



Application

17064 - 2022 Travel Demand Management (TDM)

17506 - 15 Minute Cities of Saint Paul

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

04/14/2022 3:57 PM

Primary Contact

Name:*

She/her/her Elissa Y. Schufman
Pronouns First Name Middle Name Last Name

Title:

Donor Relations & Funder Relations Manager

Department:

Email:

elissas@movemn.org

Address:

2446 University Avenue West
Suite 170

*

Saint Paul Minnesota 55114
City State/Province Postal Code/Zip

Phone:*

651-789-1415
Phone Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

Organization Information

Name:

MOVE MINNESOTA

Jurisdictional Agency (if different):

TRANSIT FOR LIVABLE COMMUNITIES

Organization Type:	In-State not for profit		
Organization Website:			
Address:	2446 University AVE W		
	SUITE 170		
	ST PAUL	Minnesota	55114
	City	State/Province	Postal Code/Zip
County:	Ramsey		
Phone:*	651-767-0298		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000091048A1		

Project Information

Project Name	15 Minute Cities of Saint Paul
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	Saint Paul
Jurisdictional Agency (If Different than the Applicant):	

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

In 2021, 57 pedestrians died in MN. In St Paul 8 people were killed. Our communities' dangerous streets are creating hurdles to increasing walking rates around the state and cities, and also to the use of transportation modes that depend on walkable connections, like transit. Yet in Saint Paul, many communities are evolving in ways that can and should increase their walkability: new transit lines are being built and significant and walkable developments are underway. To support communities in fully embracing the potential of this evolution, Move Minnesota will work with four communities to build support and knowledge around turning St. Paul neighborhoods into 15 Minute Cities. These are communities that provide access to living, working, commerce, healthcare, education and entertainment by way of a 15 minute walk or bike ride.

The 15-Minute City concept is born out of necessity: a need for resilience from pandemics, a need to increase health outcomes for residents by way of active transportation, a need to reduce the negative externalities that automobile dependence brings into our society, and a need to reduce the inequities in time that our residents spend on transportation. We will work with these residents and community groups to empower them to better understand what is in their 15 minute city through community conversations and walking audits. Groups and individuals will learn about the 15 minute city concept, map their own 15 minute city, identify barriers to this lifestyle within their own communities and take a pledge to walk to their 15 minute city destinations whenever possible. Move Minnesota will work with communities to develop regional 15 minute city guides as tools to identify what resources and transportation modes are in their area.

For this project, Move Minnesota will work with 4 distinct communities in either transit corridors or in or near major development sites to train and

educate residents in better understanding their built environment and the intersection that the built environment has with their transportation choices. The goal of this project is to increase walking rates and enhance awareness and education to ensure walkers feel and are safe. Move Minnesota will focus on places where there are many places to walk, but full walking potential is yet to be realized. This means people are not walking to transit or in the new developments, but it also means that people are not walking to the grocery store, not walking to school, etc. Move Minnesota will leverage its relationships and experience working with community, schools, rental properties and High Frequency Transit (HFT) corridors to increase walking rates in these communities, decrease car trips, and increase health outcomes for residents.

(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

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

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 \$444,971.10

Match Amount \$111,242.77

Minimum of 20% of project total

Project Total \$556,213.87

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 Individual donations and unrestricted net assets

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: 2024

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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: Market areas I, II and IV

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:

Goal C, p. 2.8: Access to Destinations:

- Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors
- Objective D: Increase transit ridership and the share of trips taken using transit, bicycling, and walking
- Objective E: Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for underrepresented populations.

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

Goal E, p. 2.12-2.13: Healthy Environment

- Objective A: Reduce transportation-related air emissions
- Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles

Strategy E1: Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and

health benefits of alternatives to single-occupancy vehicle travel.

Strategy E6, p. 2.13: Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making.

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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

1. The Saint Paul Pedestrian Plan (2019)

p. 15, Goal 1. "Make walking safe for everyone. Prioritize pedestrian safety in Street design. Teach and reinforce safe walking and driving behaviors."

p. 15, Goal 2. "Connect vibrant communities in all parts of Saint Paul.
Make walking a joyful experience that connects people with their community and with destinations."

p.16, Goal 3. "Spark a culture shift: everybody plays a part in making Saint Paul a safe and appealing place to walk. 2. Saint Paul 2040 Comprehensive Plan "Saint Paul for All" " Transportation

P. 36, Goals 1-8

p. 70 "The Transportation Chapter guides the creation of a safe, equitable and well-maintained multi-modal transportation system in Saint Paul that supports the needs of all users, enhances vitality, and sets the stage for infill development to accommodate the city's projected growth."

p. 73, Goal 4: True transportation choice throughout the city, with a shift from single-occupant vehicles toward other modes.

Policy T-22: Shift mode share towards walking, biking, public transit, carpooling, ridesharing, and carsharing in order to reduce the need for car ownership.

3. Saint Paul Climate Action & Resilience Plan (2019)

p. 45 "Transportation and Mobility Priorities
Reducing emissions from the transportation sector - focused primarily around electrifying the

transportation system and reducing the number of vehicle miles traveled (VMT) in the city.

1. -Increase safe and reliable access to city destinations without the use of a private automobile.
2. Mitigate the historical effects of discriminatory transportation decision-making and bring transportation equity to marginalized communities.
3. Commit to reducing transportation costs, particularly in communities of color and low-income communities through a range of initiatives
4. Improve public health through effective transportation and land-use decisions

4. Safe Routes to School - Saint Paul (2017) p.11

-The City's Comprehensive Plan policy requires staff to establish partnerships and strategies to invest in bicycling and walking. The Plan describes schools as strategic partners in education and important community destinations for people walking and bicycling.

The City's Complete Streets Action Plan identifies a need for a unifying SRTS framework for promotion of transportation improvements, and it calls for the establishment of a citywide SRTS policy to unite different safety, education, and design planning components.

The County's All Abilities Transportation Policy outlines its dedication to providing infrastructure for people of all abilities in all modes of transportation. It prioritizes pedestrians first, followed by people who bike, people who use transit, drivers/parkers, and freight operators.

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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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 and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

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

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. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

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	\$556,213.87
Totals	\$556,213.87

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	\$556,213.87
Construction Cost Total	\$556,213.87
Transit Operating Cost Total	\$0.00

Measure A: Project's Use of Existing Infrastructure

Response:

The central goal of the project is to encourage participants to increase walking trips to destinations that are within a 15 minute walk from their home. Because we know walking is essential to transit use we will concentrate our outreach efforts around existing and upcoming METRO lines in St. Paul which include the METRO Green Line, and the Gold, G, A and B arterial Bus Rapid Transit lines.

Our initial planning prioritizes sites near intersections of high frequency transit and larger development sites. For example, key project areas include the Capital Area and Sears site, the new multi-family housing being developed along the Gold Line, Hamline Midway and the Selby/Dale neighborhood.

The interconnected nature of these urban corridors is strategic. Intervention for pedestrians in these areas will shift pedestrians toward utilizing existing and future transit, walking and biking infrastructure within 15 minutes walking of their home for sustained use. Metro transit defines the connectivity of our lines of interest below.

Existing Transit Lines:

- The A Line connects with the METRO Blue Line at 46th Street Station and the METRO Green Line at Snelling & University Station.
- The Green Line runs through the The Capital / Rice Sears site redevelopment project (located near the future G Line ABRT and and planned bike lanes along Rice Street.)

Planned Transit Lines:

- The METRO B Line is a planned Bus Rapid

Transit (BRT) line that will provide faster and more reliable transit service in the Route 21 corridor along Lake Street and Marshall and Selby avenues.

- The Gold line is a 10-mile dedicated Bus Rapid Transit (BRT) line that will connect Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury generally along Interstate 94.

Key attributes of nearby facilities include easy access to the High Frequency Network and multi-modal bikeways / trails. Everyday destinations for residents are also accessible, including public parks, cafes, shops, libraries, music centers, community centers, and sports practice areas such as fields and ice rinks. Finally, these lines also connect pedestrians to community stabilizing institutions such as affordable housing, child/elder care centers, educational institutions, and nonprofits.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users

4800

Our focus is Saint Paul residents living near Metro Transit's high frequency network with robust walkability or a potential for walkability. We will put a primary focus on residents who live within a quarter mile of high frequency transit both existing and planned. Saint Paul represents a diverse cross-section of the city's residents including low-, middle-, and high-income residents, white communities and communities of color, people with and without disabilities, and more.

Response:

Move Minnesota has identified four priority locations, while also investigating the viability of several other sites depending on development between now and when the project begins in 2024. Move Minnesota will work with neighborhood groups to organize local residents for 4 sets of public engagement events at each site, these sites spread across 9 census tracts with an estimated population of 24,320 (roughly 6,000 for each neighborhood). We anticipate engaging with .05% of the population in each site or 30 participants at each community engagement event. In-person meetings will involve ideation sessions, introduction of the 15-minute city concept, walking workshops, and finally a challenge to increase walking trips. Move Minnesota will also develop web content to directly engage with residents by providing them a framework and guidance to catalog their own 15 minute cities and a challenge to increase their walking trips. Move Minnesota will drive residents to their website through geographically-targeted social media ads. Through this online portal we plan to engage with a further 20% of the total resident population. This would give us a total of direct in person engagement of 480 residents and a virtual engagement of 4,800 residents.

This work will give residents the tools and motivation to take more walking and biking trips.

This will benefit their communities by decreasing congestion, and increase awareness around what makes communities walkable as well as what resources are within walking distance of their homes. Residents who participate will save money by driving less and possibly reducing the amount of vehicles they rely upon for everyday trips. Participants will also experience the health benefits that active transportation habits bring them.

(Limit 2,800 characters; approximately 400 words)

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Each of the four sites we have selected are within a half mile of or are within areas of concentrated poverty as well as regional environmental justice areas. Two of our identified communities are majority People of Color Populations and two of our identified communities have half of their area as majority People of Color Populations. Our work will draw from three different recent projects engaging with POC populations.

Following the police murder of George Floyd and the onset of the COVID-19 pandemic Move Minnesota engaged directly with community leaders in the Frogtown and Rondo neighborhoods through a series of community conversations.

These conversations were recorded, notes were taken, and summaries were sent to participants to allow them to correct any inaccuracies. Move

Minnesota then invited participants onto a local BIPOC radio station to share the experiences and transportation needs of their respective

communities. The goal of these conversations was to amplify issues affecting our BIPOC communities during turbulent times. To make sure we were grounding ourselves in anti-racism work we iterated engagement principles and read them aloud at each meeting.

Response:

- We will seek to use processes that hold empowerment and understanding above efficiency.
- We will seek to always use clear and direct language. We will make every effort to make engagement accessible to folks of all abilities and backgrounds.
- We will treat partners, residents, elected officials, and all those we engage with as our equals in the work. We recognize the expertise that residents have in their communities.
- We commit to long term community work that is not extractive in nature. We seek to maintain relationships with partners beyond single events and we will pay folks for their expertise when we

can.

· We recognize that city planning has been used as a tool to uphold white supremacy. We recognize a history that shows a pattern of harm to BIPOC communities from those that have power in transportation.

