Application

17064 - 2022 Travel Demand Management (TDM)

17724 - Campaign to Increase Bicycle Mode Share by Expanding Access to Electric Bicycles, Bicycle Education and Support to Businesses Within Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs and the Entire Metro Area

Regional Solicitation - Transit and TDM Projects

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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

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	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	651-387-2445 Ext.
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PeopleSoft Vendor Number	

Project Information

Project Name	Learn to Ride Expansion
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis, St Paul
Jurisdictional Agency (If Different than the Applicant):	

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

BikeMN is proposing a multifaceted Metro Area wide campaign to increase bicycle ridership with the goal of reducing vehicle miles traveled (VMT) and congestion and improving air quality. There are key barriers community members experience when seeking to incorporate more bicycle use into their lives. Among those are lack of access to bicycle education and knowledge, cost barriers involved in owning and maintaining a bicycle, and lack of incentives from employers for replacing vehicle commutes with bicycling. BikeMN has proven success with teaching people how to ride safely and confidently and enable them to commute, and replace other short trips, by bike. There are also excellent examples of employers engaging employees in bicycling.

Making it safe and convenient to bicycle as part of people?s daily routines is a top priority in climate action plans and for the Statewide Health Improvement Partnership. St. Paul has an ambitious VMT reduction goal of 40% and MnDOT has adopted a 20% statewide goal, most of which will need to come from the Metro Area. BikeMN strongly believes that in order to achieve these goals bicycle network infrastructure investment needs to be complemented with community engagement and education that will maximize that return on investment.

This proposal will apply the bike education best practices BikeMN has established - including classes, repair clinics, and group rides - with an intense e-bike share program at four select metro area businesses, commuting seminars at 20 additional businesses, continuing the Adult Learn to Ride Program where high demand exists, and developing and implementing a broader go by bike campaign region wide.

Goals with the four priority businesses will be achieved through a coordinated encouragement and engagement campaign and development of employer-based electric-assist bike share programs. BikeMN will provide support specifically tailored to electric bikes, support of bike commuting culture by teaching participants about current infrastructure and programs such as ?Guaranteed Ride Home?, by coordinating an incentive program in collaboration with area bike shops, and providing opportunities for participants to learn the basics of ebike care and maintenance.

The proposed work will also include a less intensive campaign with at least 20 additional businesses that will include bike commuting presentations. It will also include a broader campaign that includes the development of videos about navigating the Metro and the two downtowns by bike, basic maintenance like fixing a flat and minor adjustments, and a social media challenge and ride tracking campaign that builds upon previous efforts. The videos and campaign will be shared widely through our partners that would also include Metro Transit.

(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	$424,554.00
Match Amount	$106,138.00

Minimum of 20% of project total

Project Total $530,692.00

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

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds BikeMN general revenue and in-kind support

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: Eastern Hennepin and Southern Ramsey 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 also think using a bicycle to commute to and from work should be supported by one?s employer with engagement, encouragement, and education programs and community infrastructure. 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.

This proposal has the goal of helping thousands of people replace a car trip with one or more trips by bike a week. BikeMN believes that bicycle education 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 relationships with businesses large and small. We have also built a state and region wide network of trained instructors. Finally, there is little doubt that bicycling plays a bigger role post COVID-19 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.

This proposal is consistent with the 2040 Transportation Policy Plan 2018 Update/Overview in the following areas (the 2020 update includes similar goals and strategies):

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 educational and business partnership portion of this proposal that targets ACP50 populations will increase multimodal options and provide tools needed to increase the availability, attractiveness, and safety of commuting to work via bicycle while advancing equity goals.

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.

The number of places that the local plans in Metro Area cities and counties and MnDOT?s statewide plans talk about goals and strategies to increase bicycling are too numerous to list here. Although only some specifically mention bike education, none mention the specific activities proposed in this application. All talk extensively about equity and expanded active transportation networks.

Examples include:

The 2040 Hennepin County Bicycle Plan focuses on equity and has 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 gasses 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. Their Climate Action Plan includes bicycling among its top priorities for its 20% VMT reduction goal.

