Ramsey County - Public Works

Ramsey Countywide Pedestrian and Bicycle Plan Update

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-04965

Kevin Roggenbuck

Requested: $200,000

Status Initial Review

▼ Table of Contents

General Information
Project Information
Project Funding
Document Requirements
Documents
Qualifying Requirements
Prioritizing Criteria and Measures
Evaluative Criteria
Community Considerations
Funds & Payments - Internal
Grant Requirements - Internal
ArcGIS - Internal
Review & Feedback - Internal
Dates & Financials - Internal Only
Communications & Relationships - Internal
Notes & History - Internal

What application category are you applying for.*

AT - Active Transportation Planning

General Information

Organization Name: Ramsey County - Public Works

▼ Organization Information

Organization Name	Ramsey County - Public Works
Legal Name	Ramsey County - Public Works
Street Address	1425 Paul Kirkwood DR
Street Address 2	
City	Arden Hills
County	Ramsey
State	Minnesota

Country	United States of America
ZIP Code	55112

▼ Contact Information

Contact	Full Name	Email	Phone
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Grant Administration			
Developer 1			
Developer 2			

▼ Project Information

Project Name*	Ramsey Countywide Pedestrian and Bicycle Plan Update
Select Primary county where project is located*	Ramsey
Cities or Townships where the Project is located*	Arden Hills, Falcon Heights, Gem Lake, Lauderdale, Little Canada, Maplewood, Mounds View, New Brighton, North St. Paul, Roseville, Shoreview, Spring Lake Park, St. Anthony, St. Paul, Vadnais Heights, White Bear Lake, White Bear Twp., Blaine
Jurisdictional Agency (if different than applicant):	

Brief project description*

Ramsey County is updating its 2015 Pedestrian and Bicycle Plan. This synthesizes planning for both county- and non-county-owned rights of way, including regional and state trails, to define a shared vision for a Connected Ramsey Communities Network of high-quality routes for walking, biking, and rolling. Since its adoption in 2015, nearly every city in the county has affirmed the CRCN in its own comprehensive plans. The 2027 update will renew this successful partnership in advance of the next planning cycle.

This plan will build on Ramsey County's commitment to creating a multimodal All-Abilities Transportation Network. In 2025, the Board of Commissioners approved the All-Abilities 2050 Transportation Plan, a long-range document that helps prioritize future county transportation investment. The 2027 plan update will build on this, developing project scopes and preliminary cost estimates across the Connected Ramsey Community Network that will inform anticipated regular updates of the 2050 plan. In addition, the plan will lay the groundwork for potential wayfinding and maintenance improvements across the countywide pedestrian and bicycle network.

County highways often run directly through historically disadvantaged communities, and decisions made regarding these highways have at times created disparate and unjust impacts. Redesigning or enhancing these corridors to include better pedestrian and bicycle infrastructure can help to repair these harms, creating environments that provide better access to local residents and promote economic opportunity.

The 2027 plan update will be guided by Active Living Ramsey Communities, a community-based coalition funded by Ramsey County that focuses on improving health outcomes through community engagement and promoting environments that make it safe and easy for everyone to integrate physical activity into their daily routine. Extensive community and agency outreach efforts are planned, with a preference for innovative formats that center around active living.

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

No

Grant Request Amount, US$* $200,000.00

Project Total: $* $250,000.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: $50,000.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage: 20%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds* Ramsey County

Please check the years that are feasible for your program.* 2027 (Federal and Active Transportation Sales Tax Projects)

Active Transportation applications will need to complete the Total Project Cost Worksheet (attach this worksheet in the application documents) AND also complete the Fluxx Budget tool below (Click on the Edit button in the "What is the grant amount requested for each activity?")

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Read and Complete the Total Project Cost Worksheet Instruction and fill out the worksheet. After you have completed the worksheet then enter the costs from the Grant Request Amount column into Fluxx Budget Tool. You will need to enter all line items with associated costs, but only from the **Grant Request Amount column**.

