



Application

10357 - 2018 Travel Demand Management (TDM)

11029 - eWorkplace Phase 4

Regional Solicitation - Transit and TDM Projects

Status: Submitted
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Primary Contact

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City State/Province Postal Code/Zip

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Fax:

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

Organization Information

Name: UNIV OF MN

Jurisdictional Agency (if different):

Organization Type: In-State not for profit
Organization Website:
Address: 158 HUMPHREY CTR
301 19TH AVE S

* MINNEAPOLIS Minnesota 55455
City State/Province Postal Code/Zip
County: Hennepin
Phone:* 612-625-8575
Ext.
Fax:
PeopleSoft Vendor Number 0000003036A23

Project Information

Project Name eWorkplace Phase 4
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Minneapolis
Jurisdictional Agency (If Different than the Applicant):

This project promotes telework as a choice to commuters throughout the I-35W corridor and offers free consulting services to Twin Cities employers so they have strong and durable telework policies. Along the I-35W split into downtown Minneapolis, the corridor is one of the most heavily traveled routes in the Twin Cities Metropolitan Area. Highway capacity in this corridor is severely constrained due to 35W@94 Crosstown to Midtown construction expected to last through 2022. This project has disrupted already congested conditions on I-35W, causing conditions that push both employers and commuters to rethink their commute options. MnDOT has collaborated closely with eWorkPlace to share the free services that the program provides.

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

eWorkPlace will enter its fourth phase (eWorkPlace Phase 4) with successful award of this grant application, building on a history of successful outreach to employers. eWorkPlace will continue to maintain the service lines that have made the program successful, including the website, social media presence, webinars and "lunch and learns" with employers, and outreach to previous project participants. However, in this phase eWorkPlace will add deliberate, direct outreach to employees for referrals to employers and boasts a new formalized partnership with Move Minneapolis. Move Minneapolis is a trusted voice for commuting options among downtown employers, many of whom employ I-35W commuters. Move Minneapolis provides a strong connection to downtown Minneapolis employers, a connection built on trust for promoting solutions to employers facing loss of parking and employees clamoring for more flexible telework options.

Outreach to employees will utilize social media

reconnaissance completed in Phase 3 and focus on building a movement of remote work supporters locally and connect local remote workers to one another. This work includes potential partnership with private business (e.g. local coffee chains) as well as Minnesota Department of Employment and Economic Development Workforce Centers both to promote the program and offer physical space for telework to take place. For their part, Workforce Centers are scattered through the metro, and could offer low-cost options for telework opportunities and collaboration across disciplines and job areas as well as needed interaction for happy workers. The more that local remote workers connect to one another, the more a movement of telework can be built and others see it as a viable option.

(Limit 2,800 characters; approximately 400 words)

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

Congestion Mitigation Air Quality Projects

Project Length (Miles)

19.3

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

\$500,000.00

Match Amount

\$125,000.00

Minimum of 20% of project total

Project Total

\$625,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

U OF MN-CENTER FOR TRANSPORTATION STUDIES

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: 2019, 2020

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

Project Information-Transit and TDM

County, City, or Lead Agency

University of Minnesota Humphrey School of Public Affairs

Zip Code where Majority of Work is Being Performed

55404

Total Transit Stops

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.

As found in Table 2-1: Summary matrix of goals, objectives and associated strategies beginning on page 2.6 of the Transportation Policy Plan (adopted Jan 2015)

Goal C: Access to Destinations

Objective: Increase the availability of multimodal travel options, especially in congested highway corridors.

Strategy: C4. Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

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

D. Competitive Economy

Objective: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

E. Healthy Environment

Objective: Reduce transportation-related air emissions.

Strategy E2. The Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments.

Strategy E3. Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel.

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.

List the applicable documents and pages:

The 2040 TPP (page 2.28) highlights telework as an important travel alternative to reducing single occupancy vehicle trips.

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.

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	\$625,000.00
Totals	\$625,000.00

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	\$625,000.00
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Construction Cost Total	\$625,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project's Use of Existing Infrastructure

Response:

This project promotes telework as a choice to commuters in the I-35W corridor and offers free consulting services to Twin Cities employers so they have strong and durable telework policies. From the I-35W/I-35E split into downtown Minneapolis, I-35W is one of the most heavily travelled routes in the Twin Cities Metropolitan Area. Highway capacity in this corridor is severely constrained due to 35W@94 Crosstown to Midtown construction expected to last through 2022. This project has disrupted already congested conditions on I-35W, causing conditions that push both employers and commuters to rethink their commute options. MnDOT has collaborated closely with eWorkPlace to share the free services that the program provides.

Promoting telecommuting through this corridor during construction will provide another option for commuters to adjust or eliminate a peak-period commute trip, helping relieve stress on alternate routes, most notably Park and Portland Avenues. Transit riders, cyclists, and carpoolers are all affected by this construction as single occupancy vehicles severely constrain the capacity of alternate routes and I-35W.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users	1000
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eWorkplace Phase 4 anticipates recruiting at least 1,000 telecommuters in the I-35W corridor during the project period. 1,000 is considered a likely rate of participation considering Phases 1 and 2 resulted in over 7,000 employees from over 55 employers telecommuting, and Phase 4 plans to continue expanding on this progress in the corridor for both the near-term (construction phase) and long-term. (Phase 3 reporting is not yet complete.)

Response:

Over 200,000 commute trips are made this corridor each weekday. Nearly 150,000 commute trips are made to reach downtown Minneapolis (a regional job concentration), while 30,000 are made to reach the University of Minnesota (an educational institution). Additionally, more than 50,000 commute trips are made to reach the southern end of the I-35W corridor in the area surrounding MSP airport and the Mall of America.