We plan on engaging with priority populations using lessons learned from recent and prior engagements, prioritizing engagement strategies that have proven resonance with communities of color. These include:

- placemaking-centered in person engagement and events
- creating a culturally responsive toolkit informed by surveys and interviews,
- providing TDM-amplifying incentives, such as Go-To card distribution,
- ensuring staff engaging with communities represent a variety of cultural backgrounds,
- interviews with stakeholders,
- providing culturally competent and geographic specific transportation materials informed by community engagement, and strategic 1 on 1 engagement activities and phone calls.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

While each community benefits slightly differently from our work, overall communities will see an increase in health, safety, economically, and access/connection to their community through increasing their movement by walking. Two of our identified communities are majority People of Color Populations and two of our identified communities have half of their area as majority People of Color Populations.

Our car based society creates deep inequities. While BIPOC residents are less likely to own a car than the average Minnesotan (1) they are more likely to be struck by motor vehicles than White Minnesotans (2). Decreasing car trips and increasing pedestrian awareness of the built environment will decrease the likelihood of BIPOC pedestrian collisions. Additionally, reducing VMT improves air quality, which has a whole host of positive, community-wide impacts. Exposure to outdoor air pollution causes 4.2 million deaths each year(3).

Response:

In addition to experiencing higher levels of pollution, lower-income communities, communities of color, and indigenous communities often lack amenities, resources, and conditions that support healthy living. Resident's health is influenced by social and economic opportunities, quality schooling, access to healthcare, safe neighborhoods, and more. Where these are lacking, poor air quality often contributes to health disparities. (4)

By incentivizing walking trips we are also de-incentivizing SOV trips. By decreasing SOV trips we will decrease emissions that cause asthma and other health complications.

With the rising cost of gasoline and rising cost of automobiles we are working to save residents money. As residents realize what is walkable in their community they may seek to own less or any automobiles which will save residents \$9,282 on

average (5).

As we work in these communities, we will also seek to improve health outcomes. While the primary focus of our project is walking cities, we will also prioritize biking and transit. Each of these modes of transportation have health benefits over driving. This project only involves education efforts and campaigns promoting walking, biking and transit use. There are no negative externalities linked with walking, biking or transit use for Communities of Color, low-income residents, children, people with disabilities, youth, and older adults.

Citations

1.
https://nationalequityatlas.org/indicators/Car_access#/?geo=020000000000027000
2.
https://lms.minneapolismn.gov/Download/RCA/2877/Minneapolis-Pedestrian-Crash-Study_2017.pdf
3. https://www.who.int/health-topics/air-pollution#tab=tab_1
4. <https://www.pca.state.mn.us/air/environmental-justice-and-air>
5. <https://media.acg.aaa.com/true-cost-annual-vehicle-ownership-rises-to-9282-1.htm>

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

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Our project will work with 4 distinct communities with varying levels of availability of affordable housing:

The University and Rice community has large amounts of affordable housing, but we will focus on the area south of University and West of Marion Street. There are 10 total affordable housing properties with 1,080 affordable housing units in this small area. As the Sears site is being redeveloped and there is housing being built there will be a huge potential for behavior change for new residents.

The Hamline Midway/Union Park neighborhood has 3 nodes of affordable housing. One on Snelling north of University, one west of Fairview and one east of Hamline. In total there are 17 properties with a total of 1,854 affordable housing units.

The Selby Dale neighborhood has 12 affordable housing properties with 893 total units. The majority just west of Dale Street.

Response:

Each of these communities has a mix of destinations that are within a 15 minute walk and all of them are within a 15 minute walk of high frequency transit. The walkable amenities available at most of these locations include jobs, parks, restaurants, childcare centers, schools, and food stores. By engaging residents through walking audits of their communities and by encouraging them to make 15 minute walking maps for their own residences we will be facilitating increased community connection and cohesion.

While current residents will see the benefits of this increased community knowledge, future residents will be able to see further benefits as residents push for amenities that are currently lacking in their communities. Informing residents about how the built environment affects their transportation choices and generating broad interest in increased walkability will benefit current and future residents. This increase in walkability is especially important

in areas with good access to transit as transit trips typically begin and end with active transportation(1).

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3673499/#bib10>

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649954802002_Socio-economic conditions.pdf

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

Our four project areas: Hamline-Midway, Selby-Dale, University-Rice, and Gold Line-White Bear Ave. are part of major corridors that connect to and contain frequently-traveled destinations, and include Principal Arterials Highway 95 and Highway 35E, and A Minor Arterials Snelling Avenue, Dale Street, White Bear Avenue, Rice Street, University Avenue, East 7th Street, and Selby Avenue.

Response:

Car trips under a mile account for more than 10B miles driven per year, an estimated 20% of all trips in the United States (EPA and NHTS, 2009). By focusing on short trips within one mile of participants' homes and assisting in providing information about access to nearby destinations through our 15 Minute City framework, we will reduce the amount of trips they take along these highly congested corridors. This framework synergizes with a wide variety of larger TDM strategies, creating not only opportunities for improving walking but interventions that allow people to combine walking with modes like transit, carshare, or biking.

(Limit 2,800 characters; approximately 400 words)

Measure B: Emissions Reduction

Number of Daily One-Way Commute Trips Reduced:	81600
Average Commute Trip Length (Default 12.1):	12.1
VTM Reduction	987360.0
CO Reduced	2359790.4
NOx Reduced	157977.6
CO _{2e} Reduced	3.61966176E8
PM _{2.5} Reduced	4936.8
VOCs Reduced	29620.8

In the two year project period our goal is to challenge 4,800 participants to reduce their one mile trips by 50% for a one month challenge. If each participant on average takes 120 trips in one month and on average 28% of those trips are 1 mile or less they are taking 34 one mile trips a month. (1), they will be challenged to replace 50% of those driving trips by walking or a total of 17 trips.

Response:

4,800 participants reduce 17 one mile trips in a month, this equals 81,600 VMTs reduced. The average passenger vehicle emits about 411 grams of CO₂ per mile(2) x 81,600 VMTs = 33,537,600 grams of CO₂ reduced. 81,600 VMT reduction would be a reduction of 201,834 kilograms or 223 tons of carbon dioxide. Based on previous engagement we can expect to see a long term behavior change from participants at about 3%.

1. <https://www.bts.gov/statistical-products/surveys/national-household-travel-survey-daily-travel-quick-facts>

2. <https://bit.ly/3KltygU>

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

As the Transit Management Organization for Saint Paul we innovate solutions to put people first in planning for the built environment with proven and effective TDM strategies. The neighborhood focus of the project, with an emphasis on the connectivity of our high-frequency a BRT network, supports long-term system use and regional prosperity.

As the cost of owning a car is increasing, there is an opportunity to shift car trips toward sustainable options with intervention, education and incentive. Calculable reductions in SOV trips start with behavior changes. In this project, our strategy is to focus community members on accessing walking infrastructure within a 15 minute radius from home. Reflective analysis of daily trips by the residents creates space for the redevelopment of sustainable behavior patterns.

When community members receive education and feedback about their transportation patterns, they have an opportunity to reevaluate their future SOV travel decisions. Move Minnesota staff and partners will support community behavior change by assisting residential program participants in trip analysis. The collaborative analysis will focus on sustainability and efficiency. We will communicate the concept of the 15 Minute City as an innovative strategy to reconnect with neighborhood infrastructure as a pedestrian with the support of neighborhood planning councils and community partners.

Participants will be offered innovative interventions such as walking groups, community conversations and walking or rolling to pedestrian connections that support their everyday commute. The feedback that our staff can provide about residential travel behavior patterns is critical data for future participant trip planning.

Maps and walking audits of the Saint Paul region

Response:

can help identify underused, and under protected connections for walkable environments near existing and proposed transit. Our team sees a positive window for innovation around engagement, intervention and behavior change to utilize and build out connections as scheduled.

In addition to the innovations offered by an approach focused on pedestrians, this project is also exciting because of the potential for long-term impact. By working to change behavior patterns during a time when there is a car shortage and prohibitively high prices (1), there is the potential for exponential reduction in SOV trips when a person re-thinks their commute and their need to own a car.

1.

<https://www.caranddriver.com/news/a39357957/car-prices-high-when-will-change/>

(Limit 2,800 characters; approximately 400 words)

Measure A: Organization's Experience and Resources

Move Minnesota has a long history of effectively delivering TDM programming. Through our Workplaces program, we consult with Saint Paul-based employers on sustainable commuter transportation options. Since the mid-1990s, we have worked with over 400 employers large and small, providing customized services tailored to the geographic location and business. Move Minnesota has been awarded and successfully completed work on multiple previous Regional Solicitation TDM projects.

Response:

Move Minnesota maintains strong partnerships with a variety of public and private stakeholders, and is experienced at building partnerships with a diverse array of organizations, including those that serve low-, middle-, and high-wealth communities, white communities and communities of color, people with and without disabilities, and more.

Additionally, Move Minnesota staff members have significant experience working in and with community members and leaders. This project draws on that experience and pairs it with our TDM expertise and relationships with transportation providers, allowing Move Minnesota to easily build new partnerships to engage with community members hands on.

(Limit 1,400 characters; approximately 200 words)

Measure B: Project Financial Plan

Project funding sources are identified and secured to continue the project past the initial funding period, and/or carry on the project to a future phase:

25 Points

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

15 Points

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

Yes

0 Points

Response:

After this two-year pilot phase we will evaluate the project to determine next steps. Given the work is focused in Saint Paul, we will continue this work by integrating it into our contract with the City of Saint Paul (\$30,000) and our TDM scope for work as the TMO for the City of Saint Paul (\$363,082). The partnerships and areas of focus will align us with future developments, such as the Sears development, the area around Allianz Field and new housing developments planned for on the East Side along the Gold Line. The community connections and organizational partnerships along these corridors will set us up for future TDM initiatives. We will keep this initiative live on our webpage and will continue to interact with web visitors so they can use the tools to catalogue their own 15 Minute Cities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Cost Effectiveness

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

Other Attachments

File Name	Description	File Size
Move Minnesota 2022 Regional Solicitation_Regional Economy Maps.pdf	Regional Economy Maps	11.3 MB
Regional Solicitation 2022_Attachment B_Budget.pdf	Budget	24 KB
Regional Solicitation 2022_Attachment C_Funding Memo.pdf	Funding Memo	519 KB
Regional Solicitation 202_Attachment A _1 Page Summary.pdf	1 Page Summary	262 KB
Regional Solicitation 202_Attachment D _Affordable Housing Maps.pdf	Affordable housing maps	731 KB
Socio-economic conditions.pdf	Socio-economic maps	12.2 MB
Summit-University letter of support_Move MN grant application.docx.pdf	Letter of support	24 KB

