with any questions you might have.

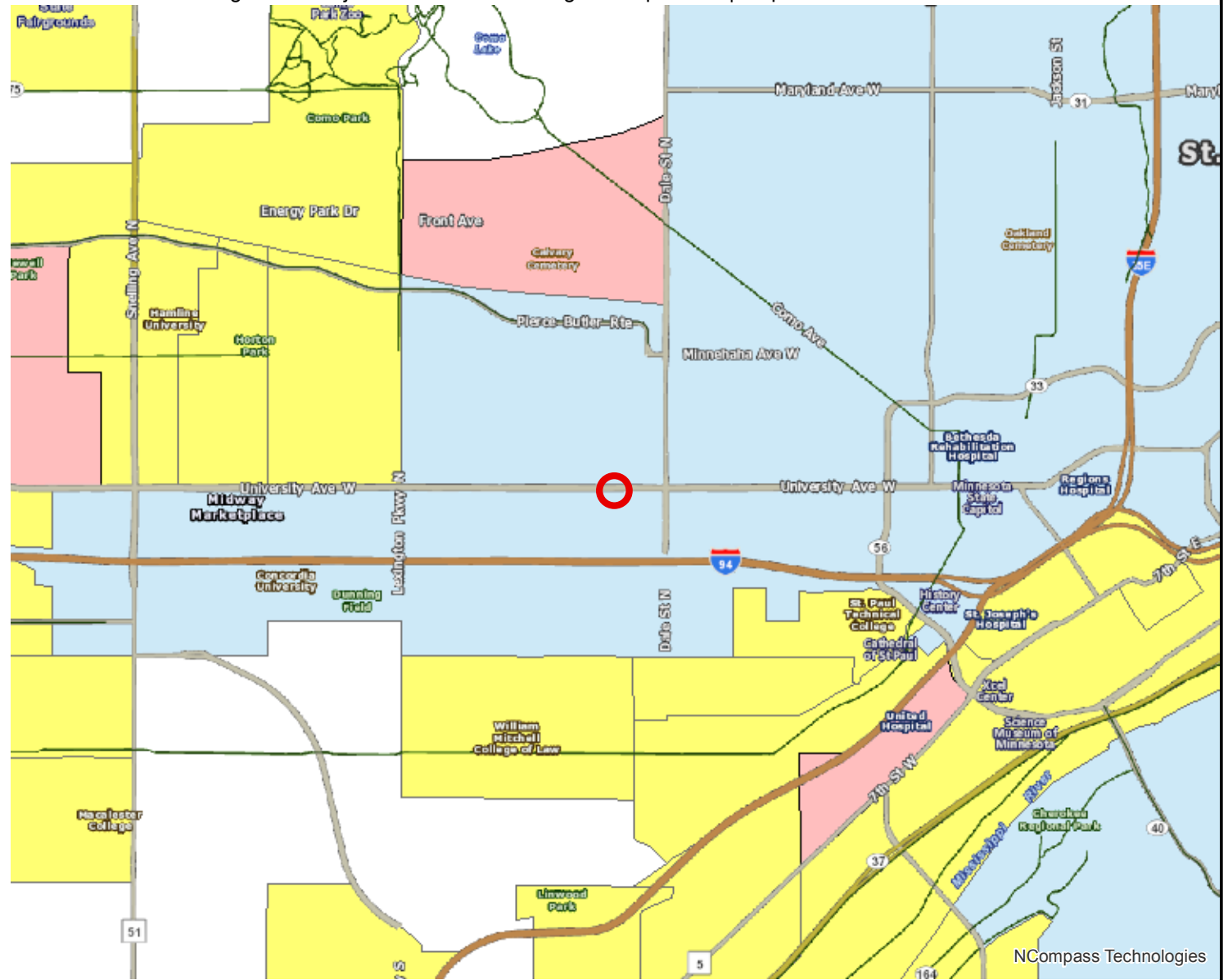
Sincerely,





A handwritten signature in black ink, appearing to read "Tina Cho", written in a cursive style.

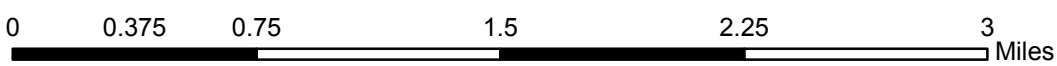
Tina Cho
Executive Director, Cycles for Change

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



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