As employers begin to realize the impacts of the construction since major closures began in June 2018, more commuters will be interested in remote work opportunities. MnDOT's efforts to raise awareness about the potential impacts of the 35W@94: Crosstown to Midtown construction will include reference to and emphasis on telecommuting and eWorkplace. This continued marketing and outreach will continue to find a receptive audience among employers along this corridor seeking alternatives that will keep their employees productive and avoiding the construction-related and future congestion on the corridor.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Through the 35W@94: Downtown to Crosstown Communications Group, eWorkPlace is connected with representatives from the diverse neighborhoods of South Minneapolis near the 35W@94 construction project. The project office maintains strong outreach to businesses, residents, and neighborhood organizations and shares opportunities for engagement. In Phase 3, eWorkPlace was proud to table at Hope Community, Inc in Phillips neighborhood to talk to community members about the benefits of the program.

The 35W@94: Downtown to Crosstown project has joined in many local events where the goal is to reach local communities, many of which are populated by people of color, people with disabilities, young families and the elderly. Somali Independence Day, Lyndale Open Streets, Cinco de Mayo Celebration, and South Metro Job Fair are just a few events where MnDOT has had or plans a presence with eWorkPlace materials. The diversion of traffic to local streets has even spurred a community meeting in response.

In Phase 4, eWorkPlace will continue to have presence at events with MnDOT. eWorkPlace will also offer to outreach to employees.

Reducing strain on all commute options is vital to the well-being of all workers, but particularly those in the socio-economic groups in these communities, whose jobs are more likely to be in the service and manufacturing sectors, where pay is usually hourly, and where there are financial penalties and potential loss of livelihood arising from commute-related tardiness. Elderly folks near the end of their career or taking a part-time job during retirement are more frequently seeking

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

remote work options. Caregivers in families commonly seek remote and flexible work options that are promoted by eWorkPlace to establish a better balance between their work and home lives. People with disabilities have pushed for accommodations that often involve part or full-time remote work.

Participants in eWorkPlace benefit from the program, and so do residents in South Minneapolis neighborhoods near the 35W@94, from fewer people commuting in cars on alternate routes. The proposed project area covers multiple communities identified as areas of concentrated poverty, some with more than 50 percent of its residents being populations of color, or of having an above average regional concentration of poverty and populations of color. eWorkPlace will boost general public health not only for those that telework but by reducing travel times for those that by the nature of their profession must report to job sites to work. Additionally, reducing vehicle traffic will benefit the residents in the project area through increased pedestrian and bicyclist safety.

No negative externalities are expected as there is no physical construction or change.

Measure B: Affordable Housing

City/Township	Population in each city/township	Score	City Population/Total Population	Housing Score Multiplied by Population percent
Minneapolis	166170.0	100.0	0.7	69.861
Bloomington	29395.0	100.0	0.12	12.358
Burnsville	16012.0	98.0	0.07	6.597
Edina	681.0	91.0	0	0.261
Richfield	25601.0	76.0	0.11	8.18

Affordable Housing Scoring

Total Population	237859.0
Total Housing Score	97.26
Upload "Regional Economy" map	1531410946562_RegEconMap.pdf

Click on 'Edit' button on top right of page

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

The I-35W project corridor, first constructed in 1967, provides a vital connection to job centers both in Downtown Minneapolis and further south in Bloomington and Richfield. Volumes before construction began exceeded 210,000, and capacity will be reduced by 20-40 percent during the 35W@94 construction through 2020. Local roadwork and ramp closures will impact people that live nearby the project as well as those that use the corridor to commute.

Response:

The 2016 MnDOT Congestion Report (May 2017) indicates that most of the I-35W corridor currently under construction has recurring congestion, with segments approaching the I-94/I-35W commons exceeding seven hours per day. Between 2015 and 2016, congested interstate miles on I-35W in the morning increased by nearly 50 percent.

Telecommuting reduces congestion during peak commuting by eliminating the work trip. Instead of commuting to the office, employees simply open their computer wherever they have an internet connection.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	900
Average Commute Trip Length (Default 12.1):	12.1
VMT Reduction	10890.0
CO Reduced	26027.1
NOx Reduced	1742.4
CO2e Reduced	3992274.0
PM2.5 Reduced	54.45
VOCs Reduced	326.7

Response:

Based on data collected from telecommuters in Phase 1 of eWorkPlace, the average telecommuter eliminated 0.9 oneway peak hour trips per day. With a goal of 1,000 new telecommuters, this project will remove 900 peak hour trips every day. Compared to other TDM projects, the benefits of eWorkPlace are amplified because telecommuting eliminates the peak period work trip versus shifting it to different modes or times. This reduction in trips will improve mobility, air quality, and reduce congestion in the corridor, especially throughout the 35W@94 construction, by providing a travel-free option for workers.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

eWorkPlace builds on a track record of innovative tools created in the first three phases of the project, including:

1)Online Learning Modules to help train managers and employees registered in eWorkPlace in the use of telework

2)A Commuter Savings Calculator custom developed for eWorkPlace registered participants to compute the potential cost savings, environmental benefit (specific to the Twin Cities), and time saved based on fuel efficiency, roundtrip commute length, and travel time. Interested users can use this customized information to determine if telework is appropriate for them, and advocate for implementing it in their workplace. Employers can also use it to measure aggregate impact and productivity/wellness changes

Response:

3)Webcast interviews with existing eWorkPlace employers/employees about aspects of telework and management;

4)Recorded webinar presentations posted on the website for employers to reference at their leisure

5)Email newsletters distributed to stakeholders and potential employers, offering telecommuting legislation or news articles or upcoming events;

6)Consistent social media presence on Twitter and Facebook.