- If you have “Other Bicycle and Pedestrian Elements” in your budget, you will be required to provide a description of the line item by replacing the Line Item text with your description.
- There is no local match. Therefore, it is possible your Total Project Cost will be equal to the Grant Request Amount. However, if your Total Project Cost exceeds the maximum award for the category, the entire cost must be identified in the Total Project Cost Worksheet.

The information entered into Fluxx should match your budget included in the attachments. This is how you will make claims against your grant award.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question “Project Name” above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5’’X11’’pdf and cannot be more than 15 pages in

length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

Other

1. For Transit and TDM Projects that include public/private joint-use parking facilities only: The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

Resolution of Support

Total Project Cost Worksheet

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

260614 regional solicitation one-page.pdf

Project Summary
Added by Ethan Osten at 4:54 AM on June 24, 2026

1 - 1 of 1 Record

1

Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

The plan update aligns with numerous TPP objectives:
- Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
- We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
- We better meet the transportation needs of people who have disabilities or limited mobility.
- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.
- The region's transportation system minimizes its greenhouse gas emissions.
- People have more reliable access to zero emissions vehicle infrastructure.
- By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

In addition, the plan aligns with the following policies: 1A, 1C, 2B, 4A, 4B, 4C, 5A, 8A, 9A, 10A, 11B, 12A, 13A, 13G, 13I, 14C, 15A, 15B, 15C, 15E, 16A, 16C, 17A, 17B, 19B, 22B, 22F, 23A, 23B, and 25B.

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

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Active Transportation Planning: In order to apply in the Active Transportation Planning application category, the applicant must not have an existing equivalent plan. If the applicant has an existing plan, it must be more than 10 years old in order apply for a new study effort. Applicants who do not have a specific active transportation plan other than the information included in their 2040 Comprehensive Plan may apply for assistance even though the comprehensive plan may be less than 10 years old.

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

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Active Transportation Planning: The proposed plan must address active transportation at a system level. The plan must not be used to advance design for a single corridor or facility. At a minimum, the funded plan must identify recommended projects that may be eligible for future active transportation infrastructure funding. The plan must also address strategies to maintain and operate active transportation facilities on a year-round basis and for the life of any future projects.

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Active Transportation Planning application category intends to help communities establish plans to identify and prioritize future investments in active transportation, and ensure eligibility for future active transportation infrastructure funding.

2050 TPP Objectives or Policies:
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Active transportation plans
- Pedestrian system plans
- Bicycle system plans
- Safe Routes to School plans
- Comprehensive planning support
- Other systems-level plans related to active transportation

▼ Evaluative Criteria

1. Proposed Planning Effort

This criterion measures the project’s ability to help the community fulfill the eligibility requirements for infrastructure funds by developing and adopting a nonmotorized plan that includes identified future infrastructure projects.

Measure A – Project identification (including connection to key destinations; gaps, barriers, or deficiencies addressed)

Please provide a written response (600 words or less) that details the desired work plan and approach for the proposed planning effort.*

In your response, please provide the following information:

- Identify the proposed study area, the agency that will approve or adopt the plan, how the applicant will utilize the plan once adopted;
- How the proposed plan will identify future active transportation projects for implementation;
- How the proposed plan will support connections between communities and to key destinations within the community;

- How the proposed plan will identify and address barriers or deficiencies in the nonmotorized transportation system.

The 2027 Countywide Pedestrian and Bicycle Plan update will revise the 2015 plan to reflect more recent planning efforts and best practices. When completed, the draft plan will be sent to the Ramsey County Board of Commissioners for adoption, and cities and townships in the county will be encouraged to again adopt the updated Connected Ramsey Communities Network into their municipal comprehensive plans.

Building on previous system-level pedestrian, bicycle, active transportation, and park/trail planning efforts by Ramsey County and its partner agencies, the 2027 update will synthesize these plans into a system-level assessment of pedestrian and bicycle needs along the county's transportation network. In addition to identifying and affirming county-owned corridors where pedestrian and/or bicycle investments are needed, the update will also work with municipalities and other public agencies to renew the vision for a Connected Ramsey Communities Network along local corridors to link the entire county together across jurisdictional and planning boundaries.