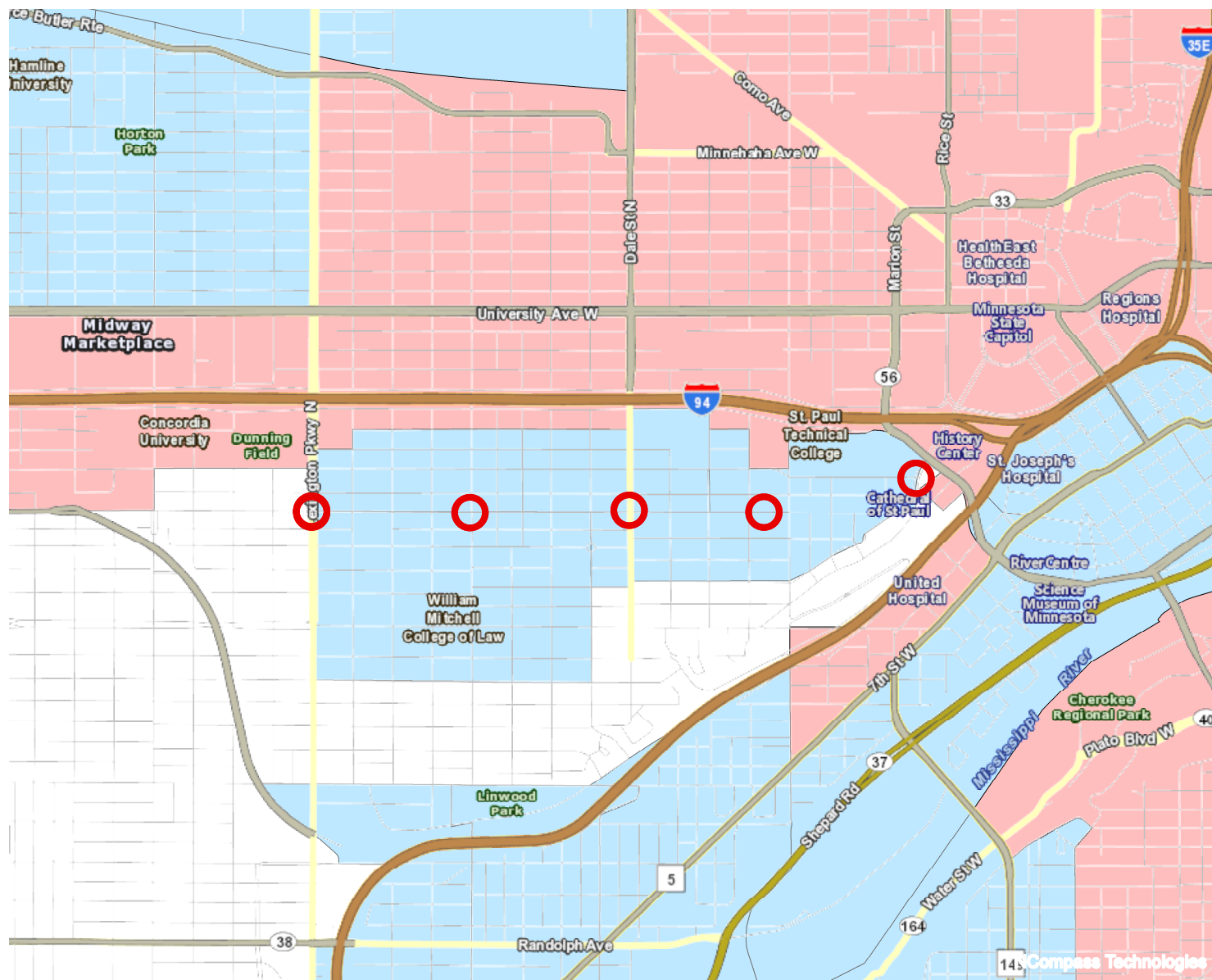
Socio-Economic Conditions

Travel Demand Management Project: St. Paul 15 Minute Cities | Map ID: 1648248343120

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 6604

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



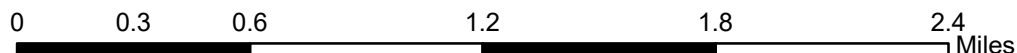
Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 3/25/2022
LandscapeRSA2



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



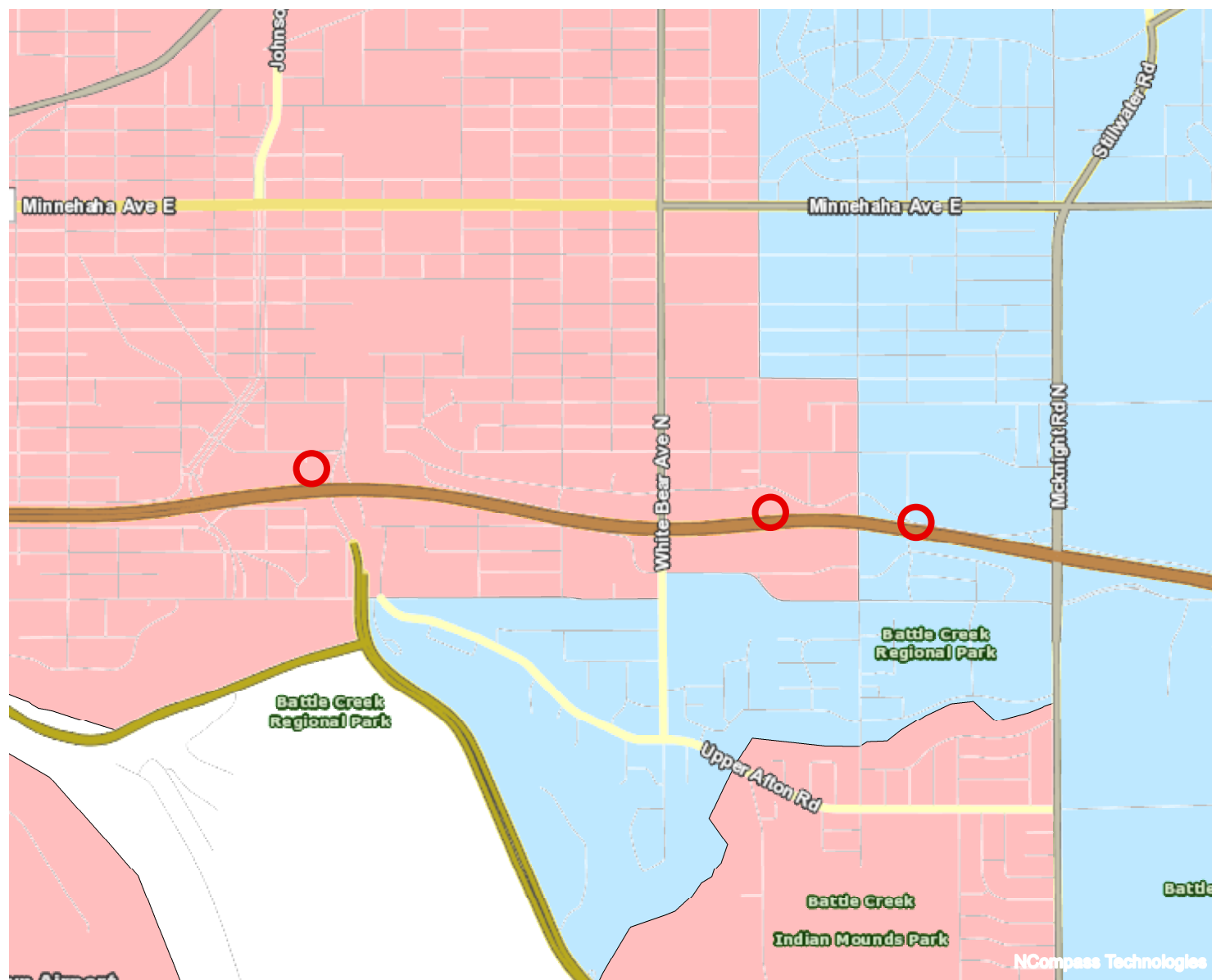
Socio-Economic Conditions

Travel Demand Management Project: 15 Minute Cities | Map ID: 1648654173488

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 881

Project located IN an Area of Concentrated Poverty.



Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 3/30/2022
LandscapeRSA2



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



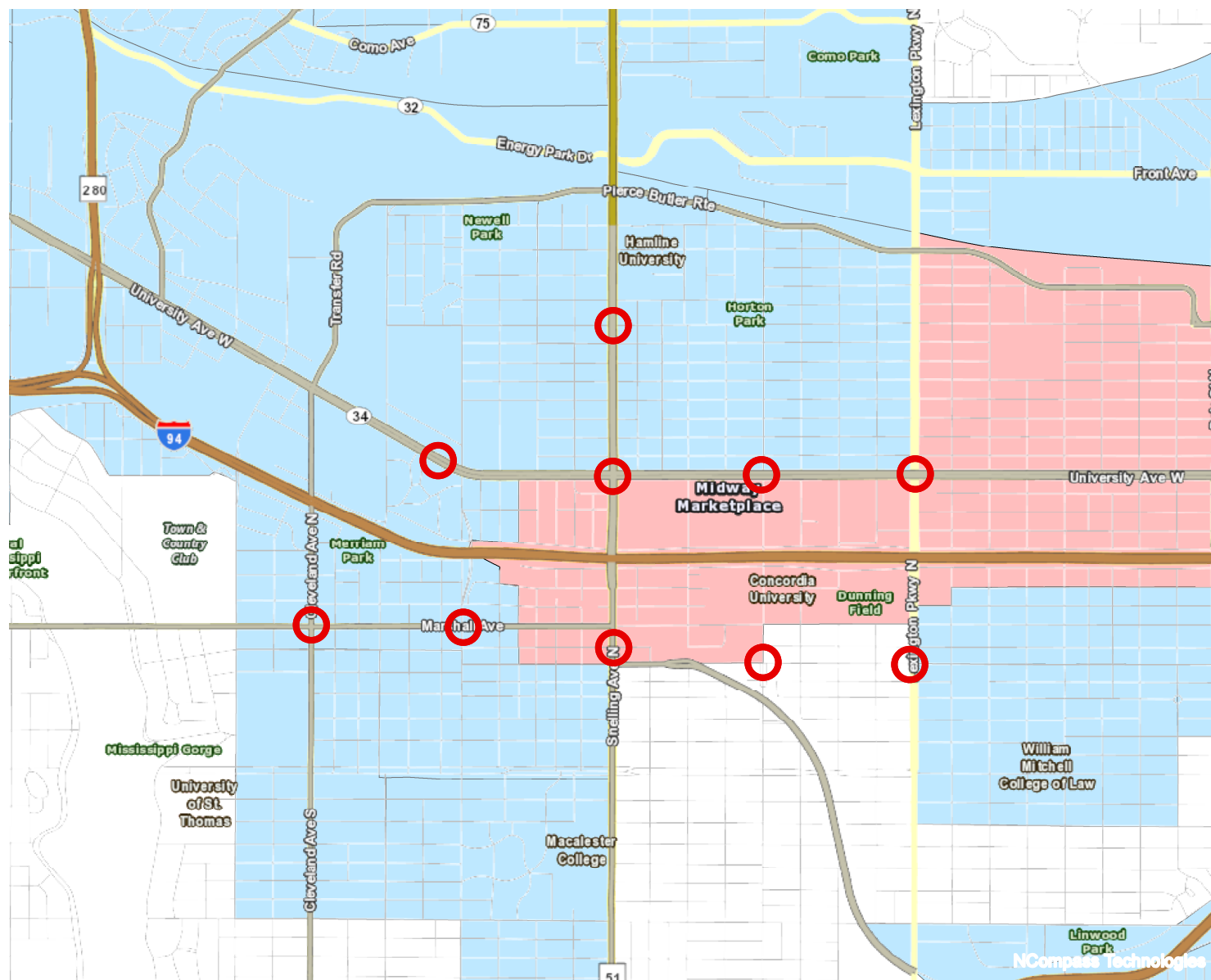
Socio-Economic Conditions

Travel Demand Management Project: St. Paul 15 Minute Cities | Map ID: 1648247786354

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 3595

Project located IN an Area of Concentrated Poverty.