Previous phases of eWorkPlace focused on

outreach to employers to create new teleworkers and supportive policies to allow teleworking. Many employees now have the option between employers that do and do not offer remote work options as telework has become more accepted. Employer attitudes towards requests for remote work options have also changed, and it has become more common for telework requests to be considered on a case-by-case basis.

In the evolved climate of telework, some employees feel emboldened to make the case for remote work at their places of work. The next phase of work will focus on recruiting employees to eliminate trips from the I-35W corridor.

Finding people who post online that they enjoy their current role but are looking for a commute reduction or change will allow eWorkPlace to narrow in on a target audience. More than 400 local Twitter accounts of people who express the desire to telework or currently telework at least situationally have been collected during Phase 3. This list can be used to begin outreach to employees and start building a social movement in support of remote work options among employees and make the case that remote work is a benefit to both commuters and employers.

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

The eWorkPlace team has expanded its original composition, driven by the Humphrey School of Public Affairs, to include Move Minneapolis. Move Minneapolis brings deep connections to employers downtown and is a trusted source of commute options among the downtown Minneapolis community. This natural addition to the team will improve outreach to employers and allow the Humphrey School of Public Affairs more time to add strategic project partners, update online materials, spend one-on-one time with decision makers, and consult on best practices for remote work implementation.

Response:

The Humphrey School of Public Affairs has experience with related projects focused on congestion mitigation, such as congestion/parking pricing and the connection between sound telecommuting programs and policies. In addition, the team has firsthand experience promoting broadband telecommunications access and utilization -- key components of any successful telework approach.

eWorkPlace will continue to work hand-in-hand with MnDOT in Phase 4 as in Phase 3, attending monthly 35W@94: Downtown to Crosstown Planning Sessions and communications conference calls, attending project events, and helping to ease concerns of frustrated drivers by offering remote work as an alternative.

(Limit 1,400 characters; approximately 200 words)

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:

25 Points

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

15 Points

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

0 Points

Yes

Telecommuting stands out as a demand management option that can contribute to an employer's bottom line through increased employee productivity, morale, retention, and real estate/space needs. Consequently, if the program is designed and implemented properly using the tools available through eWorkplace, employers are likely to continue a telecommuting program long after the eWorkplace support has ended. For example, many organizations that participated in Phase 1, which ended in 2011, have either continued at the same rate or expanded telecommuting. In some cases, telework became such a norm that an official program was no longer considered necessary due to the entrenched nature of flexible work at any location.

Response:

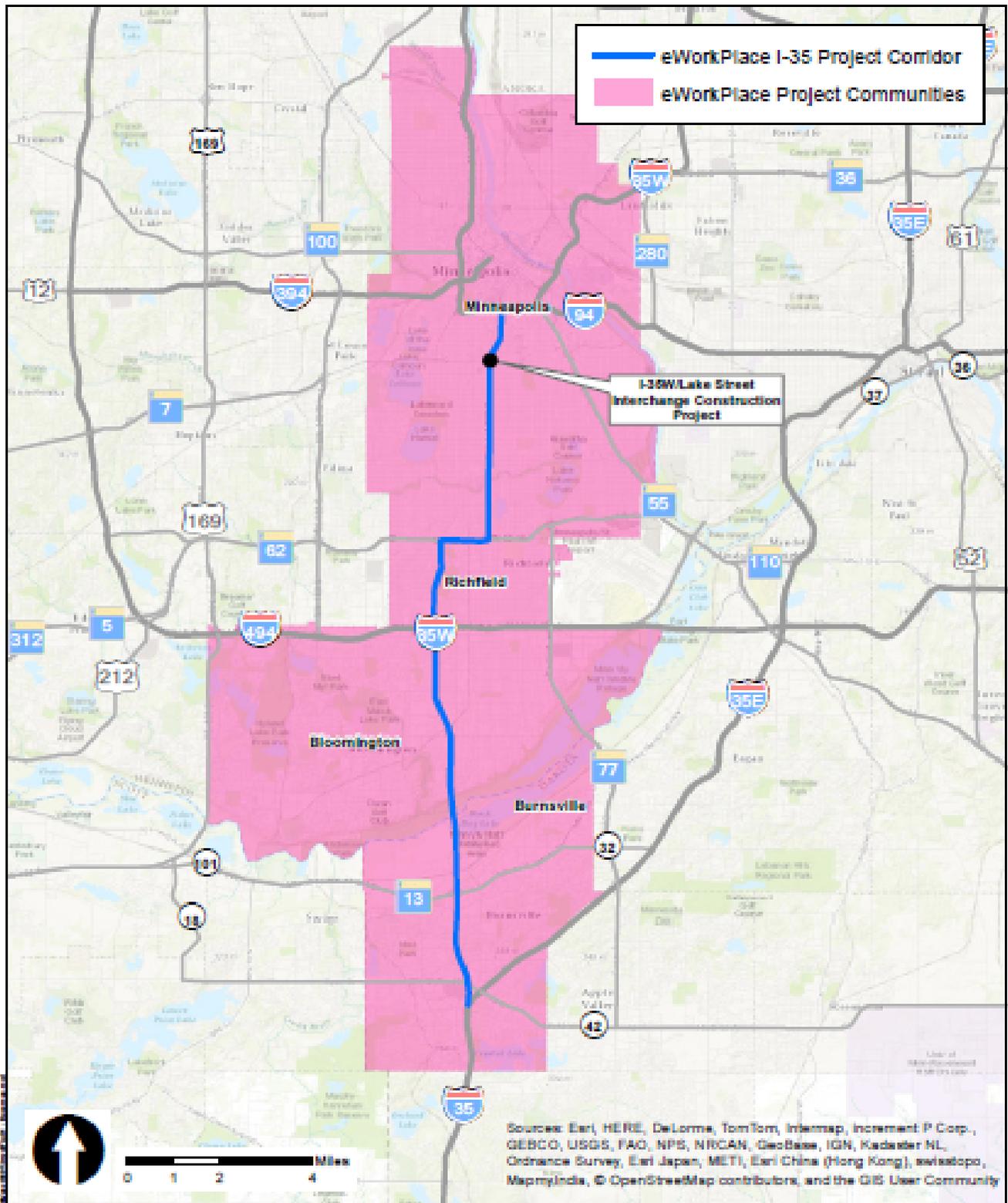
Meanwhile, during the interim period between Phases 1, 2, and 3, eWorkPlace found enough external additional funding to continue to promote telework through the eworkplace-mn.com website. In future interim time periods between phases of the project, the eWorkPlace website will continue to provide information and tools to interested teleworkers and companies. Between the third and fourth phases, there will also be periodic social media posts written before the end of the contract to extend the eWorkPlace online presence further. There are opportunities for gap funding to bridge work between phases 3 and 4 of eWorkPlace that the Humphrey School of of Public Affairs will pursue outside of the Regional Solicitation process.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$625,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$625,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Project Map - communities on the I-35W Corridor

