



Application

13873 - 2020 Travel Demand Management (TDM)

13996 - CWA TC Short Trip program

Regional Solicitation - Transit and TDM Projects

Status: Submitted

Submitted Date: 05/14/2020 10:34 AM

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## Primary Contact

**Name:\*** Anthony Scott Desnick  
Salutation First Name Middle Name Last Name

**Title:** Executive Director

**Department:**

**Email:** anthony@cyclingwithoutage.com

**Address:** 2166 Randolph Avenue

**\*** Saint Paul Minnesota 55105  
City State/Province Postal Code/Zip

**Phone:\*** 612-701-0203  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** Cycling Without Age Twin Cities

**Jurisdictional Agency (if different):**

**Organization Type:**

**Organization Website:**

**Address:** 2196 Randolph Avenue

\* Saint Paul Minnesota 55105  
City State/Province Postal Code/Zip

**County:** Ramsey

**Phone:\*** 612-701-0203  
Ext.

**Fax:**

**PeopleSoft Vendor Number**

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## Project Information

**Project Name** CWA TC Short Trip Program

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

**Cities or Townships where the Project is Located:** Minneapolis and Saint Paul

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

Cycling Without Age is a movement founded in Copenhagen, Denmark with the focus of ending loneliness and social isolation of senior citizens living in elder care facilities or at home. Volunteer pilots take their elderly neighbors out for bike rides in specially designed rickshaws we call trishaws. The forging of relationships between the passengers and their "pilots" (those who ride the trishaws) has led to a decrease in loneliness and the follow-on diseases that occur among this vulnerable population.

We can do more. Rather than limiting these rides to leisure activities, Cycling Without Age Twin Cities (CWA TC) seeks to offer rides to doctor appointments, hairdressers, libraries etc. In addition, we see, as a central part of this program using CWA TC as a resource to help alleviate food security problems by taking seniors (and others) to the grocery stores, and to help them shop and to bring them inside and unpack.

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

In North Minneapolis, the Seward neighborhood in Minneapolis, and the east side of St. Paul, many people are confined to their homes. Currently the above mentioned trips are often carried out by Metro Mobility (MM) vans or by family members or other service organizations using motor vehicles.

As designed the CWA TC program will replace 14,040 car or van trips per year over the two year life of the program. This will have an impact on air quality. Additionally when MM vans are waiting for people to enter or exit the vans, the vans are often left to idle. The US Department of Energy has calculated that several millions of tons of CO<sub>2</sub> are emitted into the air from engine idling alone. The CWA TC program is carbon neutral and emissions free.

These trips will be piloted (those riding the trishaws) by a cadre of volunteers. Currently we have 145 volunteers who have expressed interest in becoming pilots. 30 have already been trained and have been serving seniors. These people have come to us without any effort at recruitment. We have a plan to recruit a total of 300 pilots riding 6 trishaws. We will do this through cycling social media sources, eldercare service organizations, and outreach at community events led by a paid volunteer coordinator.

Normal CWA TC service programming has been suspended for 2020. During this time, we are working with local groceries to deliver food to those who are shut in.

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

While the CWA TYC program is carbon neutral, our project isn't related to MnDOT TIP.

**Project Length (Miles)** 6.0

*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** \$236,856.00

**Match Amount** \$59,214.00

*Minimum of 20% of project total*

**Project Total** \$296,070.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 20.0%

*Minimum of 20%*

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



**Source of Match Funds**

While the CWA TYC program is carbon neutral, our project isn't related to MnDOT TIP.

*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: 2022

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

Additional Program Years: 2023

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

**For All Projects**

Identify the Transit Market Areas that the project serves: Area V

*See the "Transit Connections" map generated at the beginning of the application process.*

**For Park-and-Ride and Transit Station Projects Only**

County, City, or Lead Agency

Zip Code where Majority of Work is Being Performed

(Approximate) Begin Construction Date

(Approximate) End Construction Date

Name of Park and Ride or Transit Station:

*e.g., 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:

(Intersection or Address)

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.*

From the Transpiration Policy Plan:

p. 59 - Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations. As a carbon neutral project, we are stewards of our transportation ecosystem.

p. 60 - Safety and Security

The regional transportation system is safe and secure for all users. With a self-imposed speed limit of 5 mph, and a practice of staying away from arterial roads, our program is safe.

p. 62 - Access to Destinations

People and businesses prosper by using a reliable, affordable, and efficient multimodal

transportation system that connects them to destinations throughout the region and

beyond. We will be offering safe, convenient transportation to destinations typically within 3 miles of destinations.

p. 64 - Competitive Economy

The regional transportation system supports the economic competitiveness, vitality, and

prosperity of the region and state. The bicycle is the 19th century invention that can solve many 21st century problems. It's inexpensive, slow (but fast enough), safe and sustainable. It's also fun and uplifting.