The Minneapolis Bicycle Master Plan, Section 6.3, sets a goal to increase safety through education. 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. St. Paul?s VMT reduction goal is an ambitious 40%. The St. Paul 2040 plan proposes to ?Prioritize safety and equity benefits in transportation project selection. 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.

The Ramsey County Wide Pedestrian and Bicycle Plan says: ?encourage 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 following examples from the urban core reinforce the choice of high priority locations (businesses in or near ACP50 neighborhoods) for our proposed programming.

The St. Paul 2040 plan proposes to ?Prioritize safety and equity benefits in transportation project selection?. The Minneapolis 2040 plan states that ?To achieve the goal of a connected, healthy, and safe people, the City of Minneapolis will ensure healthy outcomes for all Minneapolis residents, including youth and seniors, regardless of where in the city they live and regardless of their income, the City of Minneapolis will continue healthy-living and disease-prevention activities.?

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. 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 reinstation 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	$530,692.00
Totals	**$530,692.00**

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	$530,692.00
Construction Cost Total	$530,692.00
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 on their work communities, in their communities, adjacent communities, and perhaps the entire Metro Area safely. This education program and related encouragement and engagement activities will focus on using existing infrastructure in the communities where the participants live so they have the skills to travel from their residences to work and other frequent destinations like shopping. BikeMN strongly believes that infrastructure investment needs to be complemented with community engagement and education that will maximize the return on that infrastructure investment.

(Limit 2,800 characters; approximately 400 words)

Measure A: Average Weekday Users

Average Weekday Users	90080

Response:

Over the duration of the two year program, we anticipate reaching at least 1,040 participants through our support of local business e-bike fleets, educational programming, group rides, bike maintenance classes, and a metro campaign to promote commuting to work via bike.

We estimate that on average, a participant in the e-bike fleet program will check out the bike for 2 months of the 6 month active period (approximately April-October), in which case 480 participants would check out an e-bike over the two year period. BikeMN will facilitate at least 48 classes at these businesses, which will also be available to employees who have not checked out a bike through the program. BikeMN anticipates an additional 5 employees who are not currently participating in the e-bike program will attend each class which will extend our reach to an additional 240 participants. It is likely that at least some participants will participate in more than one of the classes, so the actual number of unique individuals reached would be less than this, perhaps around 100 people in this additional group. We will also facilitate at least one Bike Basics class at each of 20 metro area businesses, and have open shop and group ride opportunities for their employees. This will increase the estimated reach by an estimated 400 participants for the duration of the two year program.

The reach of the campaign to individuals beyond the participating business throughout the metro will be difficult to measure accurately, but BikeMN predicts a measurable increase in mode share which we will evaluate at the midway and end points of the program. In the Twin Cities metro, approximately half of the 1.8 million workers live within 10 miles of their workplace. The National Household Transportation Survey estimates that

50% of trips are 3 miles or less. The MnDOT Assessing the Economic Impact and Health Effects of Bicycling estimates that 69 - 72% of the 75 - 96 million trips by bike in Minnesota are made in the Metro Area.

With the proposed campaign to increase bicycling in the Twin Cities, our goal will be to increase bicycle commute trips by 1%. This could expand our reach to an additional 9,000 commuters, who at an average of 10 miles commuted per week will replace 90,000 VMT per week. If successful in adding 1% to the 60 - 70 million trips already being made by bike and reducing an equivalent number of vehicle trips the VMT reduction could be close to one-half million. Our proposal also includes an evaluation plan from Professional Data Analytics at the midway and end points of the program that will support our ability to measure, track and report on the efficacy of this program. We will also consult with Professor Greg Lindsay at the U of M who developed the Minnesota estimates.

(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:

Response:

BikeMN has planned the business e-bike pilot and continuation of the Adult Learn to Ride project using the Metropolitan Council?s ACP 50 maps as priority locations. 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, AARP Minnesota and several more.

