Saint Paul - Public Works

Regional Docked Bikeshare Feasibility Study

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05171

Liz Boyer

Requested: $200,000

Status Initial Review

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What application category are you applying for.*

AT - Active Transportation Planning

General Information

Organization Name: Saint Paul - Public Works

▼ Organization Information

Organization Name	Saint Paul - Public Works
Legal Name	Saint Paul - Public Works
Street Address	25 W 4th ST #1500
Street Address 2	
City	St Paul
County	Ramsey
State	Minnesota
Country	United States of America

ZIP Code	55101

▼ Contact Information

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▼ Project Information

Project Name*
Regional Docked Bikeshare Feasibility Study

Select Primary county where project is located*
Ramsey

Cities or Townships where the Project is located*
Minneapolis, St. Paul, Edina, Hopkins, St. Louis Park

Jurisdictional Agency (if different than applicant):

Brief project description*

The City of Saint Paul, in partnership with the Great Plains Institute, is proposing to develop a feasibility study and implementation guide for the development of a fully electric, affordable, equitable, and sustainable regional docked bikeshare system integrated with public transit and electric vehicle carshare systems. The project will include stakeholder and public engagement, local context and demand analysis, system planning, and recommendations for the business model, as well as innovative charging and deployment solutions. If awarded, the Great Plains Institute will use the funds to manage the project, lead stakeholder visioning, and contract with a qualified partner to complete the technical analysis and support the Great Plains Institute's public engagement efforts.

This study will encompass the cities of Saint Paul and Minneapolis, along with areas beyond city boundaries that are adjacent to existing or planned high-frequency transit corridors, including bus rapid transit and light rail. A docked electric bikeshare system would play a critical role in the region's transportation ecosystem by providing an affordable mobility option for short trips and a reliable first- and last-mile connection to transit.

While dockless, venture capital–backed bikeshare currently operates in parts of the region, a truly reliable and sustainable system requires an ownership and operational model centered on public purpose and responsiveness, an approach this plan will seek to advance. The Twin Cities region pioneered the first wave of bikeshare in the United States and now has the opportunity to once again develop a system that can serve as a national model. Realizing this opportunity will require treating bikeshare as a core component of the Twin Cities' public transportation system, recognizing that profit cannot be the primary driver of an equitable and accessible system.

While the benefits of a new bikeshare system will not be fully realized during the planning phase, this feasibility study is a critical step toward implementation. The study will evaluate how a future system can reduce transportation emissions, support regional climate goals, and improve air quality by providing a viable alternative to short vehicle trips and strengthening connections to transit. It will also identify opportunities to expand affordable transportation options as vehicle ownership costs continue to rise. Finally, the study will develop recommendations for improving transportation equity by expanding mobility for households with limited vehicle access, particularly in communities that rely more heavily on public transportation, while improving access to transit, jobs, services, and other key destinations throughout the region.

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: $* $200,000.00

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: $0.00

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

Match percentage: 0%

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* N/A

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.)

▼ 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

Filter by Type: All document types (7)

Move Minnesota_Letter of Support_RS Bikeshare Planning_06.25.2026.pdf

(Optional) Attach Project Detail Map(s)
Added by David Vessel at 10:07 AM on June 26, 2026

Regional Docked Bikeshare Feasibility Study - Letters of Support Part 2.pdf

Additional Transit Letter of Support
Added by Aaron Westling at 3:50 AM on June 25, 2026

Regional Docked Bikeshare Feasibility Study - Letters of Support Part 1.pdf

Additional Transit Letter of Support
Added by Aaron Westling at 3:50 AM on June 25, 2026

Docked Regional Bikeshare Feasibility Study - One Page Summary.pdf

Project Summary
Added by Aaron Westling at 10:01 AM on June 24, 2026

Resolution of Support - City of Saint Paul.pdf

Resolution of Support
Added by Aaron Westling at 9:58 AM on June 24, 2026

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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*

Policy 21. Use travel demand management to plan, fund, and promote multimodal travel options and alternatives to driving alone.