**Briefly list the goals, objectives, strategies, and associated pages:**

p.66 - Healthy Environment

The regional transportation system advances equity and contributes to communities?

livability and sustainability while protecting the natural, cultural, and developed

environments. Our program has zero emissions, will require no infrastructure maintenance save routine, effective winter cleaning.

Most of our clients live alone and are lonely and socially isolated. There are debilitating impacts of living alone which affect mental health and occur at a cellular level as well. By forging relationships between pilot and client, we are helping to end loneliness among our oldest neighbors.

*Limit 2,800 characters; approximately 400 words*

*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.*

Comprehensive plans for Minneapolis and Saint Paul call for a more sustainable transportation system. Using MM vans to accomplish short trips in the Twin Cities is a waste of resources when those trips can be replaced by carbon neutral CWA TC trishaws. As advocates for a more sustainable community, we will play our role.

**List the applicable documents and pages:**

Traditionally underserved members of our communities will be targeted for our program in North Minneapolis, Seward, and the east side of Saint Paul. Working with partners in each area, we will target lower income clients as well as people of color.

*Limit 2,800 characters, approximately 400 words*

*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 State Aid 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:*** \$500,000 to \$7,000,000

***Travel Demand Management (TDM):*** \$100,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.*

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

Date plan completed:

Link to plan:

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

**(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

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

*1. The project must provide a new or expanded transit facility or service.*

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

*2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.*

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

**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. Yes**

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. Yes**

**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**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$68,100.00
Contingencies	\$12,000.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00



Totals

\$80,100.00

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### 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.	\$215,970.00

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### Totals

Total Cost	\$296,070.00
Construction Cost Total	\$80,100.00
Transit Operating Cost Total	\$215,970.00

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

Response:

Our program can operate very efficiently on side streets, bike lanes and trails. We plan to use all of those resources even if it lengthens the trips to be safe. We want to continue to serve our clients during the entire year. This will be accomplished if side streets are maintained and kept safe and passable by the City, County and MNDOT.

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

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### Measure A: Average Weekday Users

Average Weekday Users 18

CWA TC trishaw carbon neutral rides will provide access to grocery markets, doctors clinics, hair dressers, libraries, workplaces, etc. The rides will have the following benefits.

The assumptions

Each trishaw can serve three clients per day. Each client will require three trips:

One trip to arrive to client location

One trip to their destination

One trip back home

The math:

**Response:**

6 trishaws x 9 trips (three clients) x 5 days x 52 weeks = 14,040 overall trips\*

The results:

Reduced MM Van rides

Reduced CO2 emissions

Reduction in social isolation (Passengers can converse with their pilots)

Ability to live car free

Reduction in wait time from MM rides

Wait time can be a burden. Currently MM Van rides require a window of time for pick-ups. If one adds the time waiting for pick-ups together, a trip to the

doctor can last all day.

(Limit 2,800 characters; approximately 400 words)

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

### Response:

During the course of this project, we will work actively with the three neighborhood organizations to identify and reach out to and provide services for low income residents, people of color and all ages, particularly the elderly as. Globally, Cycling Without Age has deep roots in the elderly community.

(Limit 2,800 characters; approximately 400 words)

*2. **Sub-measure: Equity Population Benefits and Impacts:** A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*

**Response:**

The transportation elements in our application are clear. What is less clear is the lasting impact our programs have had on our elderly clients. Loneliness is a growing problem among the elderly in facilities but also those confined to their homes without free and effective transportation to appointments and for shopping. The debilitating health effects are emotional as well as cellular. Loneliness and social isolation contribute to the worsening of conditions that affect our elderly neighbors. Heart disease, diabetes, and hypertension are all made worse by being lonely. We have seen in the ongoing COVID-19 pandemic that people of color and low-income families have been more greatly affected by the disease precisely because of these underlying problems exacerbated by loneliness and social isolation. In our prisons, when we want to punish inmates, we socially isolate them in solitary confinement. We should not be treating our elderly family members and neighbors in this way.