A significant focus for the 2027 update will be implementation of the planned pedestrian and bicycle network. Building on the robust tools for project ranking and prioritization developed for the All-Abilities 2050 Transportation Plan, the update will evaluate the existing and proposed network and develop segment-level scores for type of improvements needed for low-stress multimodal access, equity considerations, proximity to key destinations, impact on regional bicycle barrier crossings, implementation feasibility, and cost. These metrics will inform future project prioritization and funding decisions, corridor transportation studies, and engineering feasibility studies. In addition, these high-level concepts and cost estimates will enable the county and its partners to apply for future funding opportunities to complete planning and implementation.

The impact of the 2027 update will be magnified because of the substantial overlap between the Connected Ramsey Communities Network and regional planning efforts including the Regional Bicycle Transportation Network and the Regional Bicycle Barriers Study. Segment-level cost estimates will help determine decisions around potential Regional Bicycle Facilities applications versus Local Bicycle Facilities or Local Pedestrian Facilities categories.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will provide a well thought-out project approach that addresses all the required information. It is clear this project will lead to a final document that will promote a safe, accessible active transportation system for users of all ages and abilities.
- Medium-High
- Medium: Mid-range projects in this measure may provide fewer details or speak in more generalities about the desired outcomes of the project. These responses may address some, but not all of the required information.
- Medium-Low
- Low: Low rated projects will provide few details about the project approach and may not provide information on all of the required information.
- Non-responsive/Not relevant: Projects that do not adequately address any of the required information beyond identifying the study area and agency should receive zero points.

Measure B – Complete streets planning, design, and construction

One of the goals of the sales tax program is for agencies to promote and support complete streets planning and design. Please provide a written response (400 words or less) outlining how the plan will encourage or promote a complete streets approach to planning, design and construction.*

In your response, please outline the community's current policy and practices (if applicable), or detail how the plan will aid in the improvement of complete streets practices in the community. Please outline any specific desired outcomes from the planning process that would promote complete streets practices (such as an adopted complete streets policy, design guidelines, etc.).

Ramsey County has a longstanding commitment to complete streets practices. In 2016, the Board of Commissioners approved the All-Abilities Transportation Network Policy defining six "core transportation principles":

- Ensuring equitable access to people of all abilities to use the county's transportation network.
- Ensuring safety for all when using the county's transportation network.
- Implementing an integrated and fully interconnected transportation system using a variety of modes.
- Aligning transportation network principles with comprehensive planning.
- Incorporating sensitivity to environment and context in all transportation planning.
- Incorporating meaningful engagement with communities.

These principles are to be applied to a hierarchy of prioritized transportation system users that ensures that the most vulnerable users of the transportation network are always considered first during transportation planning and implementation:
1. Pedestrians
2. People Who Bike
3. People Who Use Transit
4. People Who Drive
5. Freight Operators

The 2027 Countywide Pedestrian and Bicycle Plan update will help translate those principles into practice, enabling Ramsey County Public Works and its partner agencies to proactively advance infrastructure projects to fill gaps in the pedestrian and bicycle transportation system to create a Connected Ramsey Communities Network. By creating an updated, more specific, and more user-friendly plan, the 2027 update will also help to ensure that pedestrian and bicycle needs are fully understood in the scoping of all future county transportation projects.