(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.

Response:

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 infrastructure, events, and activities.

This general statewide data becomes even more applicable as we have studied how low income, persons of color, English as not primary language, Indigenous, 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 traffic 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.

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 work and other destinations in their community by bicycle.

(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.

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 work and other destinations in their community by bicycle.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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.

1649966814829_SocioeconomicMapBIkeMN.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 and business areas in both St. Paul and Minneapolis and the entire Metro Area. Over the duration of the two year program, we estimate that we will directly serve 1,040 participants through program offerings supporting the ebike fleet at 4 Twin Cities businesses, continuation of our Learn to Ride curriculum (expanded to include ebike use), 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.

As part of the program, participants will be encouraged and supported to make at least 1 work bike commute trip each week that would have been completed with a motor vehicle. If the ebike fleet is successfully used, the 40 bikes will serve 400 trips per week. Five additional people from each of the 4 core businesses who commit to replacing one of their work commutes represent 20 additional trips. At an average of 5 miles round trip, those 420 trips will replace 2,100 VMT per week. The additional 20 metro businesses participating in the campaign have 20 participants each who commit to this, an additional 2,000 VMT will be replaced per week for a total of 4,100 fewer VMTs per week by employees at participating business partners.

As noted above, in the Twin Cities metro, approximately half of the 1.8 million workers live within 10 miles of their workplace. (https://onthemap.ces.census.gov). With the proposed campaign to increase work commuting in the Twin Cities, our goal will be to increase bicycle commuting ridership by 1%. This will expand our reach to an additional 9,000 riders, who at an

average of 5 miles commuted per week will replace 45,000 VMT per week. If successful in adding 1% to the 60 - 70 million trips already being made by bike and reducing an equivalent number of vehicle trips the annual VMT reduction could be close to one-half million. Our proposal also includes an evaluation plan from Professional Data Analytics at the midway and end points of the program 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:	90080
Average Commute Trip Length (Default 12.1):	5.0
VMT Reduction	450400.0
CO Reduced	1076456.0
NOx Reduced	72064.0
CO2e Reduced	1.6511664E8
PM2.5 Reduced	2252.0
VOCs Reduced	13512.0

Response:

Over the duration of the two year program, we estimate that we will directly serve 1,040 participants through program offerings supporting the e-bike fleet at 4 Twin Cities businesses, our existing Learn to Ride curriculum (expanded to include e-bike use), 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 1 work commute trips each week that would have been completed with a motor vehicle by using a bicycle. If the e-bike fleet is regularly used, the 40 bikes will serve 400 trips per week. Five additional people from each of the 4 core businesses who commit to replacing one of their work commutes represent 20 additional trips. At an average of 5 miles round trip, those 420 trips will replace 2100 VMT per week. The additional 20 metro businesses participating in the campaign have 20 participants each who commit to this, an additional 2000 VMT will be replaced per week for a total of 4100 fewer VMTs per week by employees at participating business partners.

In the Twin Cities metro, approximately half of the 1.8 million workers live within 10 miles of their workplace. (https://onthemap.ces.census.gov). With the proposed campaign to increase work commuting in the Twin Cities, our goal will be to increase bicycle commuting ridership by 1%. This will expand our reach to an additional 9,000 riders, who at an average of 5 miles commuted per week will replace 45,000 VMT per week.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Innovation

Response:

The Bicycle Alliance of Minnesota (BikeMN) has spent the 12 years working with communities, businesses, public health agencies, schools, and other partners throughout the Metro Area on education and other programming as well as advocating for infrastructure improvements. As previously noted, we believe strongly that bike education and community engagement are essential to maximizing investments in bicycling infrastructure.

Engaging in and evaluating four strategies - an intense e-bike share program at four select metro area businesses, commuting seminars at 20 additional businesses, continuing the Adult Learn to Ride Program where high demand exists, and developing and implementing a broader go by bike campaign region wide - will allow this project to be extended in areas that prove to be the most effective in increasing bicycle mode share and reducing VMT.