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

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.*

*Other*

**Response:**

None of the above impacts exist in our project as we intend to administer it in the 3 target neighborhoods.

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

**Select one:**

**3.Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

**Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):** Yes

**Project located in Area of Concentrated Poverty:** Yes

**Projects census tracts are above the regional average for population in poverty or population of color:**

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:** Yes

*(up to 40% of maximum score )*

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

**Upload Map** 1589469987905\_CWATC Short Trip Program SE Mpls Hub.pdf

### Measure B: Part 1: Housing Performance Score

City/Township	Population in each city/township	Score	City Population/Total Population	Housing Score Multiplied by Population percent
Minneapolis	428483.0	100.0	0.58	57.787
St. Paul	313010.0	100.0	0.42	42.213
				<b>100</b>

### Housing Performance Score

<b>Total Population</b>	741493.0
<b>Total Housing Score</b>	100.0

### Measure B: Housing Performance Score

### Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

**Response:**

By way of example, the uploaded maps show locations within a three-mile radius of grocery stores in North Minneapolis, the east side of Saint Paul, and the Seward neighborhood.

These example locations are suggestions for how the food access portion of our project will work. Once clients are picked up by the CWA TC trishaw, they can travel to any required destination for doctor appointments, hair dresser appointments, etc. A hallmark of our program is flexibility.

We will work with our partners: The Seward Neighborhood Organization, (Saint Paul) East Side Seniors, and the Urban Research and outreach-engagement center (UROC), to identify low income clients, people of color, and other socioeconomic groups that have been traditionally underserved.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

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

As our project will require travel mostly along bike routes, it will add nothing to congestion along the city streets and county roads.

All locations we intend to serve are fed by two or more arterials.

Response:

By erasing as many as 14,000 trips by MM Vans and internal combustion vehicles , we will significantly reduce congestions in some of the highest density neighborhoods in the Twin Cities.

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

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## Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	14040
Average Commute Trip Length (Default 12.1):	12.1
VMT Reduction	169884.0
CO Reduced	406022.76
NOx Reduced	27181.44
CO <sub>2e</sub> Reduced	6.22794744E7
PM <sub>2.5</sub> Reduced	849.42
VOCs Reduced	5096.52

As the CWA TC program will alleviate over 14000 trips, the neighborhoods we serve will see the reduction in trips, mostly by MM Vans bit also taxi, ride share, and rides by family members or friends.

Response:

All 14,040 tips in our program will demonstrate zero values for CO, NOx, CO@e, PM<sub>2.5</sub> and VOCs.

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

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## Measure A: Project Innovation

Up to now we have focused on the reduction of trips by internal combustion vehicles. There is more. Cycling Without Age can play a strong role in the reduction of loneliness and social isolation by helping to create new inter-generational relationships between pilots and passengers.

**Response:**

The bicycle is a 19th century invention that will solve many of our 21st century problems. As I write, in Europe, cities are moving to expand their bicycle networks in the wake of the COVID-19 crisis. As mass transit poses problems and difficulties for people to accomplish social distancing, the bicycle is becoming an important commuting tool that is safe, clean, and convenient. Until buses and trains allow effective separation, bikes can do so with current designs easily and cheaply. CWA TC is at the forefront of these developments by using the bike to move people and their goods in the city.

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

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## **Measure A: Organization's Experience and Resources**

**Response:**

Anthony Desnick, the CWA TC Executive Director was the Director of Development and New Projects at Nice Ride Minnesota, a CMAQ grant recipient, for several years. His work in the operation of bike fleets has proven to be invaluable to starting CWA TC programming. Additional staff required to operate the program effectively will be a volunteer coordinator and a maintenance person to move and fix the trishaws as necessary.

The volunteer coordinator will recruit and train volunteers. They will also connect pilots and program clients and ensure that the program runs smoothly.



(Limit 1,400 characters; approximately 200 words)

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## 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:

Yes

15 Points

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

0 Points

Response:

CWA TC has identified potential funding sources for the program to continue beyond the funded period. There will be a significant investment in equipment that will have many years of useable life. We intend to leverage that investment to continue and to grow our program.