Action 21G. Continue to explore and support shared mobility options across different modes and platforms to allow for more flexible and affordable travel and reduce the need for vehicles in a household. Prioritize investments in shared mobility that support regional goals and objectives. Explore providing regional shared e-bike and e-scooter services to provide first- and last-mile options for users to connect to their origins and destinations.

Policy 29. Ensure the availability, visibility, and accessibility of electric vehicle charging infrastructure.

Action 29B. Support the expansion of private and shared electric vehicle charging systems. Coordinate and partner with public and private entities to construct electric vehicle charging infrastructure that meets the needs of private and shared vehicles, e-scooters, e-bikes, and commercial delivery vehicles. Consider charger placement opportunities in transportation right-of-way, public facilities, and publicly accessible private businesses (for example, parking lots, convenience and gas stations).

Policy 31. Prioritize projects that reduce vehicle miles traveled through sustainable transportation options.

Action 31E. Support the expansion of access to bicycle systems, including incentives for individual bike purchases for electric or traditional bikes, secured bike parking, bike charging infrastructure, and shared bicycle programs.

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 geographic scope of this feasibility study includes Minneapolis and Saint Paul as well as areas near existing and planned high-frequency transit corridors, including bus rapid transit and light rail lines. The scope was developed based on similar planning projects undertaken in other U.S. cities.

As this project aims to cross municipal and county lines, we do not anticipate that one single agency will approve or adopt the plan. Instead, we intend for this study to bring forth recommendations that can be shared with appropriate agencies and committees, including formal technical presentations, with the goal of working toward multijurisdictional cooperation to deliver a new system.

Stakeholder Visioning: Stakeholder visioning workshops will bring together staff from various agencies to develop a shared vision for docked bikeshare, establish goals, identify service preferences and constraints, and clarify potential roles for different partners.

Technical Feasibility Assessment: Current bike and dock technology options, electrification approaches, and station typologies alongside siting and permitting considerations. Exploring governance model options, including the roles of public entities and potential private and nonprofit partners, and conduct a market analysis of potential users and trip types. Equity considerations and priority communities for future engagement will be identified, along with opportunities to connect with existing regional transit and carshare programs. A financial assessment will project capital and operating costs, user fees, and potential sponsorship revenues.

Program Recommendations: Business and funding models, equipment and technology specifications, fleet size, lifecycle and replacement costs, and strategies for advancing Complete Streets goals and policies. Recommendations will also address station siting guidelines and proposed locations, user fee structures, data reporting standards, and equity requirements to promote access for underserved communities.

Implementation and Evaluation: Phased timeline for system launch, expansion planning guidance, and key performance indicators to measure success.

Community Engagement: Gauge public interest in docked bikeshare, gather input on potential station locations and key community destinations, and understand community concerns through online tools including a survey and interactive webmap. Additionally, using Imagine 2050's Engagement Spectrum, the project will identify future engagement activities needed to co-create system design, station locations, pricing structures, payment options, workforce opportunities, and community partnership agreements.

Why This Matters: This study will support the development of a system that allows travelers to more easily reach their destination by electric bike and making it easier to connect to carshare and the existing and planned transit system, adding value to major transportation investments throughout the region. A dock-based system

will allow the region to ensure that bikes are available and charged at high-frequency transit stops, key destinations identified by the community, and regional mobility hubs, helping users overcome the first/last mile problem of reaching transit.

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.).

Public entities throughout the study area have plans and policies that support the safety of folks traveling by foot or bike. This includes the City of Saint Paul's Complete Streets Action Plan, which is intended to implement Complete Streets projects and policies. The City of Minneapolis' Complete Streets plan and Transportation Action Plan that includes Complete Streets as key policies. Hennepin County has a Complete and Green Streets Policy and Ramsey County has a number of plans that prioritize infrastructure investments that focus on the safety and comfort of all road users, with a focus on pedestrian and bike safety, including its All Abilities Transportation Policy.