BikeMN sees this proposal as an opportunity to continue efforts to engage low-income communities in bicycle transportation. According to the American Bicyclist Study, in 2010 only 5.1% of bike riders in the US were African American and only 6.4% were Hispanic. There is also a significant gender gap in bicycling: 2013 Bike Walk Twin Cities bicycle counts identified that approximately 70% of bicyclists are men and 30% are women.

The intense business engagement part of this proposal recognizes that E-bikes are becoming an increasingly popular mode of transportation. In the US, an estimated 437,00 e-bikes were sold in 2020, twice as many as in 2017. BikeMN believes that increasing access to e-bikes and supporting education will enable a broader range of people to

replace commuting to work by car with e-bikes. E-bikes diminish many of the common barriers to commuting by bike including fatigue, sweating, long distances, hilly terrain, and limited time. There is evidence that e-bikes are a popular choice amongst bike share users as indicated in a study in 2019, which found that e-bikes were included in 28 percent of bike sharing programs. Within those systems, e-bikes were used 1.7 times more than traditional bikes.

(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: *15 Points*	
Applicant has not identified funding sources to carry the project beyond the initial funding period: *0 Points*	Yes
Response: *(Limit 2,800 characters; approximately 400 words)*	As of completion of this application, BikeMN has not identified potential funding sources for the continuation of this project. BikeMN is committed to sustainable programs that support participants beyond the grant award. We are confident that through the implementation, evaluation, and impact of the program, funding sources will be identified and secured.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$530,692.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$530,692.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
TDM grant proposed budget.pdf	Detailed Budget	23 KB

101 102 601
2200 3300 5901
5902 7000 7801

Socio-Economic Conditions*

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

8200 8300 8400
9500 20200 20500
20700 20801 21301
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
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106000 107000 109300
109400 122500 122600
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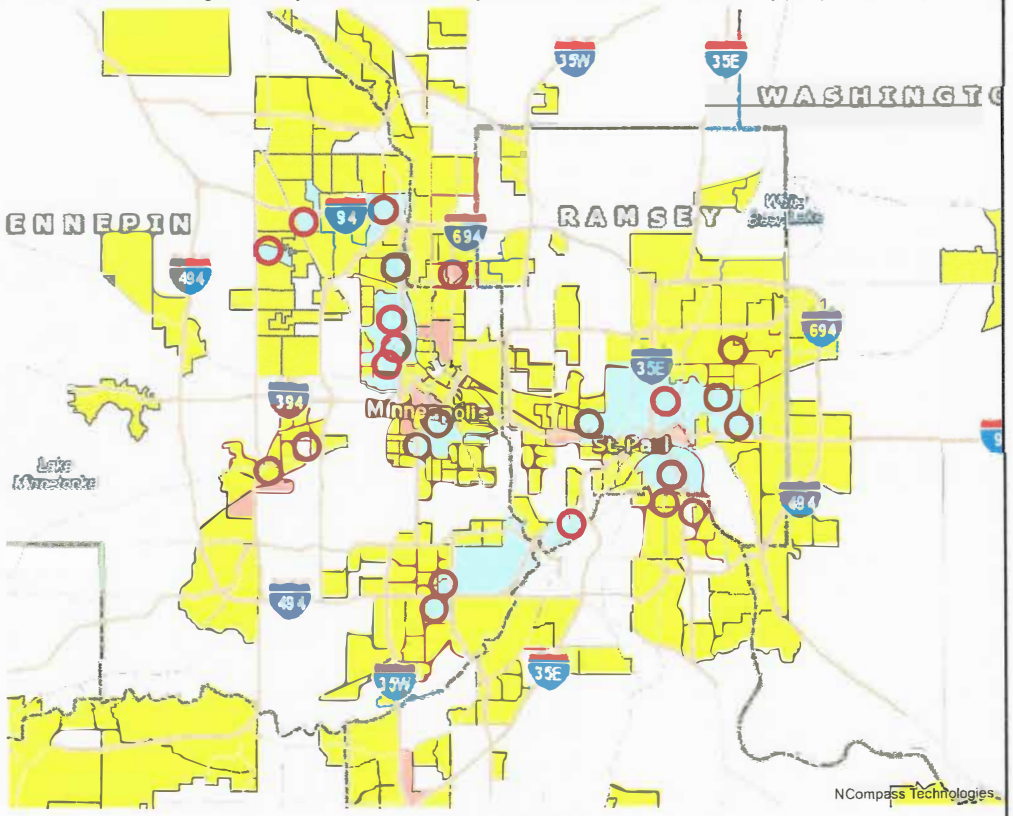
126000 126200 980000