(Limit 2,800 characters; approximately 400 words)

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$48,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$48,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments



Cycling Without Age Photo #2

1.4 MB





Cycling Without Age photo #1

2.3 MB

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
CMAQ TDM Project summary.pdf	Cycling Without Age Twin Cities Short Trips Program Summary	62 KB
CWA TC TDM Project Budget.pdf	Two year program budget	17 KB
CWATC Short Trip Program No. Mpls Hub Map.pdf	The hub is the Northside Food market. We anticipate rides originating in a three mile radius from the hub - n the case of grocery shopping assistance. Other rides will take place in three mile radii from the other destinations.	1.7 MB
CWATC Short Trip Program SE Mpls Hub.pdf	The hub is the Seward Coop food market. We anticipate rides originating in a three mile radius from the hub - n the case of grocery shopping assistance. Other rides will take place in three mile radii from the other destinations.	2.7 MB
CWATC Short Trip Program St Paul Hub.pdf	The hub is the Mississippi Market food coop. We anticipate rides originating in a three mile radius from the hub - n the case of grocery shopping assistance. Other rides will take place in three mile radii from the other destinations.	2.8 MB
North Side Market map.pdf	This map shows the distances of one, two and three miles from the Northside Food Market	2.9 MB

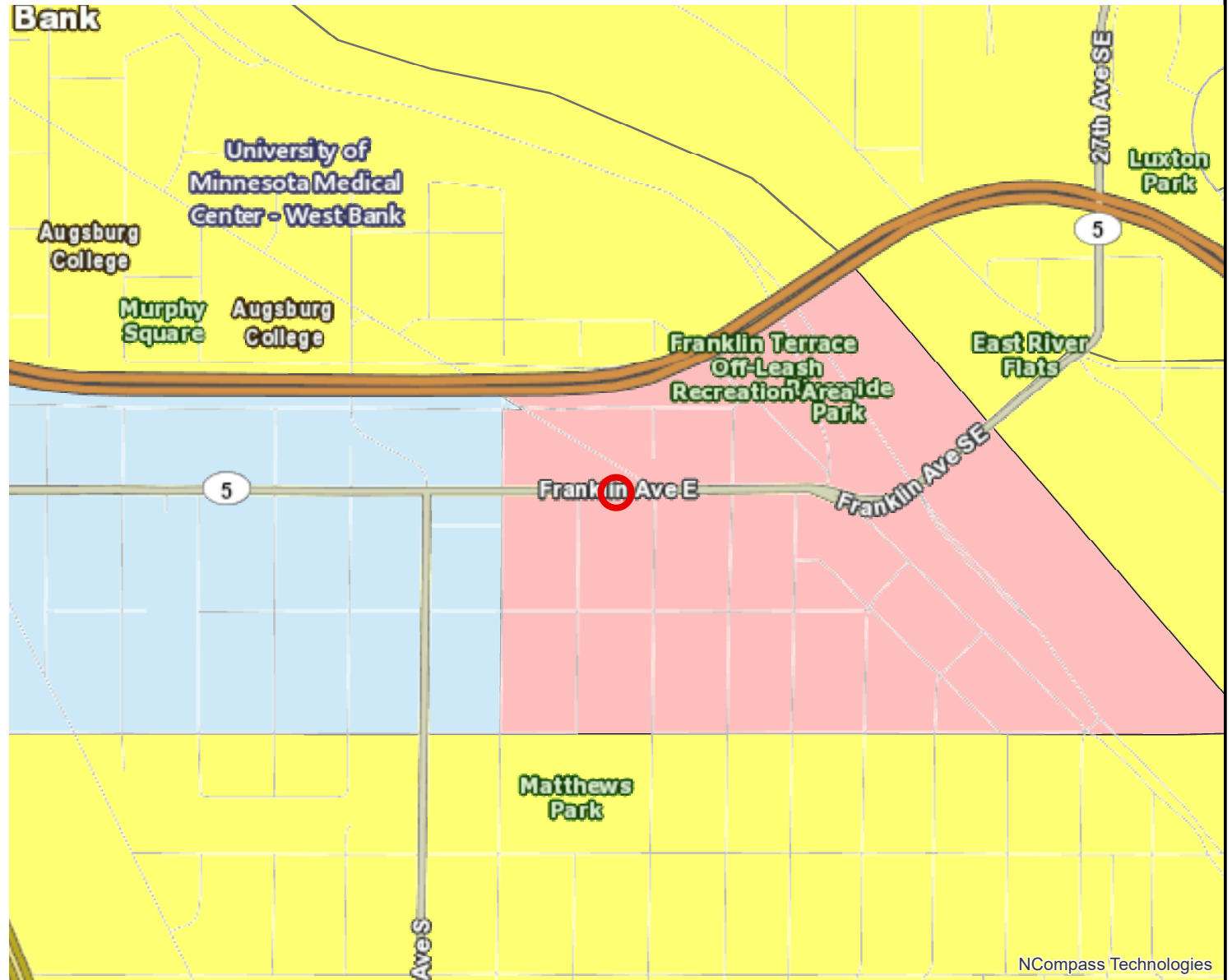
# Socio-Economic Conditions

Travel Demand Management Project: CWATC Short Trips - St Paul Hub | Map ID: 1589468895889

## Results

Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)

Tracts within half-mile:  
104800 104900 106200  
106400 107500 125600



Points



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 5/14/2020  
LandscapeRSA2



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15 May 2020

Regional Solicitation – Transit and TDM Projects  
13873-2020 Travel Demand Management (TDM)  
Application due 05/15/2020

The Cycling Without Age Twin Cities (CWA TC) project is designed to provide short – 3 miles or less – trips and grocery shopping assistance to residents of North Minneapolis, Seward neighborhood, and the east side of St. Paul.