386 KB

File Name	Description	File Size
2018 07 10 SRF Letter of Commitment.pdf	SRF Letter of Commitment	102 KB
2018 07-10 WFC Letter of Commitment.pdf	WFC Letter of Commitment	632 KB
Letter of Support - HHHI eWorkplace Regional Solicitation.pdf	Move Minneapolis Letter of Commitment	506 KB
Ltr of Endorsement.pdf	UMN Letter of Endorsement	44 KB
Metro Council budget_July 2018_v3.pdf	Budget	213 KB
RegEconMap.pdf	Regional Economy Map	6.4 MB
SEMap.pdf	Socio-Economic Conditions Map	6.7 MB
Summary.pdf	Summary	278 KB

Regional Economy

Travel Demand Management Project: eWorkPlace Phase 4 | Map ID: 1531153778826

Results

WITHIN ONE MI of project:
Postsecondary Students: 13820

Totals by City:

Bloomington

Population: 29395
Employment: 35917
Mfg and Dist Employment: 7428

Burnsville

Population: 16012
Employment: 14995
Mfg and Dist Employment: 3589

Edina

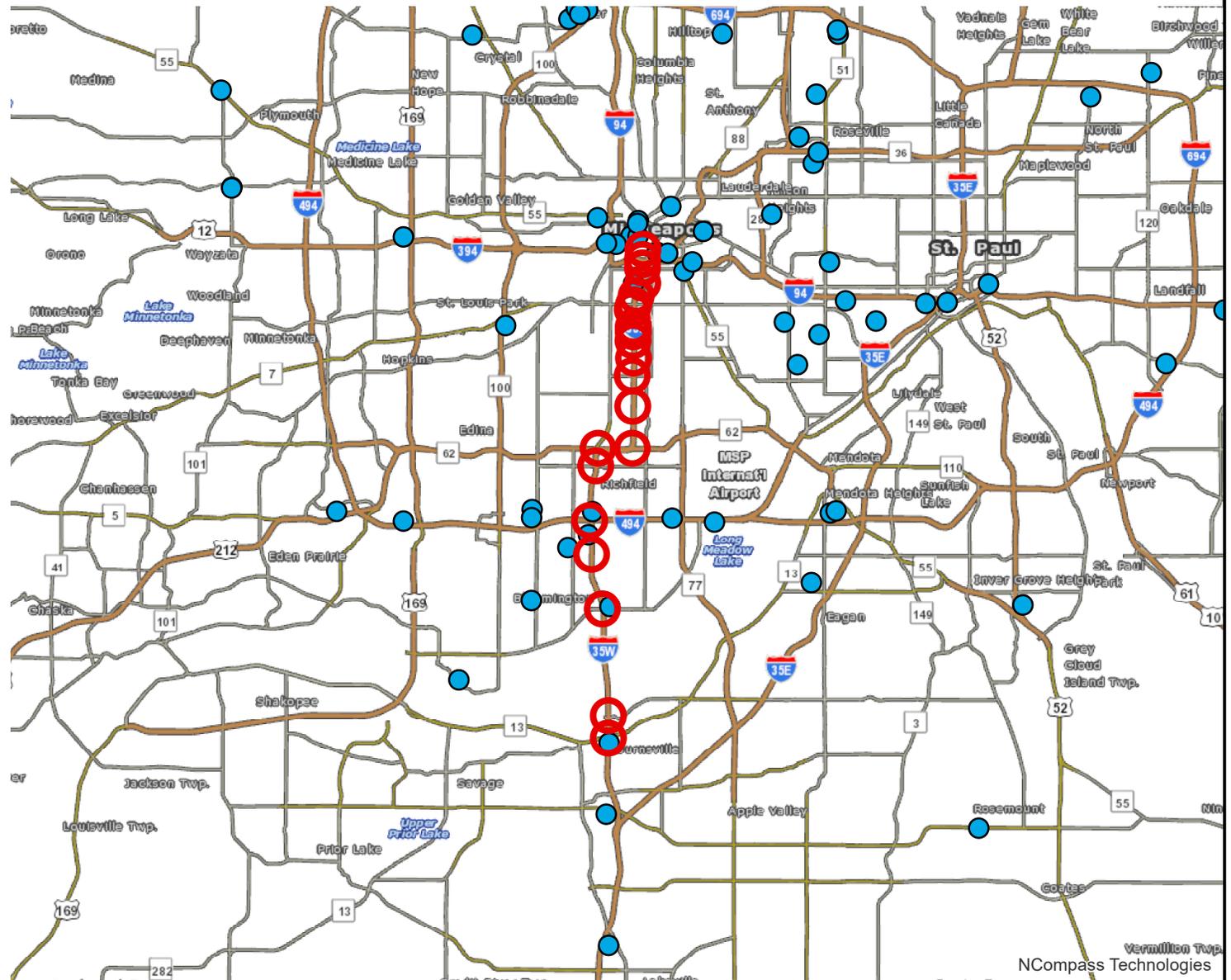
Population: 681
Employment: 3601
Mfg and Dist Employment: 177