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

0 3 6 12 18 24 Miles

Created: 5/13/2020
LandscapeRSA2

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

*The campaign portion of this proposal will account for 40% of the overall programming and will have metro wide impact

Population: 31
Employment: 2399

Regional Economy*

Hopkins
Population: 12664
Employment: 11885
Mfg and Dist Employment: 2405

Lilydale
Population: 581
Employment: 425
Mfg and Dist Employment: 66

Maple Grove
Population: 4171
Employment: 2307
Mfg and Dist Employment: 106

Maplewood
Population: 13154
Employment: 4940
Mfg and Dist Employment: 498

Mendota Heights
Population: 2830
Employment: 425
Mfg and Dist Employment: 14

Minneapolis
Population: 176742
Employment: 110725
Mfg and Dist Employment: 11199

Minnetonka
Population: 802
Employment: 12
Mfg and Dist Employment: 3

New Hope
Population: 12110
Employment: 7392
Mfg and Dist Employment: 2243

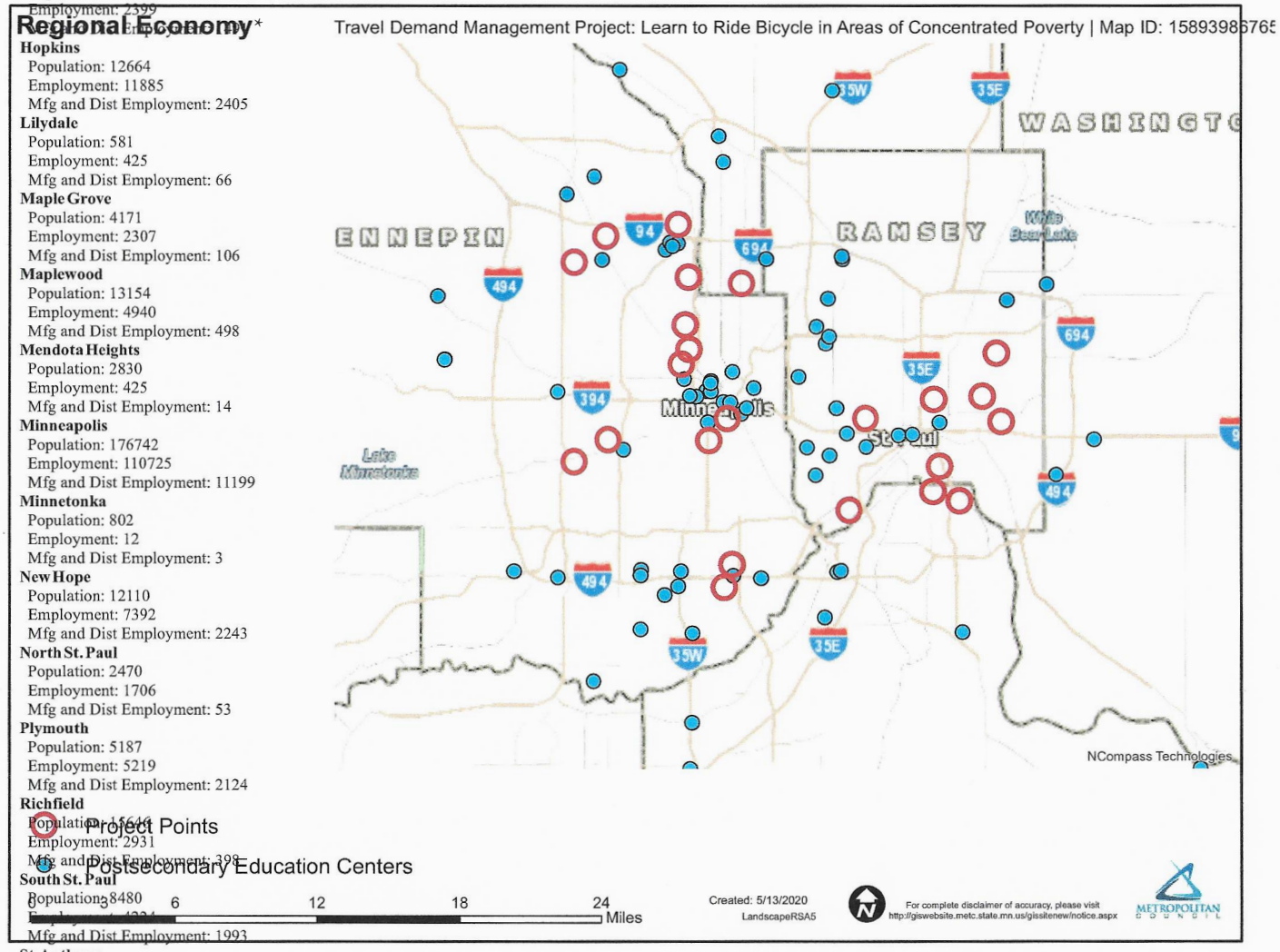
North St. Paul
Population: 2470
Employment: 1706
Mfg and Dist Employment: 53

