

**2019 E-BICYCLE SHARING PROGRAM
APPLICATION GUIDELINES**

**CITY OF SAINT PAUL
DEPARTMENT OF PUBLIC WORKS
800 CITY HALL ANNEX
25 WEST FOURTH STREET
SAINT PAUL, MN 55102**

4/8/2019

1. 2019 E-BICYCLE PROGRAM OVERVIEW

The City of Saint Paul is pleased to offer the opportunity to firms with proven e-bicycle sharing technology to partner with the City to provide an e-bicycle sharing system for Saint Paul. The City's vision is to allow residents to travel throughout the city without the use of personal automobiles by providing a wide range of transportation options, including e-bicycles. Benefits for Saint Paul include reduced traffic congestion, improved air quality, quieter and more livable streets, and the opportunity for residents to improve their quality of life by having expanded transportation choices.

Docked bicycle sharing systems were first introduced to Saint Paul in 2011, and dockless shared bicycles were introduced in August 2018. While both systems offered an important transportation option, neither model succeeded at reaching a broad user base. Beginning in 2019, the City intends to pivot to electric-assist bicycles to help users expand the range of their trips and overcome Saint Paul's sometimes daunting terrain.

In 2019, the City of Saint Paul intends to permit up to 1,000 e-bicycles, operated by a maximum of two vendors. The City invites all vendors interested in operating an e-bicycle sharing business to submit the information requested below. The City will determine, based on the information submitted in the applications, which vendors the City will enter into contracts with for the 2019 e-bicycle season. In the event that fewer than two applications are received, or fewer than two vendors are selected to advance to contract execution, vendors may continue to submit applications throughout 2019 until a maximum of two vendors have been selected. All vendors who wish to operate an e-bicycle sharing system in 2019 must submit an application, including vendors who have previously operated bicycle sharing systems in Saint Paul.

The City is seeking applications from vendors who will design, install, operate, and maintain an e-bicycle sharing system throughout Saint Paul. The City's goal is to have e-bicycle sharing available across the entire geography of Saint Paul and e-bicycles available within a short walk of all Saint Paul residences, workplaces, and destinations. To encourage distribution of e-bicycles throughout the City, the 2019 contract introduces new requirements about how e-bicycles can be distributed, with a focus on areas of concentrated poverty.

2. APPLICATION CONTENTS

Permit Applications should be no longer than 15 pages in length, including cover pages, and submitted digitally in PDF format to the program manager identified below. There is no deadline for submission, but the City will begin evaluating applications on April 19, 2019, and applicants are encouraged to apply by then.

2019 E-bicycle Program Manager:

Reuben Collins
reuben.collins@ci.stpaul.mn.us
651-266-6059
25 West Fourth Street
Saint Paul, MN 55102

Vendors submitting applications should be aware of the City's draft 2019 e-bicycle contract, which is attached as an appendix item to these Application Guidelines.

Applications must provide the following information:

A. Vendor Description and Qualifications

- a. Describe your relevant experience and expertise, including experience in developing, implementing, and/or maintaining e-bicycle sharing programs with similar scope and impact.
- b. Describe the number of temporary and permanent employees you will have in Saint Paul and their roles in the organizational structure.
- c. Describe employment and hiring goals, particularly efforts to hire residents of Saint Paul using an equity lens.
- d. Please indicate your ability to pay an annual fee of \$20 per e-bicycle, or initial payment of \$4,000-\$10,000 based on number of e-bicycles allowed.

B. Implementation and Operations Plan

- a. Describe the proposed timeline for implementation of an e-bicycle share system.
- b. Describe your plan to introduce e-bicycles, including initial e-bicycle quantities, locations, and expansion plans.
- c. Describe your approach to geographic distribution of e-bicycles across the city, including how you will comply with the fleet distribution requirements in the draft contract included as an attachment to these Application Guidelines.
- d. Describe the procedures for renting and returning e-bicycles.
- e. Describe the proposed hours of operations.

C. Product Specifications, Maintenance and Security Plans

- a. Describe the technical and safety features of the e-bicycles proposed to be used in the program, including plan to meet state statutes regarding lighting and reflectivity.
- b. Describe your approach to e-bicycle maintenance, including frequency, schedule, and the ability for users to report maintenance issues.

- c. State your ability and intent to implement reduced speed zones using geofencing or other technical means in areas as requested by the city, such as heavy pedestrian areas or parks.