Minneapolis

Population: 166170
Employment: 211376
Mfg and Dist Employment: 9257

Richfield

Population: 25601
Employment: 13990
Mfg and Dist Employment: 638



-  Project Points
-  Postsecondary Education Centers

0 2.75 5.5 11 16.5 22 Miles

Created: 7/9/2018
LandscapeRSA5



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





July 10, 2018

Mr. Adeel Lari
Humphrey School of Public Affairs
University of Minnesota
301 19th Avenue South
Minneapolis, MN 55455

Subject: Letter of Commitment for eWorkPlace Phase IV

Dear Mr. Lari,

SRF Consulting Group, Inc. is pleased to submit its subcontract for the “eWorkPlace Phase IV Telework Proposal” on behalf of the Humphrey School of Public Affairs at the University of Minnesota. The proposed subcontract is for inclusion in your grant application to the Twin Cities Metropolitan Council and has been administratively approved by the appropriate officials. Support is requested for 24 months and is in the total amount of \$100,000.

If the grant is successful, the Humphrey School of Public Affairs at the University of Minnesota will ensure compliance with all pertinent federal regulations and policies. The subcontract agreement should be between SRF Consulting Group, Inc. and the Humphrey School of Public Affairs at the University of Minnesota. The administrative contact is:

Tanya Butorac, Paralegal Corporate Contract Administrator
SRF Consulting Group, Inc.
One Carlson Parkway North, Suite 150
Minneapolis, MN 55447-4443
763-475-0010 or 763-475-2429
tbutorac@srfconsulting.com

Questions regarding the technical aspects of this proposal should be directed to Mona Elabbady, Principal (651-333-4133, melabbady@srfconsulting.com).

Sincerely,

SRF CONSULTING GROUP, INC.

A handwritten signature in cursive script that reads 'Mona Elabbady'.

Mona Elabbady
Principal

www.srfconsulting.com

Court International Building, 2550 University Avenue West, Suite 316S | Saint Paul, MN 55114 | 651.333.4100 Fax: 1.866.440.6364

An Equal Opportunity Employer

LETTER OF COMMITMENT

July 10, 2018

Adeel Lari
Humphrey School of Public Affairs
University of Minnesota
301 19th Avenue South
Minneapolis, MN 55455
612-624-7746
Larix001@umn.edu

Dear Mr. Lari,

WFC Resources, Inc. is pleased to submit its subcontract for the “eWorkPlace Phase IV Telework Proposal” on behalf of the Humphrey School of Public Affairs at the University of Minnesota. The proposed subcontract is for inclusion in your grant application to the Twin Cities Metropolitan Council and has been administratively approved by the appropriate officials. Support is requested for 24 months and is in the amount of \$75,000.

If the grant is successful, the Humphrey School of Public Affairs at the University of Minnesota will ensure compliance with all pertinent federal regulations and policies. The subcontract agreement should be between WFC Resources, Inc. and the Humphrey School of Public Affairs at the University of Minnesota. The administrative contact is:

Susan Seitel – President
WFC Resources, Inc.
5197 Beachside Drive
Minnetonka, MN, 55343-9410
952-936-7898
susan@wfcresources.com

Questions regarding the technical aspects of this proposal should be directed to:

Rachel Hastings – Vice president
WFC Resources, Inc.
5197 Beachside Drive
Minnetonka, MN, 55343-9410
612-730-2786
rachel@wfcresources.com

Sincerely,



Rachel Hastings
Vice president



Susan Seitel
President



July 10, 2018

Adeel Lari
Humphrey School of Public Affairs
University of Minnesota
301 19th Avenue South
Minneapolis, MN 55455

Dear Mr. Lari,

The Downtown Minneapolis Transportation Management Organization, d/b/a Move Minneapolis is pleased to support the *eWorkPlace Phase IV Telework Proposal*. Our employer outreach programs, geographic focus area that includes the major employers of Minneapolis, and expertise in developing commuter programs strongly complement the goals of the proposal.

As a proposed subcontractor to the project, we request support in the amount of \$100,000 for 24 months. We will provide connections between project partners and employer human resources departments, we will include telework as a primary topic in our employer events, we will offer frequent on-message social media posts, and we will develop easily accessed online collateral among other activities.

Please do not hesitate to contact me with questions. Thank you for the opportunity to develop this important work.

Sincerely,

A handwritten signature in black ink that reads "Mary Morse Marti". The signature is fluid and cursive.