We will work with our neighborhood partners (identified in the proposal) to serve low income residents, people of color, and the immigrant communities.

With the deployment of 6 trishaws (three wheeled rickshaws) we will provide rides that will replace Metro Mobility vans, rideshare, or rides by neighbors, friends, and family. The number of trips we expect to replace is 14,040 per year. Our programs are carbon neutral and zero emissions.

We expect project costs to be \$250,000 for our first year of operations. We anticipate a reduction in overall costs over year two and beyond by leveraging the initial capital costs of trishaws and trailers.

Regards, Anthony Desnick  
Executive Director, Cycling Without Age Twin Cities





Cycling Without Age Twin Cities TDM Budget

		Year #1 Program			Year #2 Program		
Capital expenses		Unit Cost	# of units	Total	Unit Cost	# of units	Total
	Item						
	Trishaws	\$9,850	6	\$59,100	\$9,850	0	\$0.00
	Trishaw trailers	\$1,500	6	\$9,000	\$1,500	0	\$0.00
	Trishaw accessories (lights etc)	\$175	6	\$1,050	\$175	0	\$0.00
	Sponsor recognition trishaw graphics	\$225	6	\$1,350	\$225	0	\$0.00
	Spare Parts	\$150	6	\$900	\$150	6	\$900.00
	Volunteer apparel	\$25	30	\$750	\$25	30	\$750.00
	Tire pump and tools	\$45	2	\$90	\$45	0	\$0.00
	Capital expense			\$72,240			\$1,650.00
Operations expense (annually)		Unit Cost	# of units	Total	Unit Cost	# of units	Total
	Item						
	Trishaw maintenance (labor per trishaw)	\$350	6	\$2,100	\$350	6	\$2,100
	General liability insurance	\$1,000	1	\$1,000	\$1,000	1	\$1,000
	Program Insurance	\$800	1	\$800	\$800	1	\$800
	Executive Director salary (pro-rated at 60%)	\$52,000	1	\$52,000	\$52,000	1	\$52,000
	Volunteer coordinator salary (pro-rated at 60%)	\$38,000	1	\$38,000	\$38,000	1	\$38,000
	Partner stipends	\$2,500	3	\$7,500	\$2,500	3	\$7,500
	Accounting	\$2,250	1	\$2,250	\$2,250	1	\$2,250
	Trishaw storage	\$480	3	\$1,440	\$480	3	\$1,440
	Contingency	\$6,000	1	\$6,000	\$6,000	1	\$6,000
	Operating total			\$111,090			\$111,090
	Yearly total			\$183,330			\$112,740
	Total program total - both years						\$296,070