D. Parking and Right of Way Management

- a. Describe your plan detailing the typical size and configuration of installations in the public right-of-way (if applicable). Describe any equipment (e.g. docks, racks, signage, bollards, fencing, painting) to be installed in the right of way to establish optimal parking locations and density.
- b. Describe any technology proposed within the e-bicycles, the mobile application, or the public right-of-way to assist users in finding appropriate parking locations. Describe your approach to geofencing, if used.
- c. Describe how you will detect and address e-bicycles parked in unpermitted locations, e-bicycles that have fallen over while parked, or e-bicycles that are blocking or hindering pedestrian accessibility.
- d. Describe how you will encourage proper e-bicycle parking. Describe strategies for education and awareness, incentives, and penalties.
- e. Describe the communication platforms that will be used to allow the City, e-bicycle share users, property owners, or others to report improperly parked e-bicycles.

E. Marketing and Communications Plan

- a. Describe your marketing plan, including information on how residents and visitors can learn about and use the program.
- b. List the languages that are available to users both in-app and in marketing materials.
- c. Describe how you will serve and promote ridership in low-income communities and in communities of color.
- d. Describe how you will ensure the system is available for use by populations without smartphones or credit cards.

F. Pricing Plan

- a. Describe your pricing and fee structures, including membership or incentives programs, or penalties imposed on users for incorrect parking, damage to e-bicycles, or other violations of program rules.
- b. Provide details of any cash payment options, including debit or prepaid credit cards.
- c. Provide details of any options to use the system without a smartphone.

G. Technology and Data Plan

- a. Describe your plan to share data with the City. What formats, tools, and services will you provide for City staff to access data, receive reports, and access archives.
- b. Please state your ability and intent to comply with Mobility Data Specifications.
- c. Describe the dashboards or other tools will you provide to City staff to visual real-time data, access historic data, or visualize usage. Please provide screenshots or images of any dashboards.
- d. Discuss your systems and data security practices. Specify what protocols and data standards will be used to ensure customer data privacy and security.
- e. Describe the process by which user routes will be stored and made available to the City. If tracing is created from interval-based XY points, what will the timing intervals be?

3. APPLICATION AND PROJECT TIMELINE

The City intends to introduce a e-bicycle sharing system in the Spring of 2019. A tentative project timeline is as follows:

Recommended Application Submission Date	April 19, 2019
Vendors selected	April 26, 2019
Final Contracts Complete	April 19, 2019
City Council Approval	May 1, 2019
Vendors may begin e-bicycle operation after City Council Approval	
2019 E-bicycle Program Ends	November 30, 2019

This Agreement is entered into **DATE** between the City of Saint Paul, Minnesota, a municipal corporation under the laws of the State of Minnesota, ("**City**") and _____ ("**Vendor**").

WHEREAS, the City intends to allow companies offering e-bicycle sharing programs to operate in Saint Paul under certain terms and conditions which will protect and manage City property while allowing residents and visitors to the City to utilize the e-bicycles for transportation and recreational value; and

WHEREAS, Vendor is a company which provides e-bicycles and wishes to operate in the City of Saint Paul;

Now, therefore, based upon the promises and conditions stated herein, parties agree as follows:

SECTION 1: Definitions

"Boulevard/Furnishing Zone" means the area of the sidewalk between the Curb Zone and the Pedestrian Zone as defined in the Saint Paul Street Design Manual (2016) (<https://www.stpaul.gov/departments/planning-economic-development/planning/current-activities/complete-streets-plan>)

"e-Bicycle" means an electric-assisted bicycle as defined in Minnesota Statute 169.011 Subd. 27. "

"City Property" means property which is owned, leased, or controlled by the City of Saint Paul, including but not limited to public right of way, city and regional parkland, and green space surrounding city owned buildings.

"Outwalk" means the sidewalk that runs perpendicular to the street across a boulevard to the main sidewalk.

"Parklet" means a seating area or green space created as a public amenity on or alongside a sidewalk, especially in a former roadside parking space.

"Service Zone" means the City of Saint Paul municipal boundaries.

"Transit Zone" means any portion of a street, sidewalk, or other area intended for use of transit vehicles or patrons, including bus stops, shelters, passenger waiting areas, and bus layover and staging zones.

SECTION 2: Grant Use of City Property and Fleet Size

- A. City grants Vendor non-exclusive use of City Property for parking of its e-bicycle fleet on the terms and conditions contained in this Agreement.
- B. Vendor is required to maintain a minimum fleet size of 200 e-bicycles and may operate up to a maximum of 500 e-bicycles on City Property.
- C. The City may increase the allowable number of e-bicycles based upon a review of the following information: usage rates, compliance with this agreement, demonstrated effective right of way management by Vendor, the number of vendors operating within the city, available staff time to oversee additional vehicles, maximizing the health and welfare of the general public, and other factors.
- D. City will notify Vendor of any increases in the number of e-bicycles permitted by this Agreement by sending written or emailed notice to Vendor. Such increases shall not require an amendment to this Agreement.