○ Points

Regional Environmental Justice Area

Area of Concentrated Poverty

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 3/25/2022
LandscapeRSA2



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



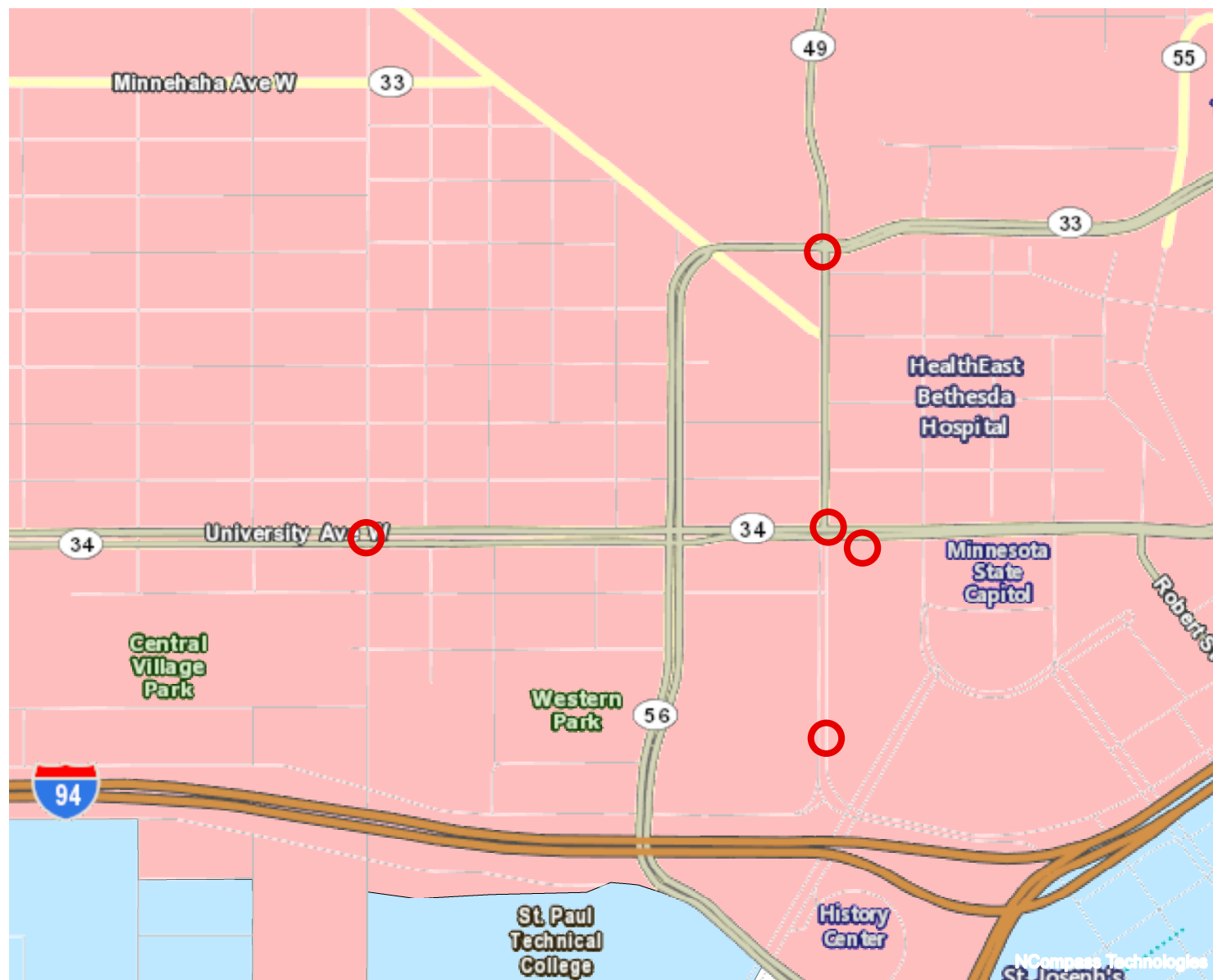
Socio-Economic Conditions


Travel Demand Management Project: 15 minute cities | Map ID: 1649022935102

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 4752

Project located IN an Area of Concentrated Poverty.



-  Points
-  Regional Environmental Justice Area
-  Area of Concentrated Poverty

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/3/2022
LandscapeRSA2



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



Regional Economy

Travel Demand Management Project: 15 Minute Cities | Map ID: 1648654173488

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

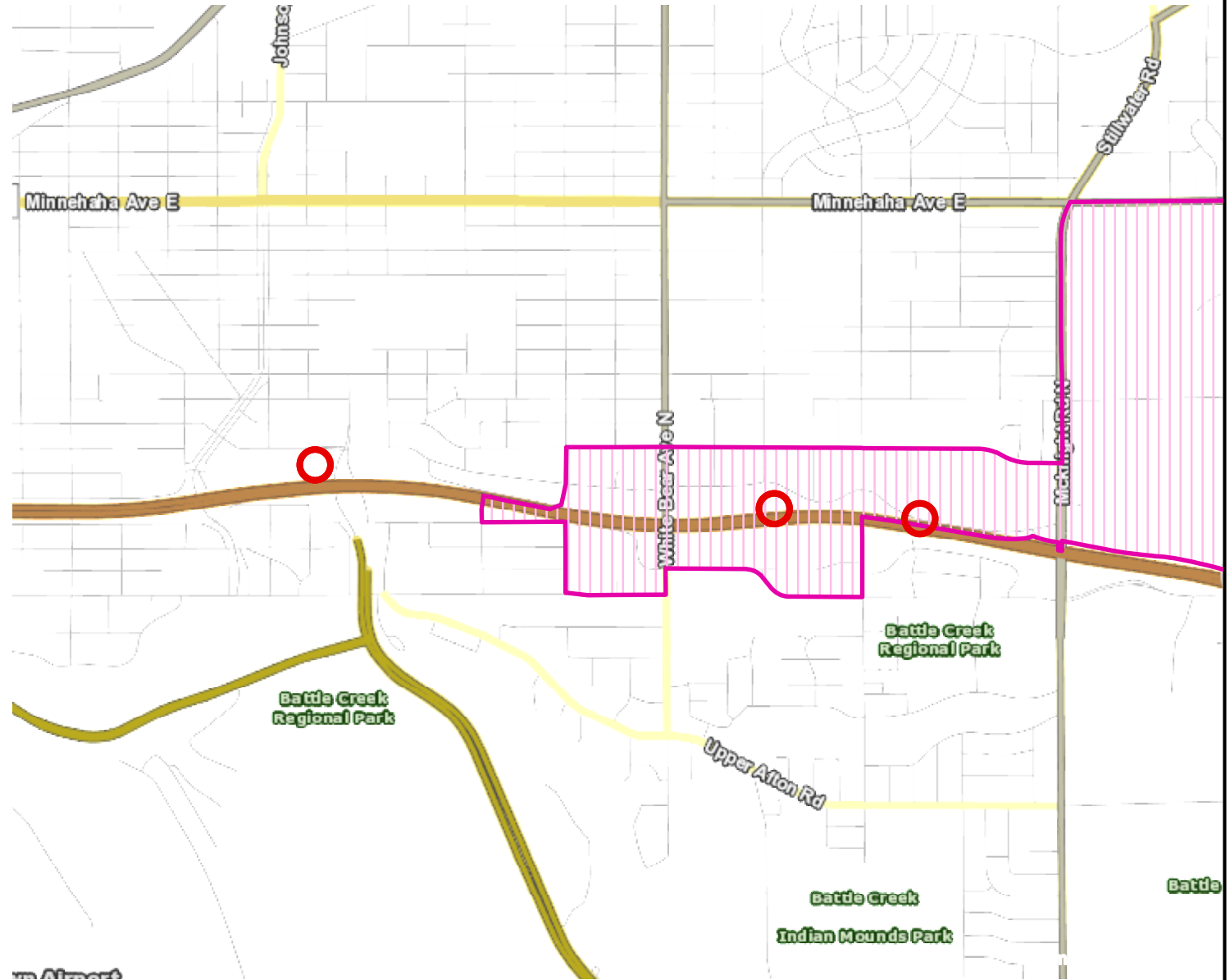
Totals by City:

Maplewood

Population: 3155
Employment: 983
Mfg and Dist Employment: 25

St. Paul

Population: 38698
Employment: 5735
Mfg and Dist Employment: 350



Project Points



Job Concentration Centers



Manufacturing/Distribution Centers



Created: 3/30/2022
LandscapeRSA5



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



Regional Economy

Travel Demand Management Project: St. Paul 15 Minute Cities | Map ID: 1648247786354

