



Application

13873 - 2020 Travel Demand Management (TDM)

14372 - Expanding Access to Bicycle Education and Support to Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs

Regional Solicitation - Transit and TDM Projects

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

Organization Information

Name: Bicycle Alliance of Minnesota

Jurisdictional Agency (if different):

Organization Type:

In-State not for profit

Organization Website:

bikemn.org

Address:

3745 Minnehaha Ave

*

Minneapolis

Minnesota

55406

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

651-387-2445

Ext.

Fax:

PeopleSoft Vendor Number

Project Information

Project Name

Expanding Adult Learn to Ride Bicycle classes and related programming from St. Paul and Minneapolis to inner suburbs with areas of concentrated poverty where 50% or more are people of color.

Primary County where the Project is Located

Dakota, Hennepin, Ramsey

Cities or Townships where the Project is Located:

Saint Paul, Minneapolis, and eleven inner suburbs

Jurisdictional Agency (If Different than the Applicant):

BikeMN is proposing to increase bicycle ridership and utilization with the goal of reducing congestion and improving air quality as a result of reducing vehicle miles traveled (VMT). Two key barriers to incorporating bicycle use into their lives are lack of access to bicycle education and knowledge, and cost barriers to owning and maintaining a bicycle and required accessories (such as reliable lights and locks). BikeMN will build on the Bicycle Access & Safety Education program that Cycles 4 Change previously developed, and bring it beyond the Minneapolis and Saint Paul neighborhoods it had previously been offered to communities within inner-ring suburbs where populations are experiencing inequity. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation option that will include:

- (a) Learn-To-Ride instruction for adults who have not yet learned to ride
- (b) Bike Basics education classes to teach best practices and effective cycling technique to community members
- (c) open shop opportunities and mobile bike repair service to support bike maintenance
- (d) organize and lead group ride opportunities within the community that will highlight important routes and destinations, and
- (e) distribution of 400 bicycles with helmets/locks/lights which participants can earn through completion of aforementioned activities.

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

BikeMN will conduct outreach with partner organizations that currently serve the specific communities we have identified within this proposal, to coordinate and promote this program. We will also recruit, hire, and train trainers and assistants from the selected communities to provide some of the instruction and support to

participants.

In addition to the ACP50 neighborhoods in St. Paul and Minneapolis, BikeMN will work with city staff and leaders, community education, community organizations, and other partners in Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Hopkins, Maplewood, New Hope, Richfield, South St. Paul, St. Louis Park, and West St. Paul. We plan to hold at least one Learn-to-Ride or Bike Basics class in each of these communities in the two year period with a total estimated reach with all programming of 1,400 participants. BikeMN has worked with the schools in all of these communities and with all of the cities that have achieved a national Bicycle Friendly Community ranking.

(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.](#)

N/A

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

\$350,488.00

Match Amount

\$147,600.00

Minimum of 20% of project total

Project Total

\$498,088.00

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

Match Percentage

29.63%

Minimum of 20%

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

Source of Match Funds

Bicycle Alliance of MN general operating support including a portion of a \$100,000 annual grant from McKnight Fdn., St. Paul Classic Bike Tour proceeds, donations, Prof. Data Analysts in-kind labor

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: 2021

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: Eastern Hennepin, southern Ramsey, and northern Dakota counties

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.

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

The Bicycle Alliance of Minnesota (BikeMN) thinks bicycling should be easy, safe, and fun and shares many of the same goals as the Metropolitan Council with regard to bicycling. We realize that bicycling is not the only solution to the region's many challenges related to congestion, greenhouse gas emissions, livability, sustainability, and public and individual health. But our work does highlight that, with a relatively modest investment, bicycling can be a bigger, innovative, equitable, affordable, healthy, and green part of the solutions. BikeMN believes that bicycle education for both adults and children is the most cost-effective investment in bicycling because it teaches people how to use the region's existing infrastructure safely, promotes community cohesion and connectivity for people of all ages and abilities, and is affordable for low-income populations. BikeMN has spent more than a decade developing its education programming and has built a state and region wide network of trained instructors. Walk! Bike! Fun!, BikeMN's elementary school safety curriculum is being used by every school district included in this proposal and is now reaching more than 80,000 children statewide. Finally, there is little doubt that bicycling will play a bigger role in the post-novel-coronavirus-pandemic 'new normal' and that bicycling's role in preventing diseases related to physical inactivity and air pollution like diabetes, heart disease, and asthma has become more important than ever.