The 2027 update will also advance complete streets practices by promoting a shared understanding between county staff and partner agencies around practices and priorities. Structured engagement efforts will seek to identify barriers or gaps in the region's system for delivering pedestrian and bicycle projects and result in recommendations and best practices for future work. Parallel efforts will work to strengthen Active Living Ramsey Communities, a community-led coalition sponsored by Ramsey County that works to bring practitioners, advocates, and members of the public together to promote active transportation.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will provide a clearly thought-out approach to using the planning efforts to promote or improve complete streets practices within the agency.
- Medium-High
- Medium: Mid-range projects may lack specifics or may provide only general examples of how the agency will incorporate complete streets.
- Medium-Low
- Low: Projects that provide minimal details should receive a low rating for this measure.
- Non-responsive/Not relevant: Projects that do not have a complete streets policy and make no attempt to follow complete streets principles should receive zero points.

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2. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure C - Safety approach for people outside of vehicles

Please provide a written response (600 words or less) that identifies any existing known safety challenges in the study area impacting people outside of vehicles, and how the project will approach improving those conditions.*

If safety conditions are currently unknown, please provide information on how the plan will analyze, identify, and document known safety challenges and seek to identify potential solutions.

Consider the following:
- The agency's current approach to safety for bicyclists and pedestrians, and how the plan may help promote and encourage safety at all levels of planning, design, and construction;
- Safety stakeholders that will be identified, considered and engaged in the planning process (including emergency services, schools, and other community groups);
- How the plan will identify and incorporate potential safety recommendations;
- Related planning efforts that will be incorporated or built upon through this plan (such as a regional or local

safety action plan).

The 2027 Ramsey Countywide Pedestrian and Bicycle Plan update will advance a comprehensive, data-driven approach to identifying and addressing safety challenges for people walking, biking, and rolling throughout Ramsey County. The planned scope outlines a robust framework for analyzing, identifying, and improving safety concerns across the county's multimodal network.

Safety is already at the heart of how transportation projects are planned at Ramsey County, including both proactive and reactive responses to safety issues as they are identified. Every corridor with a programmed reconstruction or rehabilitation undergoes an evaluation of crash frequency and prevalence of speeding. For locations known for pedestrian and bicycle activity, these evaluations may result in updates to the road geometry, through lane markings and/or by hardscaping with concrete. Speed collection is performed before and after construction through the use of a radar gun, or through StreetLight, a transportation analytics platform.o Outside of planned projects, projects aimed at bettering safety for bicycles and pedestrians are identified through a combination of: resident concern logs, past crash history, geographical context (i.e. proximity to park, school, etc.), and municipal input. In addition, many planning efforts have already worked to identify priority areas for safety improvements, including numerous municipal plans and the 2026 Ramsey County ADA Transition Plan. The forthcoming Ramsey County Street Design Guide will reinforce this work by providing a uniform set of treatments that can be applied countywide to improve safety.

Many safety issues have already been identified through previous planning efforts, including pedestrian and bicycle network gaps, difficult crossing areas, and hotspot analyses of crash rates. Ramsey County Public Works has also taken substantial steps toward reducing speed wherever possible, including by administrative speed limit reductions on all county roads with in-street bicycle lanes. The county has also been a leader in implementing 4-3 lane conversions to improve safety for users of all transportation modes on the corridor. County staff sit on various committees related to traffic safety such as Toward Zero Deaths (TZD), and work regularly with schools to ensure safe and efficient pick up/drop-off operations. County staff have served in past Safe Routes to School efforts and actively contribute to numerous Technical Advisory Panels (TAP) or similar. In addition to the aforementioned, County staff maintains and updates several databases aimed at keeping track of intersection and segment "hot spots." These databases help in identifying project opportunities, as it relates to planning and funding.

As part of the robust public and agency engagement process planned for the 2027 update, groups including vulnerable road users, disability advocates, and emergency services will receive targeted outreach to ensure that their perspectives are included in planning.

Measure C Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will clearly identify an understanding of including safety at all levels of the planning process and define clear steps for ensuring safety is adequately addressed throughout the plan.
- Medium-High
- Medium: Mid-range projects in this measure may provide an understanding of the importance of safety for people outside of vehicles but not define clear steps the plan will take.
- Medium-Low
- Low: Projects that provide minimal details should receive a low rating for this measure.
- Non-responsive/Not relevant: Projects that do not identify ways the project will assess existing safety risk factors or address safety in project recommendations should receive zero points.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and

ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

Community Considerations

The Community Considerations criterion will seek to award points to projects that demonstrate an understanding of the importance of community-centered planning, and a commitment to advancing community benefits through the planning process.