A well-planned docked bikeshare system can advance Complete Streets goals on roadways throughout the region. According to the National Association of City Transportation Officials (NACTO), intentionally placed docks can help create safer streets by increasing pedestrian visibility at intersections, narrowing streets, and providing pedestrian refuge areas. The docked stations can even act as a barrier for protected bike lanes. "Bike share protected bike lanes" have been implemented in cities such as Austin, TX and Arlington, VA. This study will include strategies for the optimal deployment of stations to support complete streets policies.

Additionally, access to bikeshare is about more than just access to bikes themselves, it is about access to infrastructure that allows users to feel comfortable riding. While the Twin Cities region has some of the best bike infrastructure in the country, ranging from protected bike lanes to off-street trails, it still has a long way to go to ensure that everyone has the same ability to benefit from those investments. This plan will assess what it will take to launch a new docked bikeshare system in the region and what will be required to ensure the long term success of that system, including widespread access to safe and convenient bike infrastructure. This theme was brought up by stakeholders during interviews for the Twin Cities Bikeshare Equity Study, recently released by the Great Plains Institute, with interviewees stating that equitable access to protected bike infrastructure is vital to increasing bikeshare ridership, especially for new and prospective users.

Overall, this plan will not only discuss how docked bikeshare can positively impact the advancement of Complete Streets policies in the region but also make the case for why those policies are vital to the ultimate goal of providing a safe mobility option for everyone.

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).

While the proposed Feasibility Study is not itself a dedicated safety plan, the success of any bikeshare program hinges on users' ability to safely access the system, typically by walking or taking transit, and then safely operate the bike once it has been checked out. This is especially true for the type of system this plan will inform, one that seamlessly fits into a safe and interconnected multimodal landscape. The safety of those outside of vehicles will be integrated into each part of the plan.

The Met Council's Regional Pedestrian Safety Action Plan highlights that pedestrian safety is an issue in both urban and rural settings. While the majority of crashes involving pedestrians (70%) occurred in urban areas from 2016–2019, rural areas experienced a higher proportion of severe outcomes, where nearly 50% of pedestrian-involved crashes resulted in serious injuries or fatalities. Neighborhoods with higher percentages of people of color, people with disabilities, and households with lower incomes experienced more pedestrian crashes, including those resulting in fatalities and serious injuries.

Additionally, the Action Plan found that while fewer than 25% of all intersections are within 500 feet of a transit stop, nearly 80% of fatal or serious injury pedestrian intersection crashes occur near transit stops. This again disproportionately impacts communities of color, lower-income households, and people with disabilities, who are more likely to use transit. The plan will identify strategies in which a docked system could support improved pedestrian safety at transit stops, including the potential use of docks themselves as traffic calming devices and the recommendation of Complete Streets strategies near transit stops to better support both bicyclists and pedestrians. A docked system can also help clear pedestrian pathways and reduce trip hazards and ADA conflicts, which can be an unintended consequence of current dockless strategies.

Both Saint Paul and Minneapolis have comprehensive transportation safety plans that will inform the outcomes of this plan. Saint Paul's Transportation Safety Action Plan identifies that speeding and reckless/careless driving are key behavioral problems related to fatal and serious injury crashes, while crossings for pedestrians and bicyclists are top high-risk locations for these crashes. Minneapolis' Vision Zero Action Plan echoes similar issues, such as the prominence of speeding, the danger of intersections, and the concentration of crashes along a few key corridors. The feasibility study will engage closely agencies throughout the region on their safety action initiatives to develop recommendations that agencies can implement to improve safety for people

accessing and using bikeshare systems, including utilizing docks and improved bike infrastructure to narrow lanes, reduce speeds, and separate vulnerable road users from traffic, especially on High-Injury corridors.