Specifically, this proposal is consistent with the 2040 Transportation Policy Plan 2018 Update/Overview in the following areas:

Page. 10 - PRINCIPLES

Support more opportunities for other travel modes; provide tools needed to implement them

Page 19: STRATEGIES

Promote alternatives to driving alone such as bicycling

Page 46: GOAL: ACCESS TO DESTINATIONS - Objectives:

Increase the number and share of trips taken using... bicycling.

Improve the availability and quality of multimodal travel options for people of all ages and abilities... particularly for historically underrepresented populations.

Page 50 GOAL: HEALTHY AND EQUITABLE COMMUNITIES - Objectives:

Reduce transportation-related air emissions.

Increase the availability and attractiveness of... bicycling... to encourage healthy communities.

The TPP and the Regional Bicycle System Study do not specifically talk about learn-to-ride and other bike safety classes but, as noted, BikeMN and many others think education is a priority. This adult learn-to-ride proposal that targets ACP50 populations will increase multimodal options and provide tools needed to increase the availability, attractiveness, and safety of bicycling while advancing equity goals in the urban core and inner suburbs.

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.

The number of places that the local plans in the proposed target cities and counties talk about goals and strategies to increase bicycling are too numerous to list here. Although only some specifically mention education, and none mention the specific activities proposed in this application, all talk extensively about equity. Examples include:

The 2040 Hennepin County Bicycle Transportation Plan Strategies and Actions include, among many other things including equity, the most education strategies: Strategy 3.2 Educate the public about bicycling as a sustainable mode of transportation that saves money, promotes healthy lifestyles, and reduces greenhouse gases and other pollution emitted into the air; Strategy 3.3 Support efforts to make bicycling a more attractive option for those populations underrepresented on bicycles; 5.7.b Work with partners for funding education and encouragement programs.

List the applicable documents and pages:

The Minneapolis Bicycle Master Plan, Section 6.3, sets a goal to increase safety through education.

The Minneapolis and St. Paul climate action plans include goals and strategies related to increased bicycling with Minneapolis setting a bicycle mode share goal of 15% by 2025.

The Ramsey Countywide Pedestrian and Bicycle Plan says on Page ii that it encourages healthy lifestyles by bringing people and resources together to build active, bikeable and walkable communities that make it safe and easy for everyone of all ages and abilities to be physically active in their daily routine.

The St. Paul Bicycle Plan sets a goal to increase the bicycle mode share from 2% in 2000 to 5% in 2025. Section 2.3 states that as the costs of owning and maintaining a car rise, bicycling positions itself as a comparatively affordable transportation option while maintaining the independence and trip choice often associated with car ownership.

Every local comprehensive plan we reviewed also included equity and increased bicycling related goals and strategies. A few stood out:

The Richfield 2018 Comprehensive Plan embraces a new vision for a multimodal network bringing the pedestrian, bicycle, and transit elements to the front of the Transportation Chapter. Their commitment to providing pedestrian and bicycle facilities is demonstrated through the "Sweet Streets" initiative led by the Public Works Department. It focuses on the development and implementation of policies and plans that support bicycle and pedestrian improvements.

The Maplewood 2040 comprehensive plan says the city strives to provide safe and efficient biking and walking routes for non-vehicular transportation, exercise, recreation and commuting for users of all ages and abilities. The walking and biking-specific policies include: Encourage mode shift to non-motorized transportation and transit.

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

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.

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.