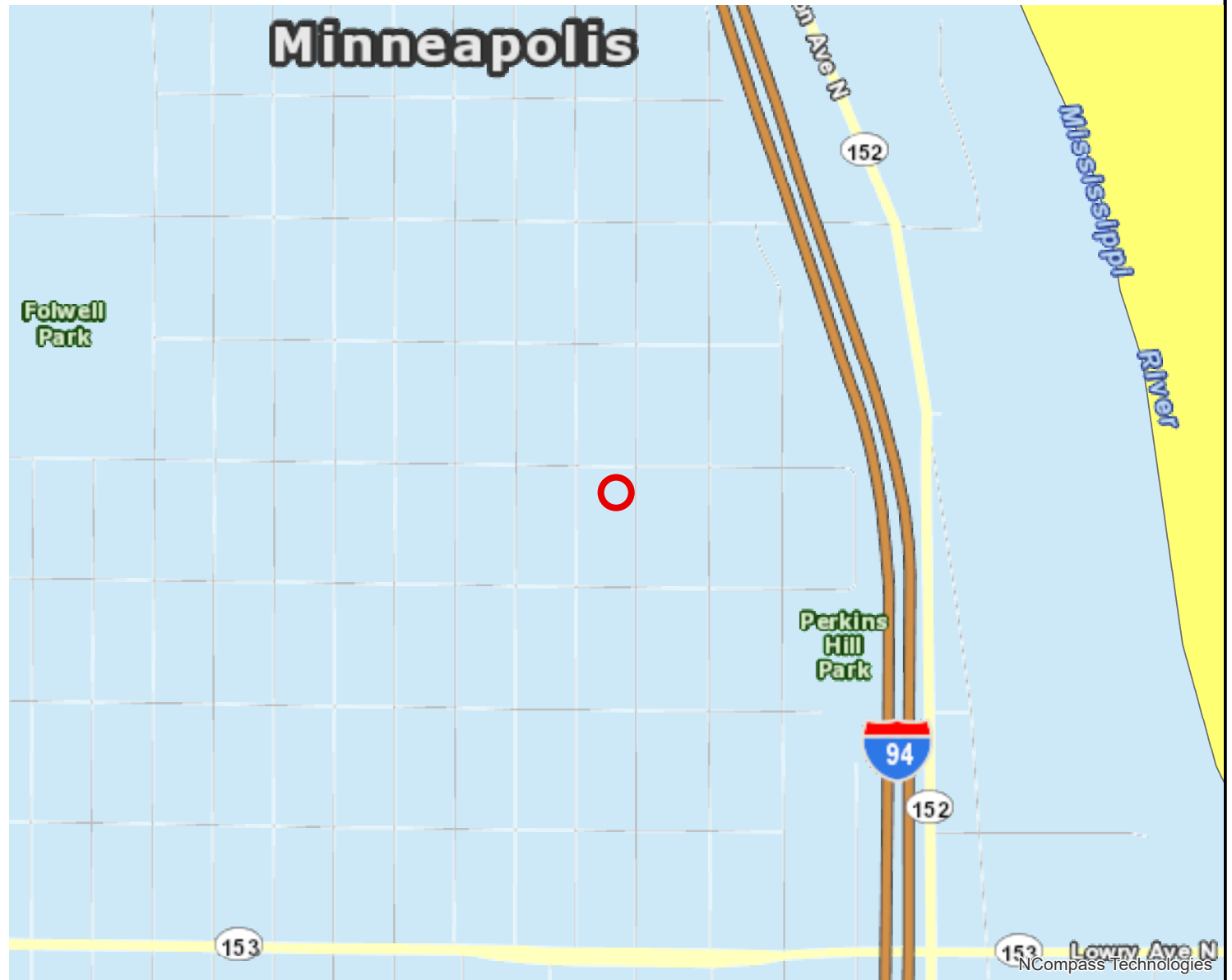
# Socio-Economic Conditions

Travel Demand Management Project: CWATC Short Trips - North Mpls Hub | Map ID: 1589468146182