Results

WITHIN ONE MI of project:
Postsecondary Students: 21781

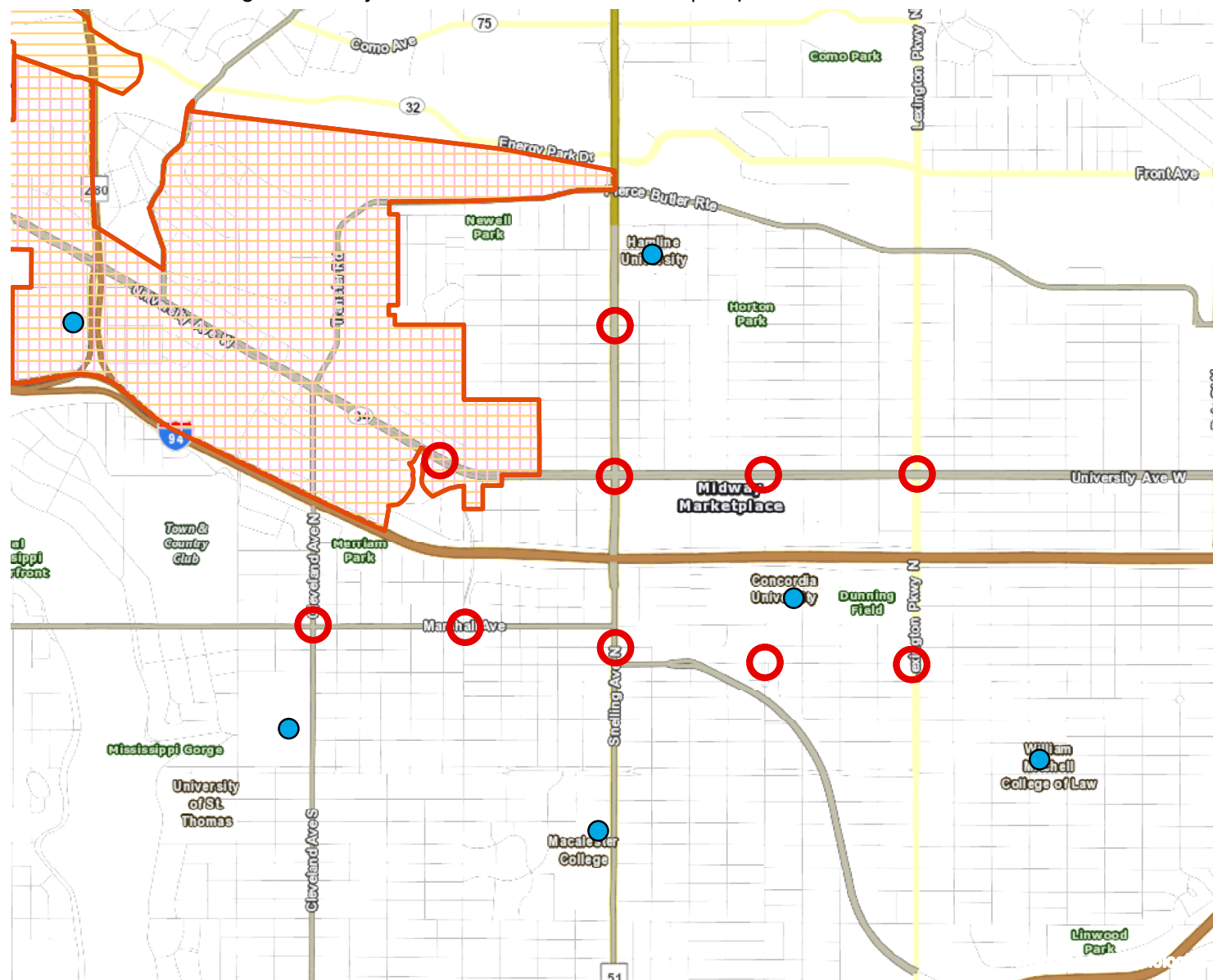
Totals by City:

Minneapolis

Population: 5579
Employment: 890
Mfg and Dist Employment: 43

St. Paul

Population: 84356
Employment: 54403
Mfg and Dist Employment: 6653



- Project Points
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 3/25/2022
LandscapeRSA5



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



Regional Economy

Travel Demand Management Project: 15 minute cities | Map ID: 1649022935102

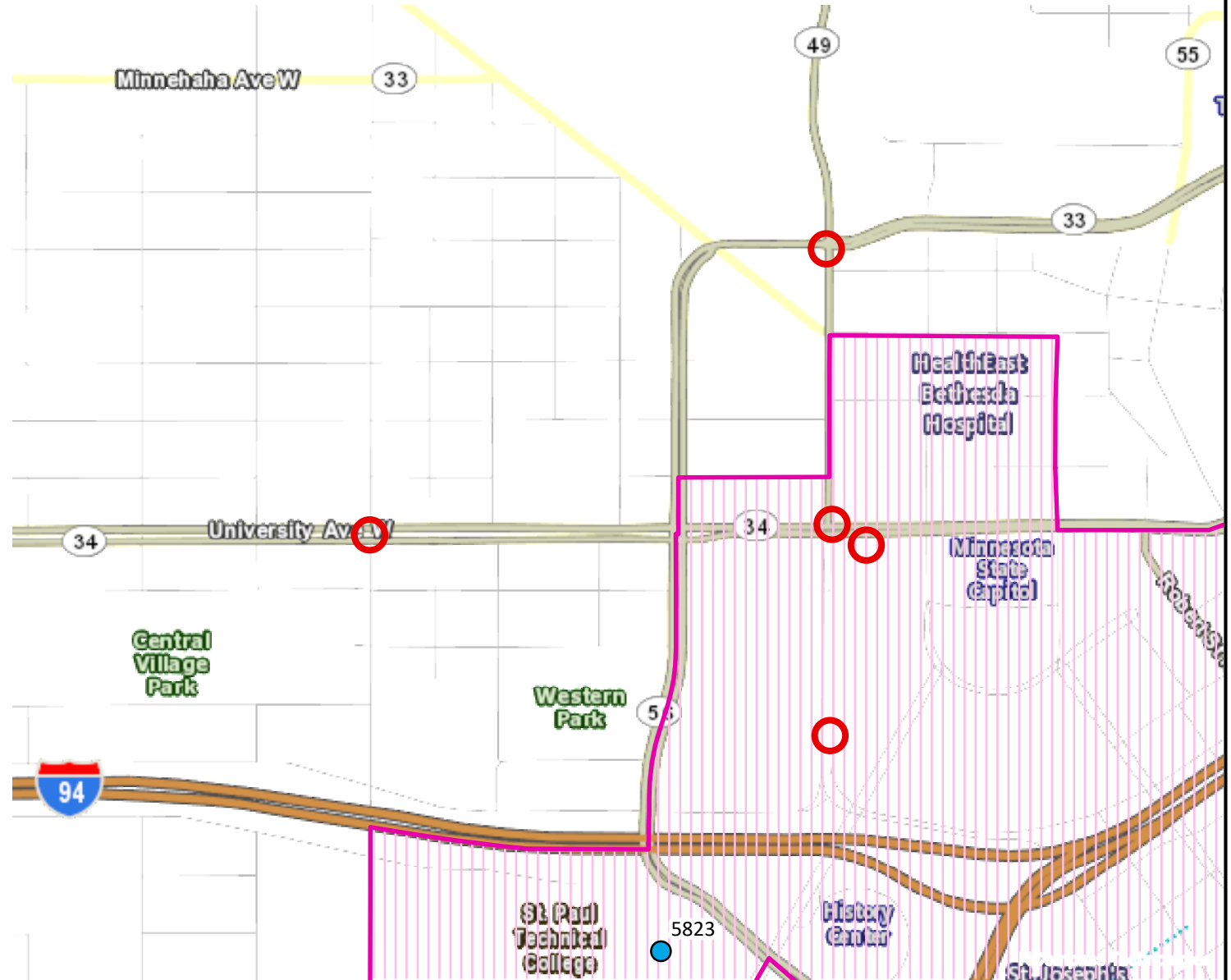
Results

WITHIN ONE MI of project:
Postsecondary Students: 5823

Totals by City:

St. Paul

Population: 63301
Employment: 85430
Mfg and Dist Employment: 3023



- Project Points
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/3/2022
LandscapeRSA5



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



Regional Economy

Travel Demand Management Project: St. Paul 15 Minute Cities | Map ID: 1648248343120

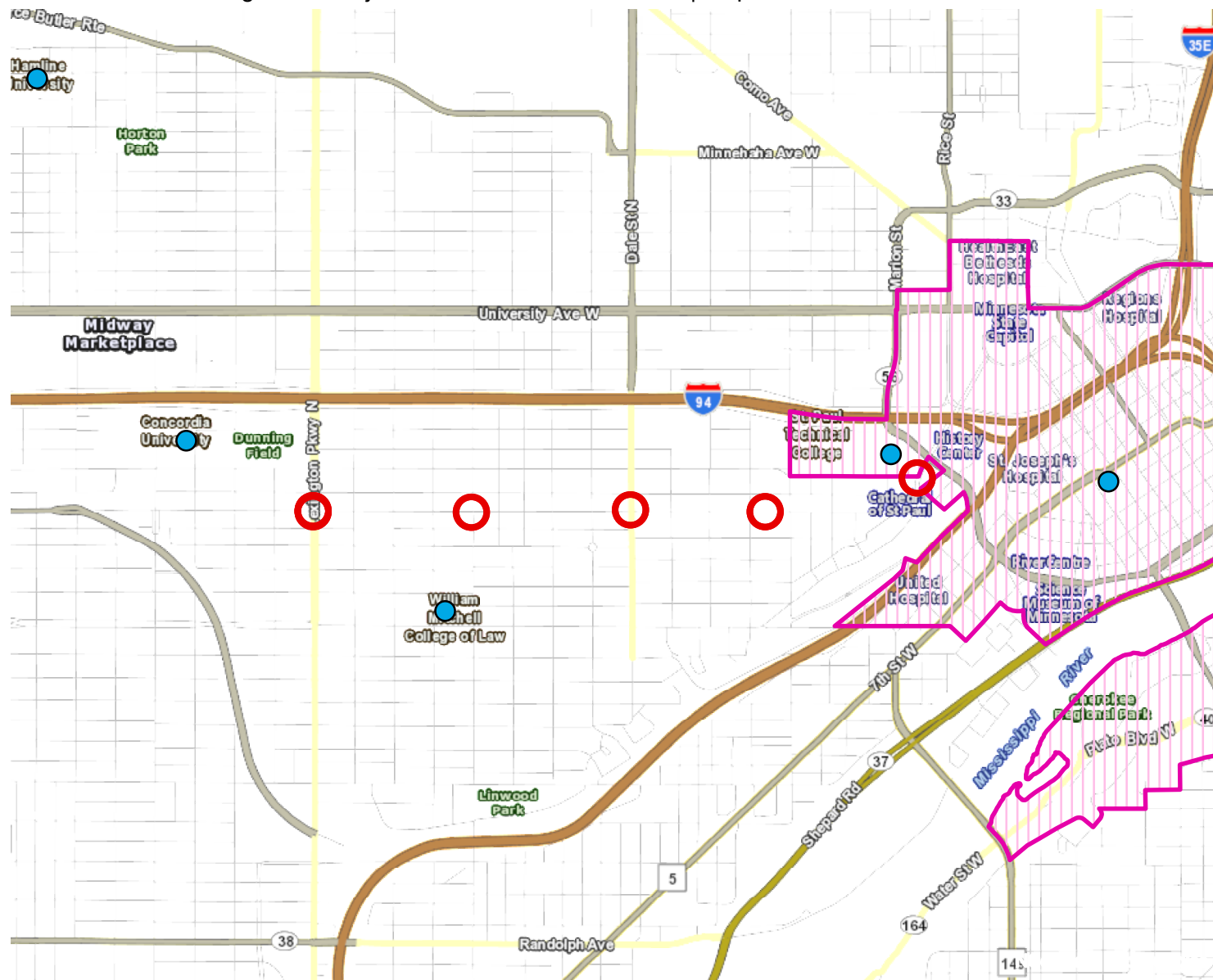
Results

WITHIN ONE MI of project:
Postsecondary Students: 12650

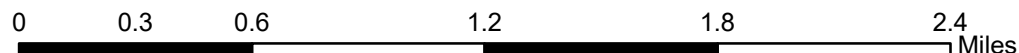
Totals by City:

St. Paul

Population: 69975
Employment: 86212
Mfg and Dist Employment: 1841



- Project Points
- Postsecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 3/25/2022
LandscapeRSA5



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



Move Minnesota
2022 Regional Solicitation Project Budget |15 Minute Cities of Saint Paul
Program Years 2024 / 2025

INCOME

CMAQ Regional Solicitation Grant	\$444,971.10
Individual Donations	\$24,000.00
Unrestricted Net Assets	<u>\$87,242.77</u>
Total Income	\$556,213.87

Notes

Pending

EXPENSE

Direct Expenses

Salary & Benefits	\$429,413.87
Executive Director (.1 FTE)	\$27,450.79
Policy & Research Director (.25 FTE)	\$50,029.96
Project Manager - Lead (1 FTE)	\$151,438.61
Project Manager - Support (.5 FTE)	\$76,566.71
Organizers - 2 (.3 FTE)	\$79,356.04
Communications Director (.1 FTE)	\$20,248.22
Communications Coordinator (.25 FTE)	\$24,323.54
Rent/Utilities	\$54,800.00
Marketing/Events	\$40,000.00
Materials	\$20,000.00
Contracting and consulting	<u>\$12,000.00</u>
Total Expense	\$556,213.87
Net	\$0.00

Notes

Salaries and Benefits for staff - Direct Expenses only

Rent - Direct expenses only, Utilities - Direct plus 10% overhead

Materials & Event costs - Direct plus 10% overhead

Outreach materials/incentives - Direct Expenses only

2024-25 Overhead (Indirect Rate)	10%
CMAQ Conditional Grant Total	\$444,971.00
Overhead Expense - @ 10%	<u>\$44,497.10</u>

April 12, 2022

Attn: Elaine Koutsoukos
Regional Solicitation Grant Program
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Re: Local Match for Regional Solicitation Application

Project ID 17506 (15 Minute Cities of Saint Paul)

As outlined in our project budget, Move Minnesota is pleased to have secured its local match in the form of unrestricted net assets and individual donations.