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	\$498,088.00
Totals	\$498,088.00

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	\$498,088.00
Construction Cost Total	\$498,088.00
Transit Operating Cost Total	\$0.00

Measure A: Project's Use of Existing Infrastructure

Response:

This project seeks to educate people to use the existing street, bike lane, bikeway, and trail infrastructure in their communities, adjacent communities, and perhaps the entire Metro Area safely. This education program and related community rides will focus on using existing infrastructure in the communities where the participants live so they have the skills to travel from their residences to frequent destinations like work and shopping.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users

700

Over the duration of the two year program, we estimate that we will directly serve 1400 participants through program offerings in Learn To Ride instruction, Bike Basics classes, community rides, and bike maintenance events. It is likely that at least some and perhaps a majority of people served will participate in more than one of the opportunities available, so the actual number of unique individuals reached would be less than this, perhaps around 800 people but certainly not less than the 400 people who will receive a bicycle and equipment upon completion of the program. As part of the program, participants will be encouraged and supported to make at least 3 trips each week that would have been completed with a motor vehicle by using a bicycle. If 800 people are successful in this goal, that will result in at least 4800 one-way trips per week, or nearly 700 trips per day. Using an estimate of 5 miles that is a VMT reduction of 3,500 miles per day. Our proposal also includes an evaluation plan from Professional Data Analytics that will support our ability to measure, track and report on the efficacy of this program.

Response:

(Limit 2,800 characters; approximately 400 words)

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:

BikeMN has designed this project using the Metropolitan Council's ACP 50 maps as priority locations for the program as our primary guides. BikeMN heavily relies on equity data (including free and reduced lunch, access to exercise, and physical inactivity) in doing work for the priority criteria for selection of the Walk! Bike! Fun! K-8 bicycle and pedestrian education program. In the last year, we have layered on more complex data in working with MnDOT's office of Traffic Engineering Space Tool modeling, which sorts areas of the state into more than 500k unique geographic hexagons. Months of work went into our final model, and we are happy that we can overlay this critical equity data on the proposed project. By using these objective measures along with our eight years of relationships working with schools and other youth intersecting organizations, we will be able to make an even bigger impact with this project by offering programming that gets multiple generations involved in behavior change.

Additional organizations BikeMN has partnered with in these areas include the Saint Paul Public Housing Agency, Pillsbury United Communities and Full Cycle bike shop, Hmong American Partnership, East African Community Organization of the USA, Hamline Midway Coalition, Twin Cities Adaptive Cycling, and AARP Minnesota.

(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.

BikeMN has found that education is one of the most effective ways to get more people to bicycle more often and to feel confident using existing infrastructure. The MnDOT/ U of M Health Benefits of Bicycling study reports that bicycling just two miles 3 times a week prevents 12 to 61 deaths per year, saving \$100 million to \$500 million. Bicycle commuting three times per week is also linked to 46% lower odds of metabolic syndrome, 32% lower odds of obesity, and 28% lower odds of hypertension, all of which lower medical costs. The study provides strong support for the positive effects of bicycling and provides direct evidence that supports the efforts of promoting bicycling-related industry, infrastructure, events, and activities.

Response:

This general statewide data becomes even more applicable as we have studied how low income, persons of color, English as not primary language, American Indian, and youth populations are disproportionately affected. We are hoping to use further engagement, education, and support to increase safety through: reducing the number of non-motorists killed or seriously injured in crashes, increasing the percentage of participants who feel safe going to and from school/ through the neighborhood, and increasing the percentage of participants who are able to get at least one hour of physical activity 5-7 days/ week. Finally, the Institute for Transportation and Development Policy cites that the lowest earning 20% in the U.S. spend about 29% of their income on transportation. This indicates an opportunity to continue efforts to engage low-income communities in bicycle transportation.

(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:

This program would not have any negative effects because it is totally optional, there are not costs to participants, and it does not propose any infrastructure modifications.

(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:

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:

(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

1589569637082_LTR Socio-Economic Conditions Map.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	104412.0	100.0	0.3	29.656
St. Paul	48101.0	100.0	0.14	13.662
Bloomington	12825.0	97.0	0.04	3.533
Brooklyn Center	22891.0	100.0	0.07	6.502
Brooklyn Park	26479.0	100.0	0.08	7.521
Columbia Heights	20503.0	79.0	0.06	4.601
Hopkins	12664.0	100.0	0.04	3.597
Maplewood	11684.0	88.0	0.03	2.92
New Hope	12110.0	95.0	0.03	3.268
Richfield	15379.0	100.0	0.04	4.368
St. Louis Park	29815.0	97.0	0.08	8.214
South St. Paul	17948.0	100.0	0.05	5.098
West St. Paul	17263.0	100.0	0.05	4.903
				98