Please provide a written response (600 words or less) about how the project will promote community engagement and the distribution of community benefits.*

Consider the following:

- **Community Data and Context: How will the project advance the community's understanding of the specific communities near or adjacent to the project, and how will this inform the planning process?**
- **Community Need and Future Engagement: How will the planning effort incorporate community engagement, and how will the feedback received inform the planning process?**
- **Community Benefits: How will the planning process seek to ensure that project benefits address the identified transportation needs of the communities?**

The 2027 plan update will advance a people-centered, data-driven understanding of the pedestrian and bicycle networks across Ramsey County. Previous planning efforts, especially the All-Abilities 2050 Transportation Network plan, have collected demographic and historical data to prioritize equity considerations in project selection and scope. The 2027 update will build on this work, prioritizing local infrastructure improvements on corridors that have historically centered the transportation needs of commuters passing through the community.

The project will compile and review locally relevant demographic, network, and planning data to understand walking, bicycling, and rolling conditions in every jurisdiction in the county, including ADA transition plans, active transportation plans, and Safe Routes to School initiatives. This data collection will directly support identification of transportation needs for people of color, Indigenous communities, low-income households, people with disabilities, youth, and older adults—populations prioritized in regional Community Considerations guidance.

To deepen community understanding and bring historically underrepresented voices into the planning process, the 2027 plan update will implement a robust, inclusive engagement program. This will include at least two public open houses, two engagement events focused around active living activities, participation in quarterly Active Living Ramsey Communities coalition meetings, presentations to disability and park advisory bodies, and engagement at advocacy-led meetings as interest allows. Engagement activities will be designed to ensure meaningful participation, including universally accessible formats, multicultural and multilingual access, stipends or meals, and contractor-supported facilitation that helps participants understand technical material and contribute lived-experience perspectives. An interactive online map will also allow the public to provide place-specific input on barriers and opportunities.

The 2027 plan update will incorporate this engagement directly into the planning process. Structured coordination with city, county, regional, and state agency partners will help identify organizational and procedural barriers that affect equitable outcomes and generate recommendations to improve future decision-making. These findings, combined with community feedback, will inform updates to the Connected Ramsey Communities Network, with emphasis on directness, access to essential destinations, and low-stress facilities for people walking, biking, and rolling.

The 2027 plan update will ensure community benefits by linking engagement findings to concrete planning products. These include a revised multimodal network, maintenance and winter access recommendations, signage and wayfinding improvements, quick-build opportunities, criteria for Regional Solicitation project development, and prioritized strategies that respond directly to identified community needs. All work will align with the county's All-Abilities Transportation Network principles, ensuring that the most vulnerable users are considered first.

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will clearly identify a planning process that utilizes community engagement best practices, supports a strong understanding of the surrounding community and its transportation needs, and a process that will prioritize an equitable distribution of benefits that directly responds to community needs. These projects will identify approaches and engagement activities that go above and beyond in an effort to lead to equitable planning outcomes.
- Medium-High
- Medium: Mid-range projects in this measure will identify a planning process that follows general best practices but does not go above and beyond.
- Medium-Low
- Low: Projects that provide minimal details or generally describe a project approach without providing specifics should receive a low rating for this measure.

- Non-responsive/Not relevant: Projects that do not identify ways the project will assess existing safety risk factors or address safety in project recommendations should receive zero points.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Project identification:

Measure B – Complete streets planning, design, and construction:

Measure C – Safety approach for people outside of vehicles:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $200,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status	Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Ethan Osten at 5:37 AM on June 24, 2026

HISTORY

Show History

Updated By:	Ethan Osten
Created By:	Ethan Osten
Updated At:	6/24/2026
Created At:	5/19/2026