Mary Morse Marti
Executive Director
612.466.7324
mary@moveminneapolis.org

UNIVERSITY OF MINNESOTA

Twin Cities Campus

Sponsored Projects Administration

450 McNamara Alumni Center
200 Oak Street S.E.
Minneapolis, MN 55455

Office: 612-624-5599
Fax: 612-624-4843

July 12, 2018

Metropolitan Council

RE: *Project Entitled: eWorkplace Phase 4*
UM PI: Adeel Lari
DUNS Number: 55 591 7996 / EIN: 416607513

Dear Sir or Madam:

A proposal for the above referenced project is hereby submitted on behalf Adeel Lari, State and Local Policy, Hubert H Humphrey School of Public Affairs, for the period September 1, 2019 through August 31, 2021, in the amount of \$500,000.

This proposal has been administratively approved on behalf of the Regents of the University of Minnesota. Questions concerning programmatic aspects of the project should be directed to the Principal Investigator(s). Those having to do with contract and budgetary matters should be directed to Patricia (Pat) Jondahl at 612-626-2244 / jonda001@umn.edu, in the Office of Sponsored Projects Administration.

Sincerely,



Andrea Marshall, Assistant Director
Sponsored Projects Administration

Enclosures

cc: Adeel Lari, Principal Investigator, HHH School of Public Affairs
Elaine Pioske, Grants Coordinator, HHH School of Public Affairs

University of Minnesota - Humphrey School of Public Affairs					
Title					
DETAILED BUDGET FOR YEAR 1 ONLY					
Duration		9/1/2019 Est End Date 8/31/2020			
PERSONNEL (APPLICATE ORGANIZATION ONLY)					
NAME/ROLE	PERCENT EFFORT ON PROJECT	DOLLAR AMOUNT			
		SALARY/WAGE COST	FRINGE BENEFITS	FRINGE BENEFITS (tuition)	TOTALS
Adeel Lari Principal Investigator	15%	\$ 18,789	\$ 6,426		\$ 25,214
Matt Schmit Co-PI	30%	\$ 27,460	\$ 9,391		\$ 36,851
To Be Named Grad Research Assistant, Master Level AY	50%	\$ 15,451	\$ 2,735	\$ 15,840	\$ 34,026
To Be Named Grad Research Assistant, Master Level Summer	50%	\$ 5,253	\$ 930	\$ -	\$ 6,183
Laura Nobel Executive Admin Specialist	7%	\$ 3,935	\$ 1,118		\$ 5,053
SUBTOTALS		\$ 70,887	\$ 20,599	\$ 15,840	\$ 107,327
SUBCONSULTANT/SUBCONTRACTOR COSTS (DESCRIBE AND ITEMIZE)					\$ 137,500
TBN: Subcontractor					\$ 50,000
TBN: Subcontractor					\$ 50,000
TBN: Subcontractor					\$ 37,500
EQUIPMENT (DESCRIBE AND ITEMIZE)					
SUPPLIES (DESCRIBE AND ITEMIZE)					
TRAVEL (DESCRIBE AND ITEMIZE)					\$ 5,000
Domestic Travel					5000
OTHER EXPENSES (DESCRIBE AND ITEMIZE)					\$ 5,000
Meeting Expenses					5000
TOTAL PROJECT DIRECT COSTS					\$ 254,827
TOTAL PROJECT F & A (Indirect) COSTS					\$ 49,367
Fed Base					\$ 149,596 33% MTDC
MNDOT Base					\$ 51,891 15% TDC
TOTAL PROJECT COSTS					\$ 311,977

MET C	Mn DOT
\$ 23,323	\$ 1,891
\$ 36,851	\$ -
\$ 34,026	\$ -
\$ 6,183	\$ -
\$ 5,053	\$ -
\$ 105,436	\$ 1,891
\$ 87,500	\$ 50,000
\$ 5,000	
\$ 5,000	
\$ 202,936	\$ 51,891
\$ 49,367	\$ 7,784
\$ 252,302	\$ 59,675

University of Minnesota - Humphrey School of Public Affairs					
Title					
DETAILED BUDGET FOR YEAR 2 ONLY					
Duration		9/1/2019 Est End Date 8/31/2020			
PERSONNEL (APPLICATE ORGANIZATION ONLY)					
NAME/ROLE	PERCENT EFFORT ON PROJECT	DOLLAR AMOUNT			
		SALARY/WAGE COST	FRINGE BENEFITS	FRINGE BENEFITS (tuition)	TOTALS
Adeel Lari Principal Investigator	22%	\$ 27,619	\$ 9,446		\$ 37,065
Matt Schmit Co-PI	30%	\$ 28,009	\$ 9,579		\$ 37,588
To Be Named Grad Research Assistant, Master Level AY	50%	\$ 15,760	\$ 2,789	\$ 16,157	\$ 34,706
To Be Named Grad Research Assistant, Master Level Summer	50%	\$ 5,253	\$ 930	\$ -	\$ 6,183
Laura Nobel Executive Admin Specialist	7%	\$ 4,014	\$ 1,140		\$ 5,154
SUBTOTALS		\$ 80,655	\$ 23,884	\$ 16,157	\$ 120,696
SUBCONSULTANT/SUBCONTRACTOR COSTS (DESCRIBE AND ITEMIZE)					\$ 137,500
TBN: Subcontractor					\$ 50,000
TBN: Subcontractor					\$ 50,000
TBN: Subcontractor					\$ 37,500
EQUIPMENT (DESCRIBE AND ITEMIZE)					
SUPPLIES (DESCRIBE AND ITEMIZE)					
TRAVEL (DESCRIBE AND ITEMIZE)					\$ 5,000
Domestic Travel					5000
OTHER EXPENSES (DESCRIBE AND ITEMIZE)					\$ 5,000
Meeting Expenses					5000
TOTAL PROJECT DIRECT COSTS					\$ 268,196
TOTAL PROJECT F & A (Indirect) COSTS					\$ 35,739
Fed Base					\$ 108,301 33% MTDC
MNDOT Base					\$ 56,238 15% TDC
TOTAL PROJECT COSTS					\$ 312,371