Housing Performance Score

Total Population	352074.0
Total Housing Score	97.84

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:

This project will not make any physical improvements that will access affordable housing developments. It will, however, teach the skills needed for many residents of affordable housing developments to learn to ride bicycles and then to safely and confidently navigate to and from destinations their community by bicycle.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589572378403_LTR Regional Economy Map.pdf

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

Response:

This project will help to relieve congestion and SOV trips on the busiest roadways in both St. Paul and Minneapolis and the inner-ring suburbs. Over the duration of the two year program, we estimate that we will directly serve 1400 participants through program offerings in Learn To Ride instruction, Bike Basics classes, community rides, and bike maintenance events. It is likely that at least some and perhaps a majority of people served will participate in more than one of the opportunities available, so the actual number of unique individuals reached would be less than this, perhaps around 800 people but certainly not less than the 400 people who will receive a bicycle and equipment upon completion of the program. As part of the program, participants will be encouraged and supported to make at least 3 trips each week that would have been completed with a motor vehicle by using a bicycle. If 800 people are successful in this goal, that will result in at least 4800 one-way trips per week, or nearly 700 trips per day. Using an estimate of 5 miles that is a VMT reduction of 3,500 miles per day. Our proposal also includes an evaluation plan from Professional Data Analytics that will support our ability to measure, track and report on the efficacy of this program.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	700
Average Commute Trip Length (Default 12.1):	5.0
VMT Reduction	3500.0
CO Reduced	8365.0
NOx Reduced	560.0

CO2e Reduced	1283100.0
PM2.5 Reduced	17.5
VOCs Reduced	105.0

Response:

Over the duration of the two year program, we estimate that we will directly serve 1400 participants through program offerings in Learn To Ride instruction, Bike Basics classes, community rides, and bike maintenance events. It is likely that at least some and perhaps a majority of people served will participate in more than one of the opportunities available, so the actual number of unique individuals reached would be less than this, perhaps around 800 people but certainly not less than the 400 people who will receive a bicycle and equipment upon completion of the program. As part of the program, participants will be encouraged and supported to make at least 3 trips each week that would have been completed with a motor vehicle by using a bicycle. If 800 people are successful in this goal, that will result in at least 4800 one-way trips per week, or nearly 700 trips per day. Using an estimate of 5 miles that is a VMT reduction of 3,500 miles per day. Our proposal also includes an evaluation plan from Professional Data Analytics that will support our ability to measure, track and report on the efficacy of this program.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

The Bicycle Alliance of Minnesota (BikeMN) has spent the last decade working with communities, public health agencies, schools, and other partners throughout the Metro Area on education and other programming as well as advocating for infrastructure improvements. When BikeMN signed the subcontract to continue the Cycles for Change Learn to Ride program when they ceased operations in 2019 we did so with these relationships in mind and the intent to expand the program to suburbs with the areas of concentrated poverty, low-income communities, and communities of color that are so often left out of these types of initiatives.

Response:

We worked directly with the cities of Minneapolis, St. Paul, Richfield, St. Louis Park, and Hopkins to help them successfully apply for their Bicycle Friendly Community rankings and have also worked directly with Maplewood and Bloomington toward that goal. We have also trained hundreds of teachers to use the BikeMN Walk! Bike! Fun! elementary school safety curriculum in most Metro school districts. That includes the additional possible locations for this proposal - Columbia Heights, Brooklyn Center, Brooklyn Park, New Hope, South St. Paul and West St. Paul. For more than a decade BikeMN has been teaching both adults and children how to use existing transportation infrastructure safely. We know that bicycling is not the only solution to traffic congestion, reduced greenhouse gas emissions and the public health crisis linked to the diseases related to physical inactivity and air pollution. But, we strongly believe that bicycle education and encouragement programs, along with infrastructure investment, can be very cost effective. The link between the diseases related to physical inactivity and air pollution and underserved populations and to the risk of severe complications related to COVID-19 have only amplified this programming

need.