The plan will also focus on developing a system that is integrated with the transit network and supports the reduction of vehicle miles traveled, a goal outlined in recent state legislation and in plans such as the Saint Paul 2040 Comprehensive Plan, Minneapolis Transportation Action Plan, Hennepin County's Mobility 2040 plan, and Imagine 2050. Shifting trips from personal vehicles to bikeshare and transit will reduce the number of collisions and help catalyze safer infrastructure for those outside of vehicles.

Through budgeted public engagement efforts, we will engage directly with community-based organizations focused on street safety and those representing vulnerable road users such as transit riders, older adults, and people with disabilities, with a focus on parts of the region that have seen a disproportionate amount of traffic violence. The implementation of a docked system has the potential to not only support a safe mobility option for riders, but also to help advance an ecosystem of Complete Streets that prioritize the safety of those outside of vehicles.

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?**

Engagement for this project will primarily fall within the “consulting” level of the Imagine 2050's Engagement Spectrum, with feedback gathered to directly inform the study’s recommendations. The project team will clearly communicate how feedback will be used and which decisions can be influenced now, and which will occur

later. This transparency will help build trust, avoid unrealistic expectations, and develop a shared understanding of the project timeline. Direct engagement with community organizations will also help identify priority groups, trusted messengers, and effective methods to reach residents who are often underrepresented in planning processes.

This study's process will combine demographic, transportation, environmental, and public health data with direct community input to identify priority service areas, station locations, pricing strategies, and program features that best serve residents facing transportation barriers. Direct engagement will include surveys, stakeholder interviews, and interactive map-based tools for location-specific feedback, preferred station locations, pricing considerations, and desired system features. These findings will directly inform recommendations regarding implementation priorities.

The study will focus on Saint Paul, Minneapolis, and areas directly adjacent to existing or planned high-frequency transit lines beyond those municipal boundaries. This geographic footprint incorporates areas with environmental or climate and socioeconomic burdens as determined through the Climate and Economic Justice Screening Tool. Many of these communities face disproportionate impacts from transportation produced emissions such as air toxins affecting respiratory health and exposure to particulate matter (PM2.5), as shown in maps attached to this application. The study will use spatial analysis to overlay these disproportionately impacted areas with transit access and community destinations to identify priority locations for station placement to support first/last-mile connections. These findings will help ensure that recommended station locations are not only responsive to community needs, but are also accessible and integrated with existing and planned transit investments.

In early 2026, the Great Plains Institute published a Twin Cities Bikeshare Equity Study that included interviews with regional transportation leaders, advocates, and stakeholders to identify transportation barriers faced by residents and explore how docked bikeshare can help fill gaps and better serve low-income communities, nondrivers, and historically underserved neighborhoods. This feasibility study will build upon findings from the 2026 Twin Cities Bikeshare Equity Study and reengage participants to validate findings and ensure recommendations reflect current priorities.
Interviewees included in the Twin Cities Bikeshare Equity Study highlighted some of the main challenges faced by the region's residents, especially those in underserved areas that have faced decades of disinvestment, in both transportation and housing access, resulting in a system where people with fewer resources are forced live further from their jobs as the price of housing in the city center continues to increase. Challenges include transportation cost, access to safe infrastructure, and a lack of connection between modes.

Interviewees also discussed how a return to a community-focused docked service could be one tool to support a more connected system, with participants noting the high cost of current dockless providers, issues with bike clutter and obstructing the right of way, and the overall benefits of working with a non-profit, community focused organization. Public planning documents also recognize the potential of bikeshare to support the region's climate and mobility goals, for example the Imagine 2050 plan explicitly calls for exploring the possibility of providing regional shared e-bike service in Action 21G.

While the benefits of a new bike share system will not be fully realized during the planning phase, the feasibility study is a critical step toward implementation. It is expected to lay the groundwork for a system that reduces transportation emissions and costs, and supports a more connected system, increasing mobility options for everyone.

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:	No
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 Liz Boyer at 5:09 AM on June 25, 2026

HISTORY

Show History

Updated By:	David Vessel
Created By:	Aaron Westling
Updated At:	6/26/2026
Created At:	6/5/2026