MET C	Mn DOT
\$ 30,827	\$ 6,238
\$ 37,588	\$ -
\$ 34,706	\$ -
\$ 6,183	\$ -
\$ 5,154	\$ -
\$ 114,458	\$ 6,238
\$ 87,500	\$ 50,000
\$ 5,000	
\$ 5,000	
\$ 211,958	\$ 56,238
\$ 35,739	\$ 8,436
\$ 247,697	\$ 64,674

BUDGET SUMMARY - MET COUNCIL			
	Year one	Year Two	Total
Schmit	\$ 36,851	\$ 37,588	\$ 74,439
Lari	\$ 23,323	\$ 30,827	\$ 54,150
GRA AY	\$ 34,026	\$ 34,706	\$ 68,732
GRA Summer	\$ 6,183	\$ 6,183	\$ 12,366
Nobel	\$ 5,053	\$ 5,154	\$ 10,207
Subcontractors	\$ 87,500	\$ 87,500	\$ 175,000
Travel	\$ 5,000	\$ 5,000	\$ 10,000
Other Direct	\$ 5,000	\$ 5,000	\$ 10,000
Total Direct	\$ 202,936	\$ 211,958	\$ 414,894
F & A	\$ 49,367	\$ 35,739	\$ 85,106
Total Direct and F & A	\$ 252,302	\$ 247,697	\$ 500,000
BUDGET SUMMARY - LOCAL MATCH			
	Year one	Year Two	Total
Schmit	\$ -	\$ -	\$ -
Lari	\$ 1,891	\$ 6,238	\$ 8,129
GRA AY	\$ -	\$ -	\$ -
GRA Summer	\$ -	\$ -	\$ -
Nobel	\$ -	\$ -	\$ -
Subcontractors	\$ 50,000	\$ 50,000	\$ 100,000
Travel	\$ -	\$ -	\$ -
Other Direct	\$ -	\$ -	\$ -
Total Direct	\$ 51,891	\$ 56,238	\$ 108,129
F & A	\$ 8,436	\$ 8,436	\$ 16,871
Total Direct and F & A	\$ 60,327	\$ 64,674	\$ 125,000
TOTAL MET C AND LOCAL MATCH			
	\$ 312,629	\$ 312,371	\$ 625,000

Regional Economy

Travel Demand Management Project: eWorkPlace Phase 4 | Map ID: 1531153778826

Results

WITHIN ONE MI of project:
Postsecondary Students: 13820

Totals by City:

Bloomington

Population: 29395
Employment: 35917
Mfg and Dist Employment: 7428

Burnsville

Population: 16012
Employment: 14995
Mfg and Dist Employment: 3589

Edina

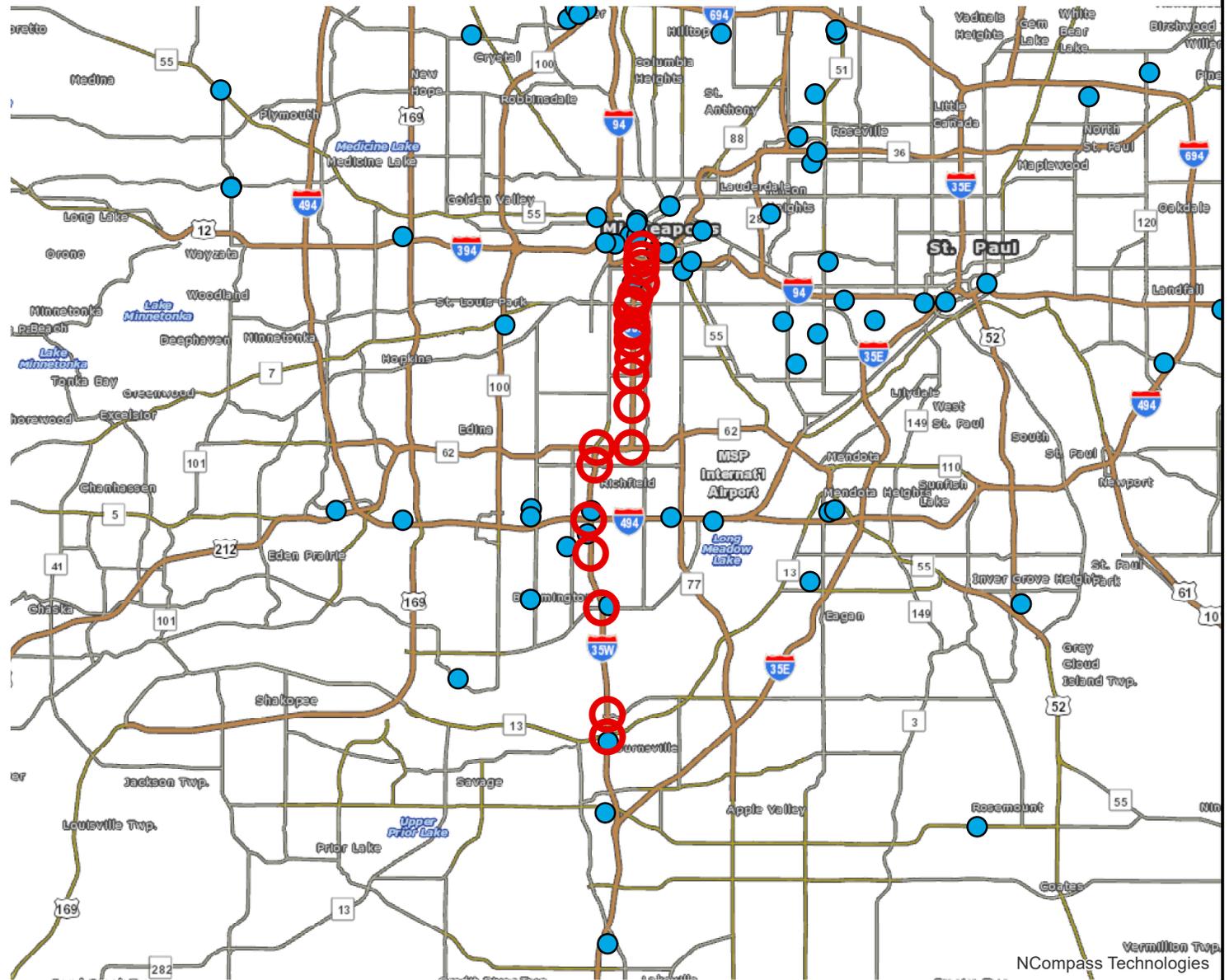
Population: 681
Employment: 3601
Mfg and Dist Employment: 177