Low-income communities and communities of color bear the stresses of high costs of car ownership. The Institute for Transportation and Development Policy cites that the lowest earning 20% in the U.S. spend about 29% of their income on transportation. This indicates an opportunity to continue efforts to engage low-income communities in bicycle transportation. In addition, 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.

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

BikeMN has demonstrated a history of providing high-quality bicycle education to people of all ages and backgrounds across the state, both via direct-service and through train-the-trainer model, including development and implementation of the statewide Walk! Bike! Fun! k-8 pedestrian and bicycle safety education program that annually reaches approximately 80,000 kids per year. We are committed to producing equitable outcomes, and have worked consistently to understand barriers to participation, providing service to underserved populations in ways that recognize their individual needs.

Response:

BikeMN has operated for 12 years with an annual budget of \$1 million for the past several years. This budget typically includes \$300,000 of unrestricted funds from a mix of individual supporters, event proceeds, and grants. BikeMN has a bike fleet program for bicycle education that includes 4 classroom sets (160) of bikes and adaptive bikes in trailers, plus a Sprinter van and mobile service equipment for use providing bike repair education where it is needed. BikeMN has a history of community engagement with a wide variety of organizations across the state including partnerships with AARP, schools, community ed, St. Paul Public Housing Agency, Hmong American Partnership, Pillsbury United Communities and others working with people experiencing inequities.

(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:

Yes

15 Points

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

0 Points

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(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$498,088.00
Enter Amount of the Noise Walls:	\$0.00

Total Project Cost subtract the amount of the noise walls:	\$498,088.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

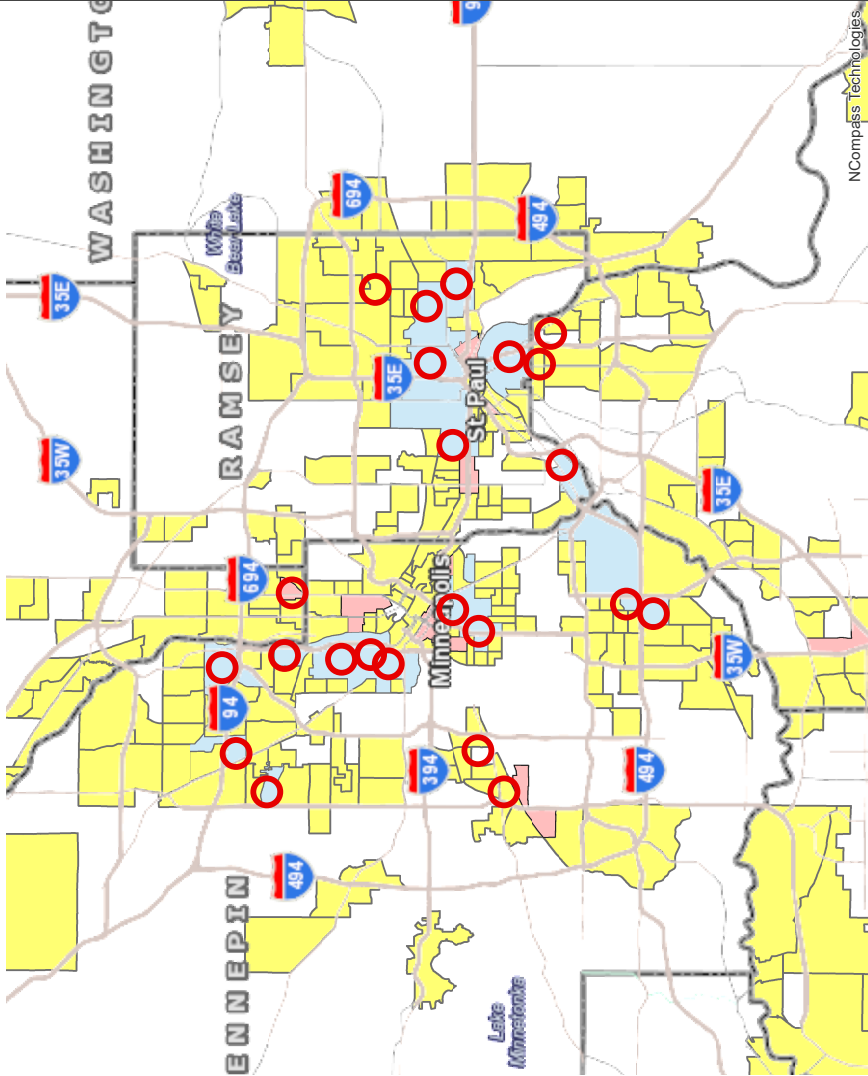
File Name	Description	File Size
BikeMN LTR Summary one-pager.pdf	Summary one-pager	64 KB
BikeMN METC 2020 Grant Final Budget.pdf	Project Budget	70 KB