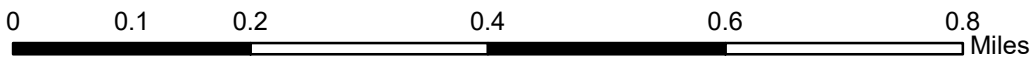
## Results

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

Tracts within half-mile:  
100400 100800 100900  
101600



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



Created: 5/14/2020  
LandscapeRSA2



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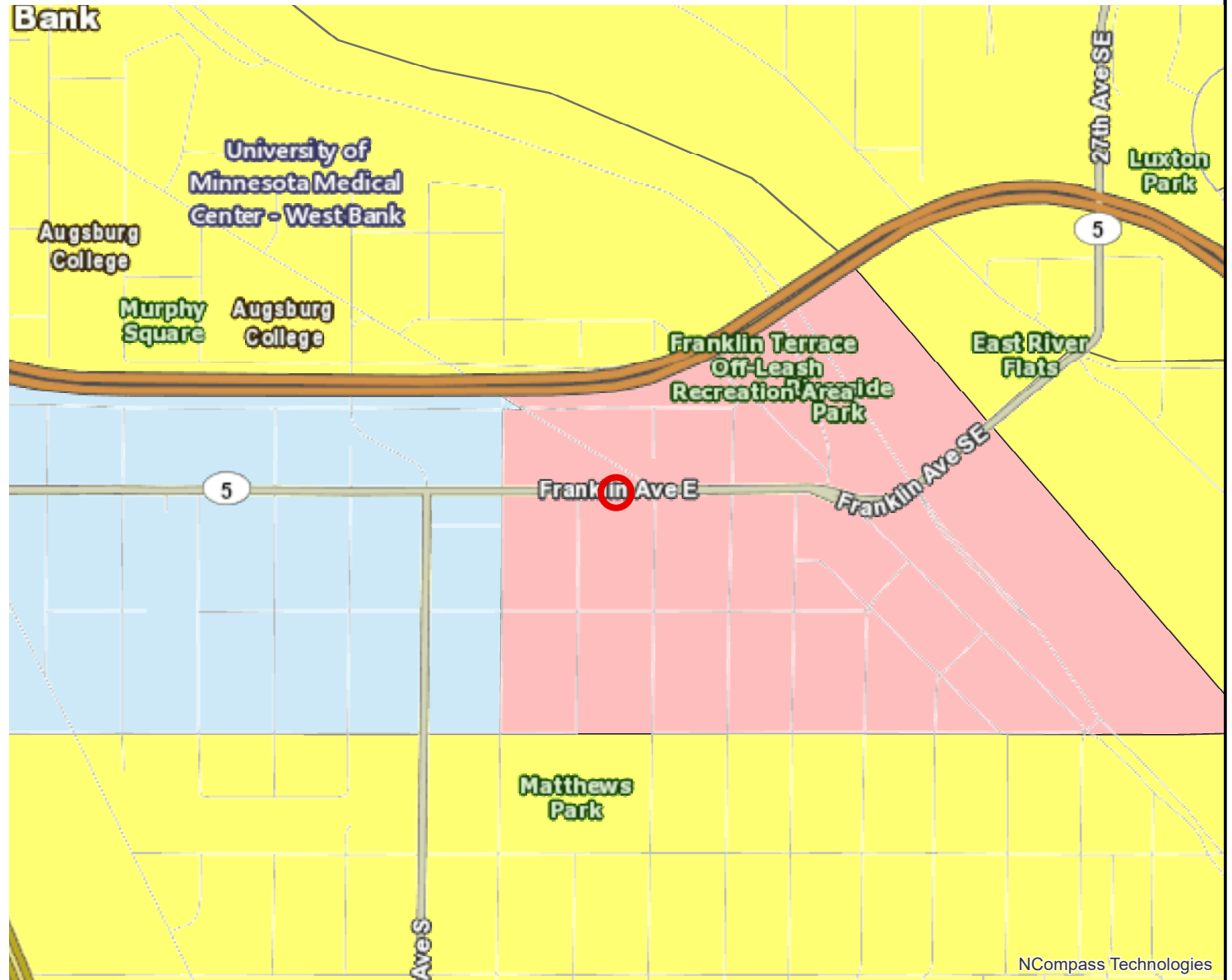


# Socio-Economic Conditions

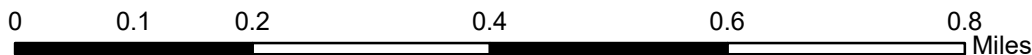
## Results

Project located IN  
Area of Concentrated Poverty:  
(0 to 24 Points)