As a nonprofit, dollars received from individual donors are unrestricted. Additionally, we have prior earned income that has been set aside as unrestricted for use in projects.

We are currently not requesting any funds for this project from outside agencies or federal sources.

Please don't hesitate to contact me with any questions or concerns. We would be happy to provide additional documentation as needed.

Thank you very much.

Sincerely,



Sam Rockwell
Executive Director

Project Name: 15 Minute Cities of Saint Paul
Applicant: Move Minnesota
Project Location: Pedestrian infrastructure within ½ mile of Metro Transit's High Frequency Network (Saint Paul).

Requested Award Amount: \$423,301.00
Total Project Cost with match: \$556,213.87

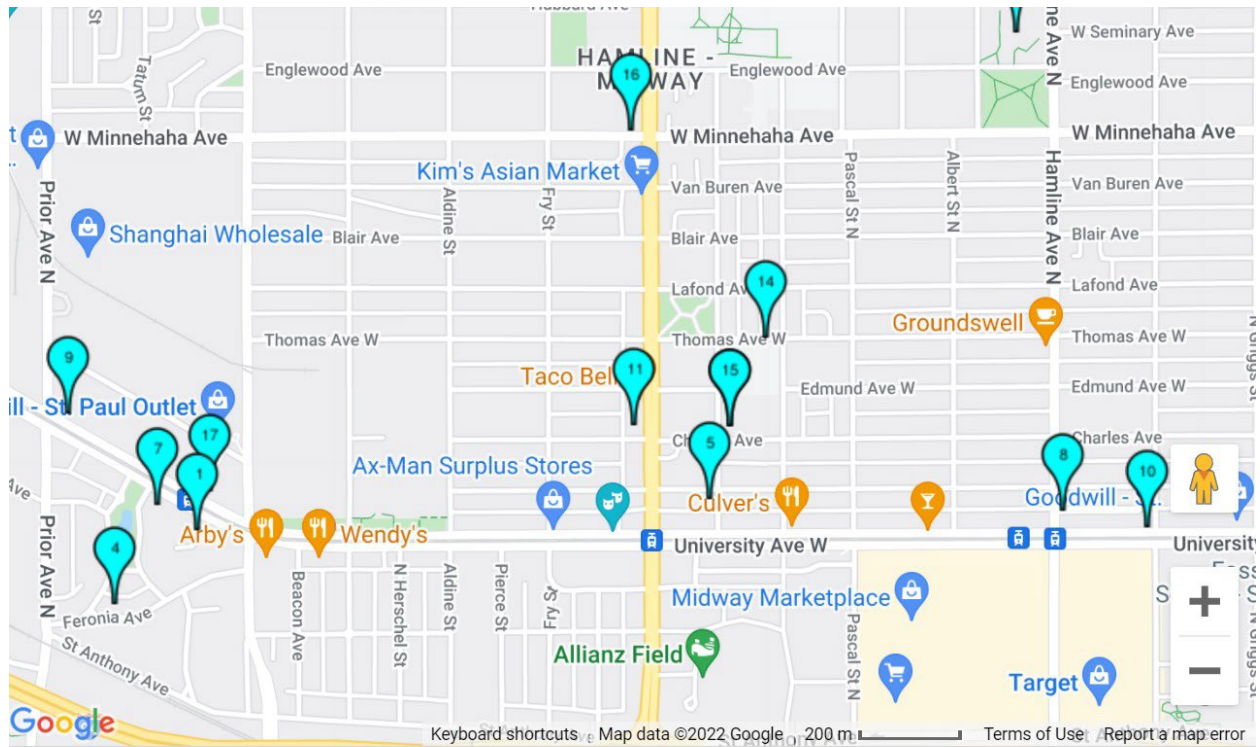
Project Description & Benefits:



In 2021, 57 pedestrians died in MN. In St Paul 8 people were killed. Our communities' dangerous streets are creating hurdles to increasing walking rates around the state and cities, and also to the use of transportation modes that depend on walkable connections, like transit. Yet in St. Paul, many communities are evolving in ways that can and should increase their walkability: new transit lines are being built and significant and walkable developments are underway. To support communities in fully embracing the potential of this evolution, Move Minnesota will work with four communities to build support and knowledge around turning St. Paul neighborhoods into "15 Minute Cities." These are communities that provide access to living, working, commerce, healthcare, education and entertainment by way of a 15 minute walk or bike ride.

The 15-Minute City concept is born out of necessity: a need for resilience from pandemics, a need to increase health outcomes for residents by way of active transportation, a need to reduce the negative externalities that automobile dependence brings into our society, and a need to reduce the inequities in time that our residents spend on transportation. We will work with these residents and community groups to empower them to better understand what is in their 15 minute city through community conversations and walking audits. Groups and individuals will learn about the 15 minute city concept, map their own 15 minute city, identify barriers to this lifestyle within their own communities and take a pledge to walk to their 15 minute city destinations whenever possible. Move Minnesota will work with communities to develop regional 15 minute city guides as tools to identify what resources and transportation modes are in their area.

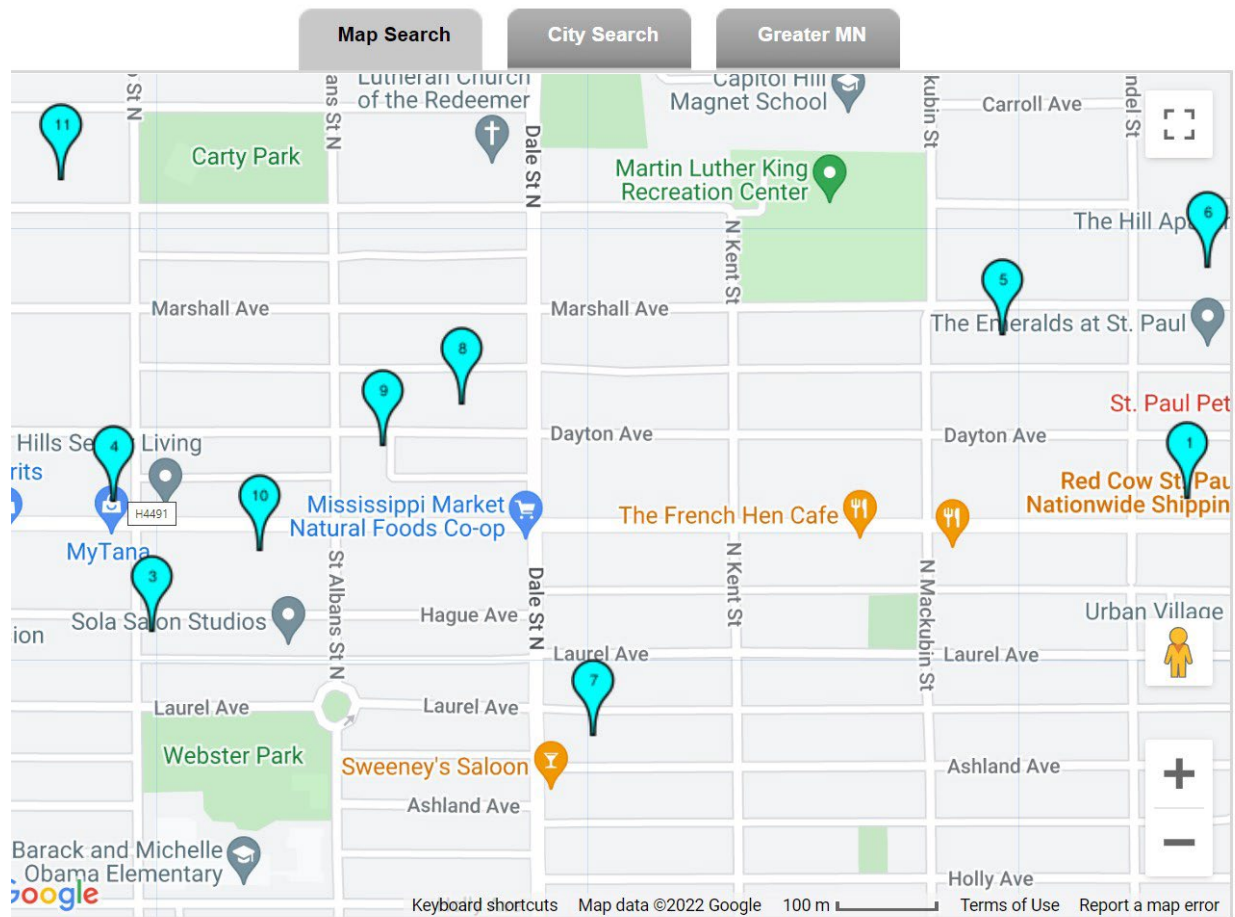
For this project, Move Minnesota will work with 4 distinct communities in either transit corridors or in or near major development sites to train and educate residents in better understanding their built environment and the intersection that the built environment has with their transportation choices. The goal of this project is to increase walking rates—and enhance awareness and education to ensure walkers feel and are safe. Move Minnesota will focus on places where there are many places to walk, but full walking potential is yet to be realized. This means people are not walking to transit or in the new developments, but it also means that people are not walking to the grocery store, not walking to school, etc. Move Minnesota will leverage its relationships and experience working with community, schools, rental properties and High Frequency Transit (HFT) corridors to increase walking rates in these communities, decrease car trips, and increase health outcomes for residents.



Properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
17	1,947	630	362	787	75	1,854

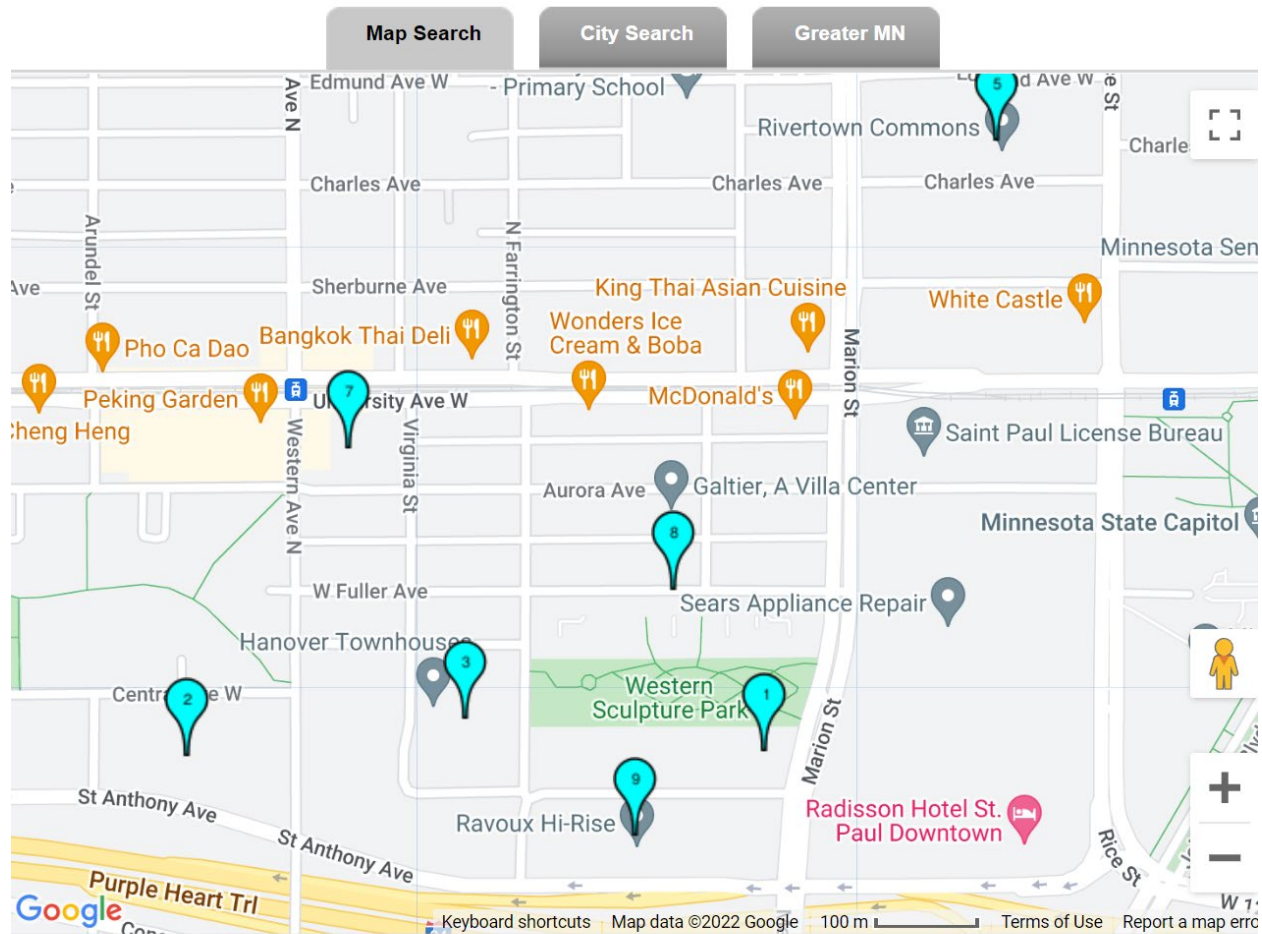


[Send us feedback](#)

12 properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
12	928	615	89	189	0	893



[Send us feedback](#)

Properties found.

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
10	1,116	587	230	263	0	1,080



Properties found.

[Send us feedback](#)

Property Search Summary

Properties	Total Units	30% AMI*	50% AMI*	60% AMI*	80% AMI*	Total Aff Units*
1	360	360	0	0	0	360

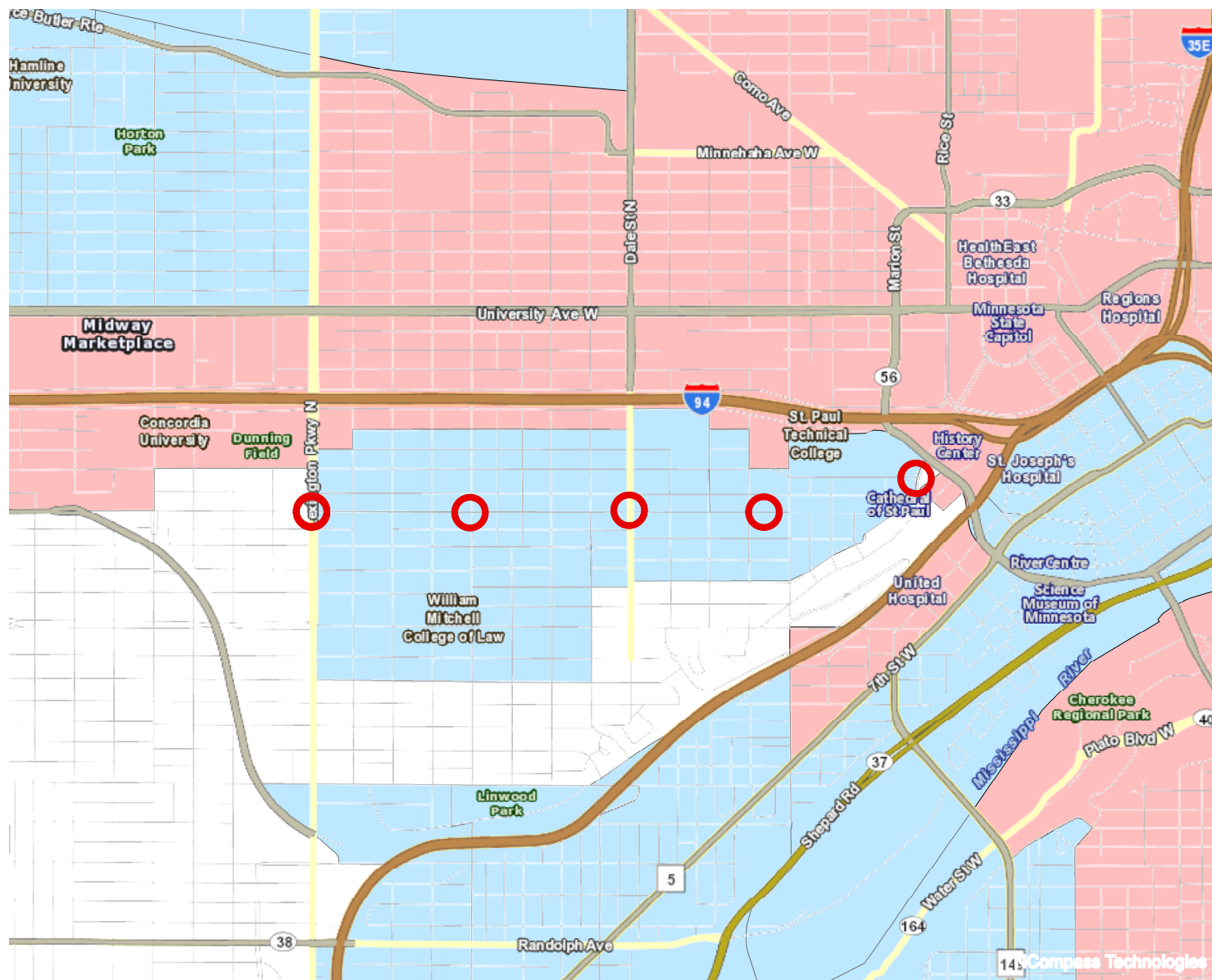
Socio-Economic Conditions

Travel Demand Management Project: St. Paul 15 Minute Cities | Map ID: 1648248343120

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 6604

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



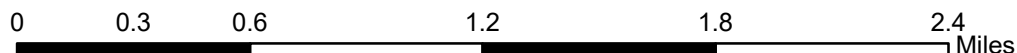
Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 3/25/2022
LandscapeRSA2



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



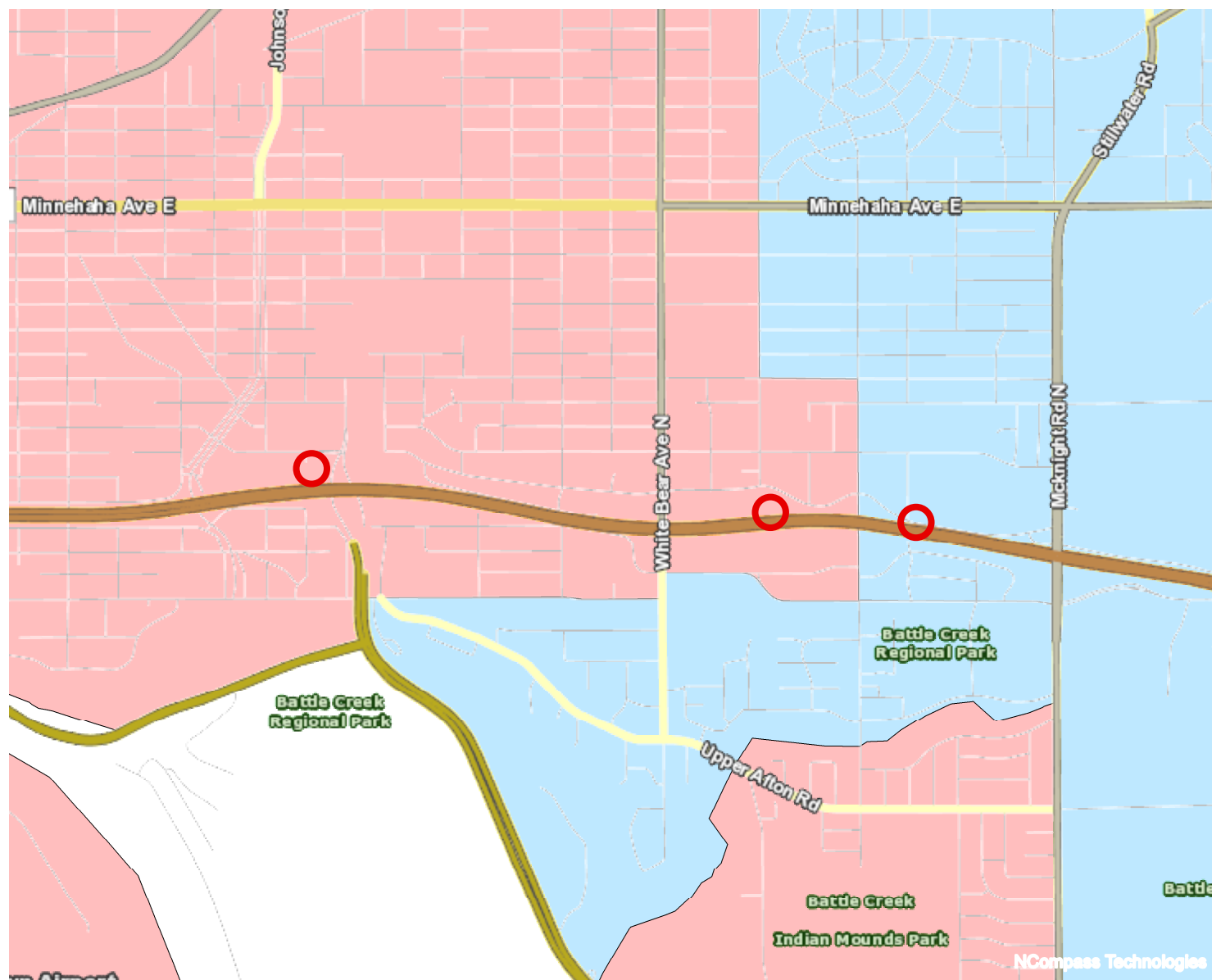
Socio-Economic Conditions

Travel Demand Management Project: 15 Minute Cities | Map ID: 1648654173488

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 881

Project located IN an Area of Concentrated Poverty.