101 102 001
2200 3300 5901

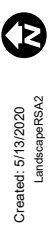
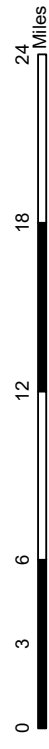
Socio-Economic Conditions

8200 8300 8400
9500 20200 20500
20700 20801 21501
21502 21503 22301
22302 22400 22700
23000 23200 23400
24801 24802 24902
24903 25201 25401
26508 26807 26809
26818 30601 30704
30900 31000 31100
31200 31400 31500
31600 31701 31702
31801 31802 32300
32400 32500 33000
33100 33400 33500
34602 34701 34702
36100 36600 36700
37100 37200 37500
37602 42302 42402
42700 51302 51305
51400 51501 51502
60101 60102 60104
60105 60201 60202
60604 100800 100900
101600 102100 102300
102800 102900 103400
106000 107000 109300
109400 122500 122600
125700 125800 125900
126000 126200 980000

Travel Demand Management Project: Learn to Ride Bicycle in Areas of Concentrated Poverty | Map ID: 1589398676528



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

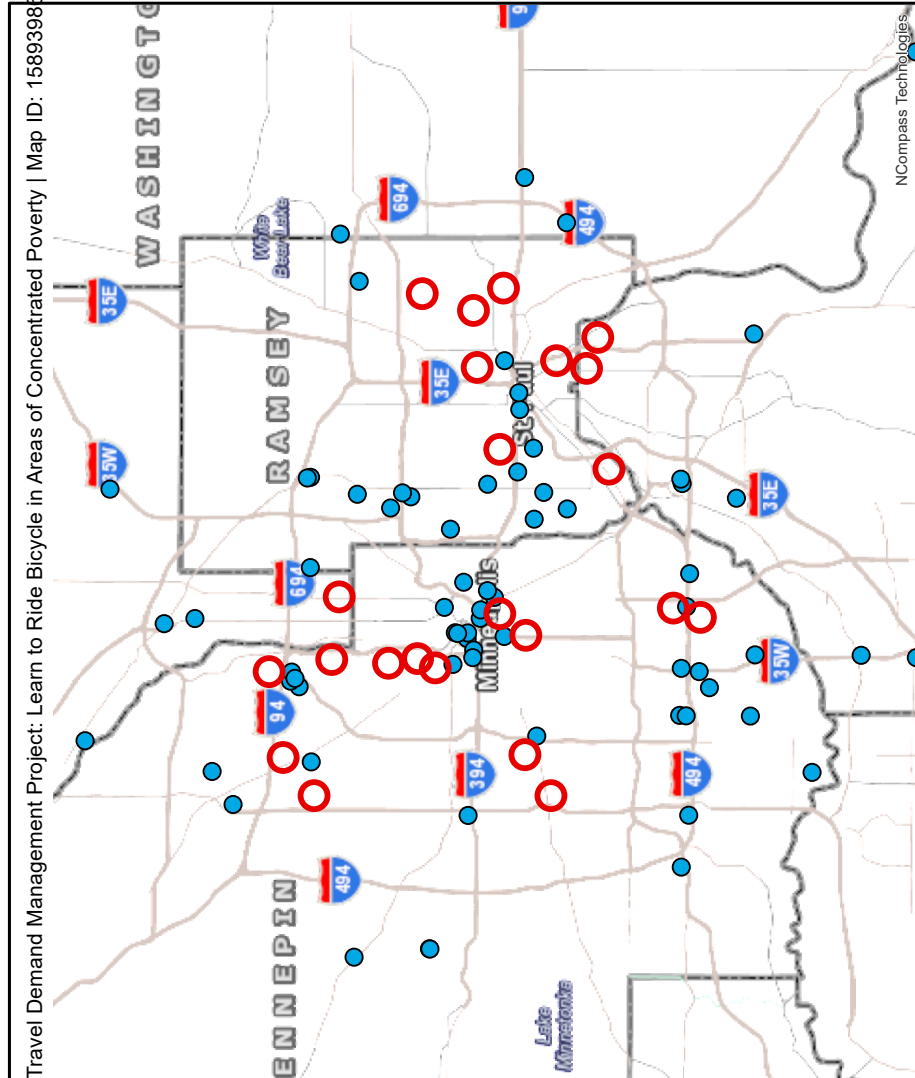


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For complete disclaimer of accuracy, please visit
<http://gisweb.mnrc.state.mn.us/gisdata/tdm/ra.aspx>



NCompass Technologies

Region	Population	Employment	Mfg and Dist Employment
Regional Economy	12664	2399	2405
Hopkins	581	425	66
Lilydale	4171	2307	106
Maple Grove	13154	4940	498
Mendota Heights	2830	425	14
Minneapolis	176742	110725	11199
Mnetonka	802	12	3
New Hope	12110	7392	2243
North St. Paul	2470	1706	53
Plymouth	5187	5219	2124
Richfield	2931	2931	6
South St. Paul	8480	1993	1993



Created: 5/13/2020
 LandscapeRSAS
 For complete disclaimer of accuracy, please visit
<http://giswebdata.metrostate.edu/gisdata/infocenter.aspx>
 METROPOLITAN
 STATE UNIVERSITY
 NCompass Technologies



Bicycle Alliance of Minnesota
3745 Minnehaha Avenue
Minneapolis, MN 55406

BICYCLE ALLIANCE OF MINNESOTA

Project Title: Expanding Access to Bicycle Education and Support to Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs

Organization: Bicycle Alliance of Minnesota (BikeMN)

Primary Contact: Dorian Grilley, Executive Director, dorian@bikemn.org, 651-387-2445