Minneapolis

Population: 166170
Employment: 211376
Mfg and Dist Employment: 9257

Richfield

Population: 25601
Employment: 13990
Mfg and Dist Employment: 638



-  Project Points
-  Postsecondary Education Centers

0 2.75 5.5 11 16.5 22 Miles

Created: 7/9/2018
LandscapeRSA5



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

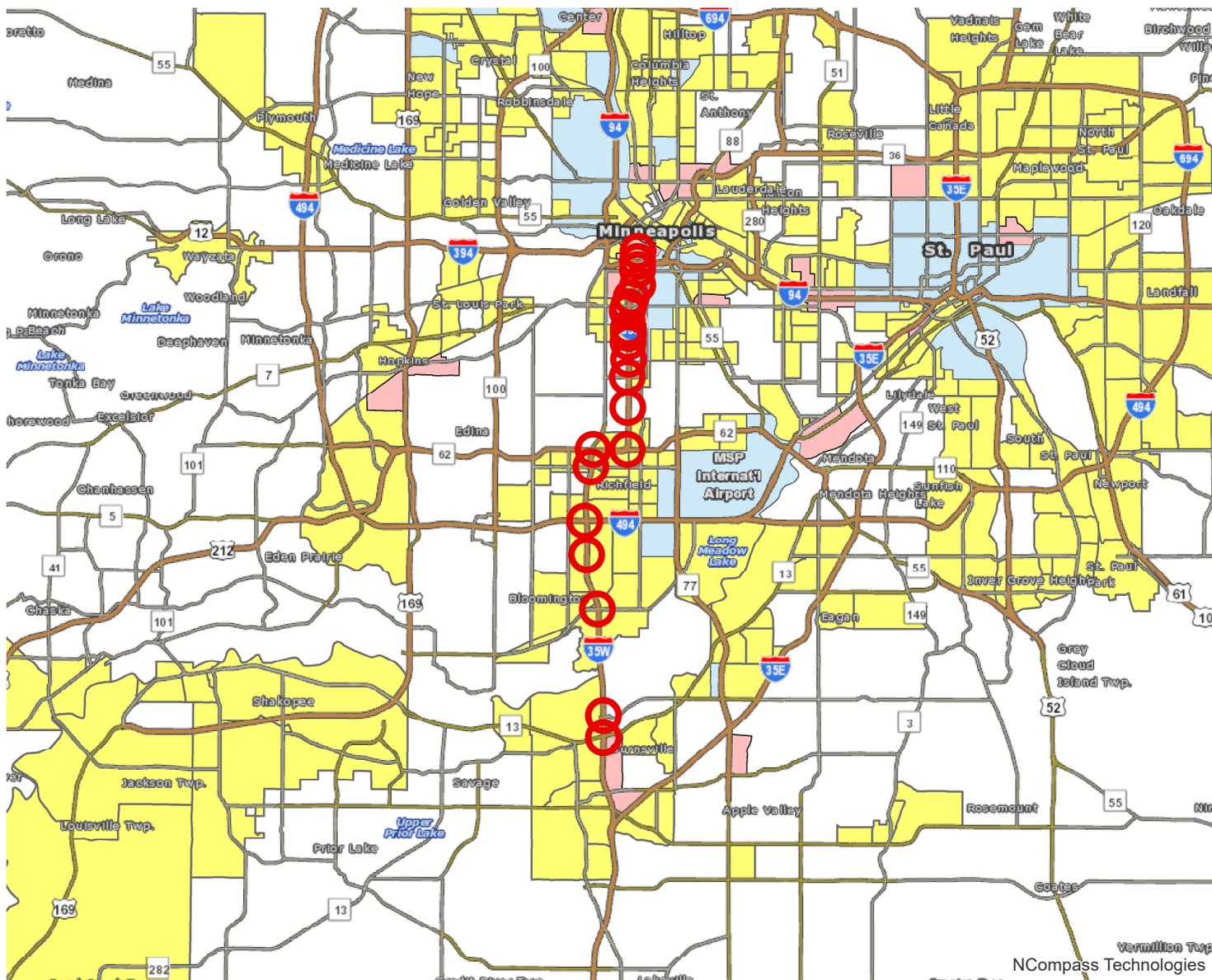


Socio-Economic Conditions

Travel Demand Management Project: eWorkPlace Phase 4 | Map ID: 1531153778826

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: 7/9/2018
LandscapeRSA2



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