Plymouth
Population: 5187
Employment: 5219
Mfg and Dist Employment: 2124

Richfield
Population: 15640
Employment: 2931
Mfg and Dist Employment: 398

South St. Paul
Population: 8480
Mfg and Dist Employment: 1993

St. Anthony



***The campaign portion of this proposal will account for 40% of the overall programming and will have metro wide impact**

Bicycle Alliance of Minnesota - Regional Solicitation Budget - April 14, 2022

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 prepa	550	1100	76.00	83,600.00
Program Associate (Propos	The Program Associate would be the lead instructor for most classes and activities as well as coordinate volunt	800	1600	62.00	99,200.00
Education Director(.05)	The Education Director would support program development, community outreach, and strategic planning for tl	150	300	80.00	24,000.00
Executive Director (.03)	The Executive Director would support program development, community outreach, and strategic planning for th	100	200	94.00	18,800.00
Communications Manager	The Communications Manager would prepare communications and print materials for the project.	200	400	65.00	26,000.00
Hours total		1800	3600		251,600.00
Total Cost					
Local Match Funds					50,320.00
CMAQ Request Funds					201,280.00
Total Funds					**251,600.00**

E-Bike Share Program and Region Wide Campaign

Direct Expense Costs	Description	Rate	Quantity	2 Year Total
E-bikes		2000	40	80,000.00
Helmets, Locks		50	40	2,000.00
Lights		25	40	1,000.00
Employee Incentives	Bike shop gift cards ($10/week per bike, 6 months/year)	10	960	9,600.00
Food for events	for Bike Basics and Basic Maintenance classes	100	112	11,200.00
Storage	for 80 bikes over winter	300/month	12	3,600.00
Evaluation	40,000 total, local match 8000			32,000.00
Incentives for campaign	raffles n stuff--5x$100 gift cards/week			25,000.00
Mileage	transporting bikes/staff	.585/mile	5200	3,042.00
Stipends	for current community partners			10,000.00
Staff e-bike training		550	3 trainings	1,650.00
Subcontract to develop videos, education, campaign				50,000.00
Subcontract to public relati	for campaign			50,000.00
				279,092.00
Local Match Funds				55,818.00
CMAQ Request Funds				223,274.00
Total Funds				**279,092.00**

Total Cost Request **530,692.00**