Points



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 3/30/2022
LandscapeRSA2



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



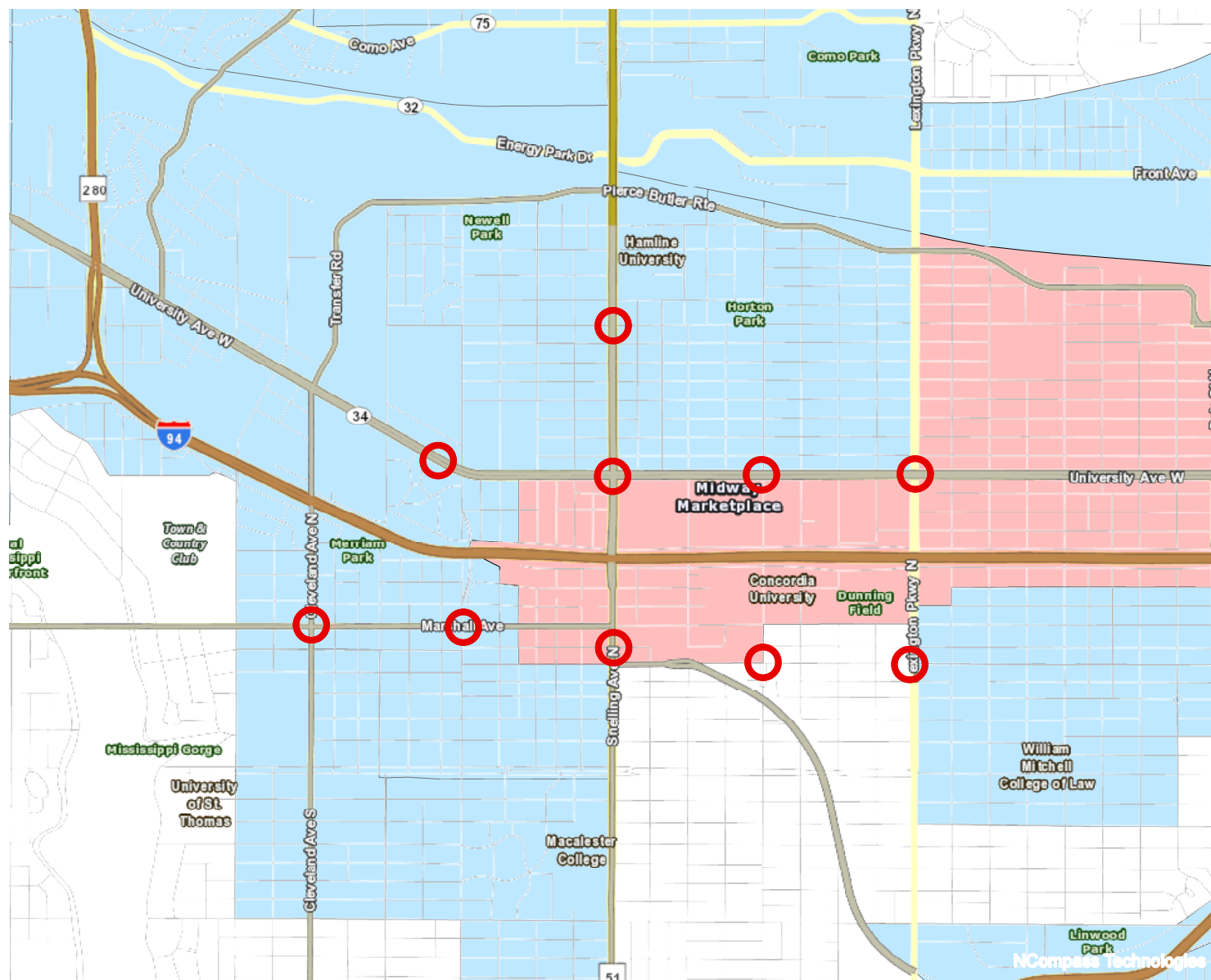
Socio-Economic Conditions

Travel Demand Management Project: St. Paul 15 Minute Cities | Map ID: 1648247786354

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 3595

Project located IN an Area of Concentrated Poverty.



○ Points

Regional Environmental Justice Area

Area of Concentrated Poverty

0 0.325 0.65 1.3 1.95 2.6 Miles

Created: 3/25/2022
LandscapeRSA2



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



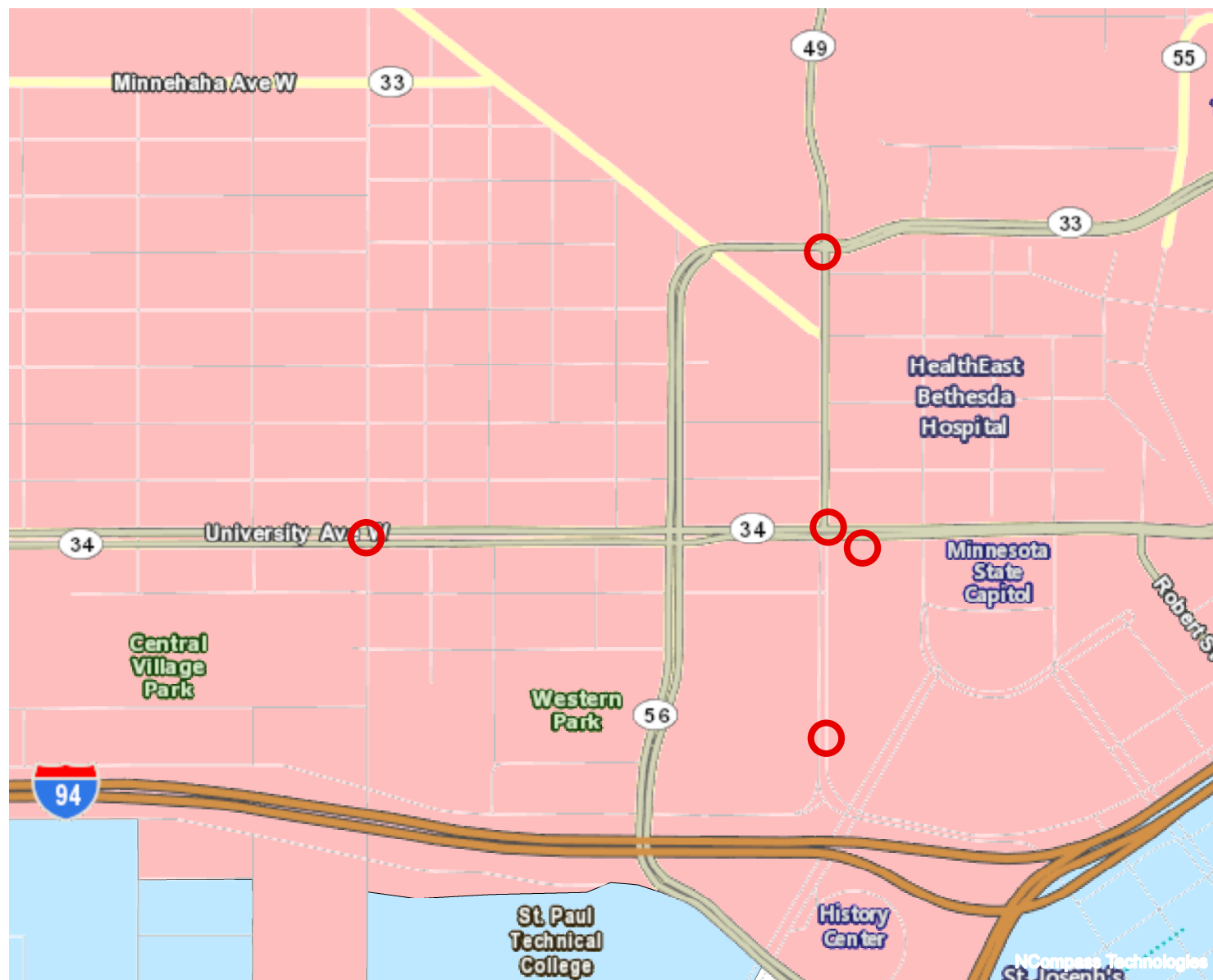
Socio-Economic Conditions



Travel Demand Management Project: 15 minute cities | Map ID: 1649022935102

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 4752

Project located IN an Area of Concentrated Poverty.



-  Points
-  Regional Environmental Justice Area
-  Area of Concentrated Poverty

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/3/2022
LandscapeRSA2



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



Elaine Koutsoukos
Coordinator-- Transportation Advisory Board
390 Robert Street
St. Paul, MN 55101
Sent via electronic delivery

April 14, 2022

Dear Ms. Koutsoukos,

I am writing in support of the regional solicitation application ("15-minute Cities in St. Paul") submitted by Move Minnesota, the transportation management organization for the City of St. Paul. Move Minnesota has identified the community surrounding the Selby-Dale neighborhood as a corridor where residents, businesses and visitors would benefit from a greater understanding and focus on a shift to pedestrian options, with consideration as to how the built environment affects their transportation choices. We look forward partnering with Move Minnesota on this important work, and hope that you will give strong consideration and preference to their application.

Although there is much pedestrian infrastructure in the Selby-Dale neighborhood, Move Minnesota has identified that not many individuals choose to walk to roll here. The benefits of an increased pedestrian share of total miles traveled in a given area are well-documented: cleaner air, healthier individuals and community, and better connections to transit service. The Selby-Dale neighborhood sits along planned bus rapid transit access (the B Line); is a short walk to access Green Line LRT; and contains a mix of affordable housing, market rate housing and commercial properties. It represents an excellent opportunity to increase pedestrian trips to supplement transit trips.

Further, we appreciate the ways in which Move Minnesota's application advances the goals of the St. Paul Pedestrian Plan, the St. Paul 2040 Comprehensive Plan, and the St. Paul Climate Action and Resilience Plan. As partners in improving the vitality of neighborhood and city, we see great value in educating those live in and visit our neighborhood on the availability, viability and safety of pedestrian connections here.

We strongly support Move Minnesota's proposal, and are glad to provide our recommendation for your consideration in the evaluation process.

Sincerely,

Jens Werner
Executive Director
Summit-University District Council