SECTION 3: Term of Agreement.

This Agreement will be effective upon execution and approval by City Council and continue in effect until March 31, 2020, unless earlier terminated pursuant to Section 14.

SECTION 4: Fees and Reimbursement.

- A. Vendor will pay an annual program administrative fee of \$20 per e-bicycle to the City to cover costs associated with management and oversight of Vendor. Payment is required prior to any e-bicycles being made available for use within the city. In the event that the City increases the number of e-bicycles Vendor is authorized to operate within the city, Vendor will provide payment for the fleet increase prior to making additional e-bicycles available for use within the city.
- B. Vendor will pay a park impact fee of \$0.25 per e-bicycle per trip for all trips that begin or end on parkland. Impact fees shall be paid to the City on a monthly basis and shall be paid by the fifteenth day of the month following the month in which the trips were taken.
- C. Vendor will be responsible for reimbursing the City for the costs of City staff time spent relocating or removing e-bicycles from any location where e-bicycle parking is prohibited under this Agreement.
 - a. If the improperly parked e-bicycle is not impeding the real-time operations or maintenance work of City staff, before relocating the e-bicycles and seeking reimbursement from Vendor, the City will first notify Vendor of the issue and request that the vendor relocate the e-bicycle to an allowed location. Vendor must relocate the e-bicycle based on the timeframe identified in Section 6D. Vendor must promptly notify the City of corrective action taken.
 - b. If an improperly parked e-bicycle is impeding the real-time operations or maintenance work of city staff (e.g. an e-bicycle improperly parked on the grass within a city park impedes lawn mowing), City staff is authorized to relocate the e-bicycles without providing prior notice to Vendor, and Vendor will be

responsible for reimbursing the City for the costs of City staff time per the rates established in this Agreement.

- D. Fees for staff time are:
 - i. \$35 per e-bicycle per move from unauthorized location or location impeding real-time operations or maintenance
 - ii. \$20 per day per e-bicycle for storage at Dale Street facility. A partial day counts as one day.
- E. Nothing herein prevents the City from moving the e-bicycles from a location for any reason without giving prior notification to Vendor. Except when the e-bicycle is impeding the real-time operations of maintenance of City staff or posing an immediate safety threat, City staff will not seek reimbursement from Vendor for these moves if prior notification is not given to Vendor.

SECTION 5: Equipment Specifications, Maintenance, and Security.

- A. All e-bicycles shall meet or exceed the standards outlined in Minnesota Statute 169.011 Subd. 27.
- B. All e-bicycles shall meet the State of Minnesota requirements described in Minnesota Statute 169.222, including those for lights during hours of darkness. This includes a front light that emits white light. E-Bicycles must comply with State of Minnesota requirements for rear visibility by providing a rear red light rather than a reflector.
- C. Every e-bicycle shall have a unique identifier that is visible to the user on the e-bicycle.
- D. Vendor shall provide a mechanism for customers to notify the company that there is a safety or maintenance issue with the e-bicycle that is able to receive and provide confirmation of receipt of the message at any time e-bicycles are present on City Property or are available for use.
- E. Each e-bicycle must have a unique identifier, such a number, visible to the user of the e-bicycle.
- F. All e-bicycles must include on-board GPS chip to ensure vendor's ability to locate and retrieve e-bicycles at any time as needed.
- G. Each e-bicycle must be maintained in a safe and operable condition. Any inoperable or unsafe e-bicycle must be immediately made unavailable for use, and removed from the fleet until repaired or replaced with a safe and operable e-bicycle.
- H. Vendor must provide City staff with email and phone contact information for local staff capable of relocating e-bicycles upon request from the City.
- I. City is not responsible for any lost or stolen e-bicycles, or for damage or vandalism to Vendor's e-bicycles by third parties. Vendor waives all claims against the City for any such loss or damage.

SECTION 6: Implementation and Operations

- A. Vendor must allow trips to begin or end at any location within the Service Zone, subject to all other parking requirements in this agreement.