BikeMN is proposing to increase bicycle ridership and utilization with the goal of reducing congestion and improving air quality as a result of reducing vehicle miles traveled (VMT). We estimate that upon completion we will be replacing 700 five mile trips a day with bicycling. Two key barriers to incorporating bicycle use into many of our new immigrants are lack of access to bicycle education, including learning to ride and the basic skills and knowledge to safely navigate our existing infrastructure, and cost barriers to owning and maintaining a bicycle and required accessories (such as reliable lights and locks). BikeMN will build on the Bicycle Access & Safety Education program that Cycles 4 Change previously developed, and bring it beyond the Minneapolis and Saint Paul neighborhoods it had previously been offered to communities within inner-ring suburbs where populations are experiencing inequity. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation option that will include:

- (a) Learn-To-Ride instruction for adults who have not yet learned to ride
- (b) Bike Basics education classes to teach best practices and effective cycling technique to community members
- (c) open shop opportunities and mobile bike repair service to support bike maintenance
- (d) organize and lead group ride opportunities within the community that will highlight important routes and destinations, and
- (e) distribution of 400 bicycles with helmets/locks/lights which participants can “earn” through completion of aforementioned activities.

BikeMN will conduct outreach with partner organizations that currently serve the specific communities we have identified within this proposal, to coordinate and promote this program. We will also recruit, hire, and train trainers and assistants from the selected communities to provide some of the instruction and support to participants, therefore partially sustaining the program through local participation.

In addition to the ACP50 neighborhoods in St. Paul and Minneapolis, BikeMN will work with city staff and leaders, community education, community organizations, and other partners in Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Hopkins, Maplewood, New Hope, Richfield, South St. Paul, St. Louis Park, and West St. Paul. We plan to hold at least one Learn-to-Ride or Bike Basics class in each of these communities in the two year period with a total estimated reach with all programming of 1,400 participants. BikeMN has worked with the schools in all of these communities and with all of the eight cities in the Metro Area that have achieved a national Bicycle Friendly Community ranking.