Tracts within half-mile:  
104800 104900 106200  
106400 107500 125600



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



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NCompass Technologies

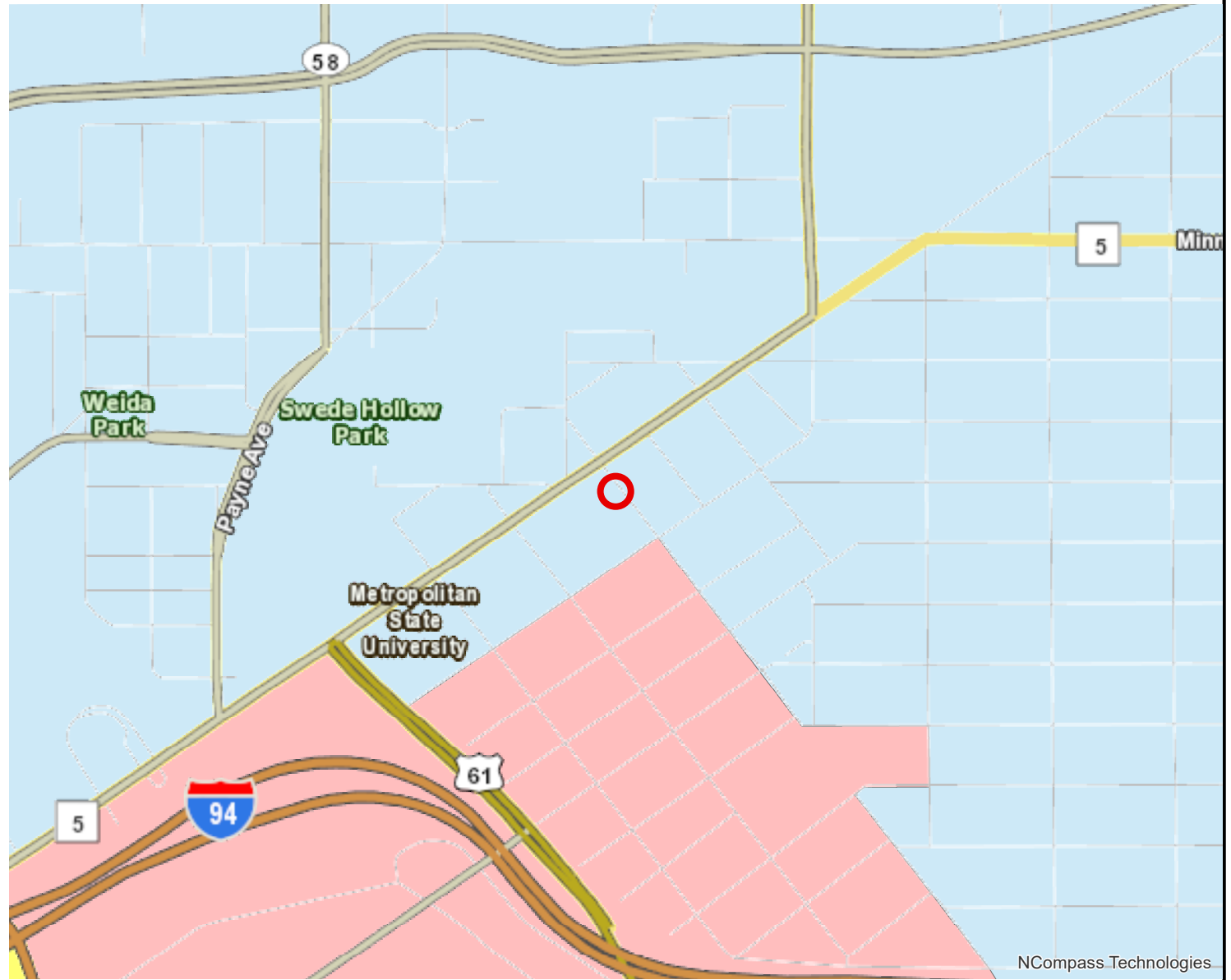
# Socio-Economic Conditions

Travel Demand Management Project: CWATC Short Trips - St Paul Hub | Map ID: 1589468773424

## Results

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

Tracts within half-mile:  
31500 31600 31701  
33000 33100 34400  
34500



Points



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty



Created: 5/14/2020  
LandscapeRSA2



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