- B. Vendor shall have a 24-hour customer service phone number and email address for customers and City staff to report safety concerns, complaints, or ask questions.
- C. Vendor shall provide the City with a direct contact for Vendor staff that are capable of removing or rebalancing e-bicycles at the request of City.
- D. Vendor must relocate or rebalance e-bicycles upon receiving a request from the City for any reason based on these times:
 - i. 6am to 8pm on weekdays, not including holidays - within two hours of receiving notice from the City,
 - ii. All other times - within 10 hours of receiving notice from the City.
- E. Vendor must rectify an excessive accumulation of e-bicycles in a concentrated area within the timeframe identified in Section 6D. It is at the sole discretion of the City to determine what constitutes an excessive accumulation given the unique conditions of the area; however, the City's determination shall not be exercised unreasonably.
- F. Any e-bicycle that is found to be parked outside of the defined service area or outside of the City will be removed or relocated by Vendor, unless Vendor has a formal agreement to operate in that jurisdiction.
- G. Vendor must utilize GPS based fleet management system capable of determining the location of all e-bicycles at all times to aid in rebalancing and preventing the excessive accumulation of e-bicycles in a concentrated area.
- H. Vendor shall establish an alternate payment/ access system to credit card/smart phone which will employ a cash-based and SMS (text) or phone call methodology for users to access the e-bicycles
- I. Vendor must ensure that e-bicycles are distributed throughout the city in a manner that increases transportation equity as follows:
 - a. A minimum of 30% of the fleet must be distributed throughout Areas of Concentrated Poverty where 50% or more of residents are people of color (ACP50) as defined by the Metropolitan Council.
 - b. A maximum of 150 e-bicycles operated by Vendor may be distributed within the Downtown Entertainment District as defined in Municipal Code Section 409.02.
- J. Vendor must inform its customers about the laws and regulations, including park regulations, as to how and where a customer can ride its e-bicycles.
- K. Vendor will undertake proactive, reasonable measures to prevent and deter use of the e-bicycles in a manner that is illegal, reckless or endangers others.
- L. If it is established that a customer has ridden the e-bicycle in a manner that is illegal or reckless, the vendor must take reasonable measures to prevent continued misuse by the customer. If customers of a Vendor excessively violate park regulations, the Director of Parks and Recreation may prohibit the Vendor from deploying e-bicycles on parkland by providing written notice.

SECTION 7: Parking and City Property Maintenance.

- A. All parked e-bicycles must be in compliance with any local ordinances or state statutes regarding e-bicycle parking at all times. All locations not identified as permitted e-

bicycle parking locations in this document shall be understood to be locations where it is prohibited to park a shared e-bicycle, even in situations where those requirements are more stringent than those applying to privately owned non-fleet e-bicycles.

- B. The City reserves the right to modify where or how e-bicycles are permitted to be parked at any time at its sole discretion.
- C. An annual Obstruction Permit or other City permit is required for every location where Vendor's system requires the installation and maintenance of objects (excepting e-bicycles) on City Property. City approval of all objects installed in the right of way is required in advance of installation.
- D. Vendor must ensure e-bicycles are parked according to the following requirements:
 - i. E-bicycles must be parked in the boulevard/furnishing zone when parked in the public right of way.
 - ii. E-bicycles may not be parked where the boulevard/furnishing zone is less than 3 feet wide, or where there is no boulevard/furnishing zone.
 - iii. E-bicycles parked adjacent to a sidewalk must not impede normal and reasonable pedestrian traffic and must maintain a minimum clear 5' pedestrian walkway within the public right of way.
 - iv. E-bicycles must be upright and stabilized with a kickstand when parked. E-bicycles must not be parked where slopes are sufficiently steep that e-bicycles cannot stay upright.
 - v. E-bicycles must not be parked in a manner that is adjacent to, within, or blocking:
 - a. Pedestrian curb ramps;
 - b. Fire hydrants;
 - c. Parklets;
 - d. Transit zones;
 - e. Signed loading zones;
 - f. Disability parking areas;
 - g. Street furniture that requires pedestrian access (for example - benches, parking pay stations, trash bins, bus shelters, transit information signs, permitted sidewalk patios, etc.);
 - h. Entryways;
 - i. Outwalks; and
 - j. Driveways;
- E. E-bicycles being parked on parkland may only be parked in areas designated by signage as e-bicycle parking, or, if no designated parking is identified, near bicycle parking, parking lots, or transit stops. In no circumstance shall e-bicycles be parked on grass on parkland or in a manner that substantially restricts use of a trail or sidewalk.
- F. Additional designated parking zones may also be established on City Property where sufficient space exists at the sole discretion of the City. Examples may include using in-street e-bicycle corrals or other methods, or establishing designated parking zones on parkland, subject to City installation requirements and annual permit fees.