Bicycling and walking should be easy, safe, and fun for everyone.

www.BikeMN.org •  

Direct Labor Costs	Role	Total Hours annually	Over 2 years	Rate*	Total cost
Education Coordinator (.35)	The Education Coordinator would lead the project in all areas including engagement, class planning and preparation, bike recipient coordination, and mechanical support.	728	1456	\$ 61.00	\$ 88,816.00
Program Assistant (.2)	The Program Assistant would coordinate logistics for all activities and assist with volunteer coordination.	416	832	\$ 56.00	\$ 46,592.00
Program Associate (Proposed, .5 6months/ yr)	The Program Associate would be the lead instructor for most classes and activities as well as coordinate volunteers.	520	1040	\$ 40.00	\$ 41,600.00
Deputy Director (.05)	The Deputy Director would support program development, community outreach, and strategic planning for the project.	104	208	\$ 86.00	\$ 17,888.00
Executive Director (.03)	The Executive Director would support program development, community outreach, and strategic planning for the project.	80	160	\$ 89.00	\$ 14,240.00
Communications Manager	The Communications Manager would prepare communications and print materials for the project.	48	96	\$ 62.00	\$ 5,952.00
Hours Total		1896	3792		
Local Match Funds					\$ 21,600.00
CMAQ Requested Funds					\$ 193,488.00
Direct Labor Costs Total					\$ 215,088.00

Direct Expense Costs	Description	Rate	Quantity (2 year total)	Local Match amount	Total
Used bike vouchers	Used Bike Vouchers will be provided to redeem for a used bike that BikeMN will receive through donation, service, and deliver. Estimated 100 annually.	200	200	\$ 40,000.00	\$ 40,000.00
New Bike vouchers	New Bike Vouchers will be provided to redeem for a new bike that BikeMN will purchase, assemble, and deliver. Estimated 100 annually.	450	200	\$ 30,000.00	\$ 90,000.00
Instructor Stipends	Nationally certified League Cycling Instructors as well as BikeMN trained community instructors will be given stipends for teaching and/or assisting with proposed classes, rides, and repair events. Estimated 110 annually with 1-2 per activity, depending on activity sizes.	50	220		\$ 11,000.00
Space rental	Some activity space use, anticipated at ~30 annually.	200	60		\$ 12,000.00
Community partner org stipends	Partner Community organizations that invest in the project may be compensated for their time.	500	12		\$ 6,000.00
60 minute bike rentals	BikeMN will provide rental of its mobile fleets of bicycles for use with learn to ride classes.	700	40	\$ 28,000.00	\$ 28,000.00

Food for events	Knowing that low income households will participate, BikeMN hopes to provide some snacks and meals as incentive and in thanks for the personal time investment.		100	110		\$ 11,000.00
Printed materials, program supplies	Print materials for partner organizations, participants; supplies needed for class	na	na			\$ 5,000.00
Translation services	BikeMN anticipates non-English speaking participants and will use its accredited and DBE certified provider for print and verbal services as needed.	na	na			\$ 10,000.00
Locks & Helmets	200 Helmets and secure U-Locks for each participant annually.		50	400	\$ 10,000.00	\$ 20,000.00
Lights	200 High quality light sets for front and rear, rechargeable, tool-less installation, annually.		25	400	\$ 10,000.00	\$ 10,000.00
Program Evaluation	PDA will develop and refine a comprehensive evaluation plan that includes both process and outcome evaluation to assess the program approach and effectiveness	na	na		\$ 8,000.00	\$ 40,000.00
Local Match Funds						\$ 126,000.00
CMAQ Requested Funds**						\$ 157,000.00
Direct Expense Cost Total						\$ 283,000.00
Total Local Match						\$ 147,600.00
Total CMAQ Requested						\$ 350,488.00
Project Grand Total						\$ 498,088.00

*Rate is MnDOT audited, federal contract approved, and includes 160% overhead rate and 10% profit. FHR Cost Detail materials available upon request

** Source of local match funds: Bicycle Alliance of MN general operating support including a portion of a \$100,000 annual grant from the McKnight Foundation, proceeds from Saint Paul Classic Bike Tour, individual donations, and in-kind labor from evaluator, Professional Data Analysts.