- G. The City may require Vendor to create designated parking locations within certain areas where e-bicycles shall be parked, particularly in downtown, on parkland, or in other congested areas. Designated parking locations will be established using some combination of signs, pavement markings, delineators, in-app geofencing, or other methods agreed upon by the City and Vendor. The number, size, and locations of designated parking locations will be agreed upon by the City and Vendor prior to implementation. Vendor will be responsible for leading and funding the design, engineering, implementation, and maintenance of designated parking locations. Any designated parking locations established must be submitted to the City in an electronic format as requested by the City.
- H. Vendor shall inform customers on how to park an e-bicycle properly. The City has no responsibility to help customers understand parking requirements. The City bears no responsibility for damage to Vendor's e-bicycles or property, or for damage to property owned by third parties as a result of incorrectly parked e-bicycles. Vendor waives all claims against the city for any such loss or damage.
- I. Vendor shall provide contact information on every e-bicycle for e-bicycle relocation requests. Vendor must be able to receive relocation requests at any time the e-bicycle share system is in operation and/or e-bicycles are located on City Property.
- J. Vendor shall relocate or remove any e-bicycle that is parked incorrectly regardless of whether Vendor has received notice from the City.
- K. Any e-bicycle located on City Property must be cleared of snow by Vendor within 96 hours of a snow event and parked in a location where snow has been cleared. In most areas, the boulevard/furnishing zone is typically used for snow storage. Clearing snow to create parking spaces is the sole responsibility of Vendor. Vendor is prohibited from pushing snow into the street or shoulder, or against objects or structures that may be damaged.
- L. Vendor shall relocate e-bicycles within the time frame specified in Section 6D upon receiving a request from the City to do so, even if the e-bicycles are otherwise properly parked per the requirements of this agreement.
- M. Vendor must inform its customers about the laws and regulations as to how and where a customer can ride its e-bicycles.

SECTION 8. Technology and Data Systems

- A. Vendor must publish a real-time data feed with information regarding all e-bicycles throughout the city. Vendor must provide an application program interface (API) to access data consistent with the Mobility Data Specification (MDS) as developed by the City of Los Angeles.
- B. Vendor must provide the City with monthly trip data in .csv format containing at a minimum the following information: trip ID, start time, end time, start location, end location, and trip distance.
- C. Vendor agrees that all trip data provided to the City is public information, and that the City may store, distribute, display, analyze, or otherwise publish the data for public use.

- D. All data identified in Section 8, must be made available to the City at no cost. Vendor is responsible for maintaining a complete archive of the data identified in Section 8 throughout the duration of this agreement. Vendor shall make this complete archive of data available to the City upon request.
- E. Vendor shall provide City staff with up to 5 unlimited licenses to use the system to aid in system oversight, monitoring quality control, verifying user experience and e-bicycle maintenance standards, validating data, and to aid in e-bicycle relocation efforts when necessary.

SECTION 9: Insurance.

Vendor must have insurance of the kind and in the amounts shown below for the duration of the contract. Insurance certificates should state that the City of Saint Paul, its officials, employees, agents and representatives are named as Additional Insureds for General Liability.

A. General or Business Liability Insurance

- \$1,000,000 per occurrence
- \$2,000,000 aggregate per project
- \$2,000,000 products/completed operations total limit
- \$1,000,000 personal injury and advertising
- \$5,000,000 umbrella

Policy must include an “all services, products, or completed operations” endorsement when appropriate.

B. Workers Compensation and Employer’s Liability

- i. Worker’s Compensation per Minnesota Statute
- ii. Employer’s Liability shall have minimum limits of
 - \$500,000 per accident;
 - \$500,000 per employee
 - \$500,000 per disease policy limit.
- iii. Vendors with 10 or few employees who do not have Worker’s Compensation coverage are required to provide the City with a completed “Certificate of Compliance” (State of Minnesota form MN LIC 04) verifying their number of employees and the reason for their exemption.

C. General Insurance Requirements

- i. The policy is to be written on an occurrence basis or as acceptable to the City. Certificate of insurance must indicate if the policy is issued on a claims-made or occurrence basis. Agent must state on the certificate if policy includes errors omissions coverage.

SECTION 10: Compliance with Applicable Law.

Vendor must comply with all federal, state, and local laws, and all applicable rules, regulations, and standards established by any agency of such governmental units, insofar as they related to the Vendor's performance of the provisions of this Agreement.

SECTION 11: Non-Discrimination.

Vendor shall not discriminate in the hiring of any person to perform services under this Agreement based upon race, sex, color, creed, religion, sexual or affectional orientation, age, disability, familial status, marital status, status with respect to public assistance, national origin or ancestry, nor will any such discrimination be practiced in the access to the services provided hereunder.

SECTION 12: Hold Harmless. The Vendor shall defend and indemnify the City, its officers, agents, and employees from all claims, actions or suits of any character brought for or on account of any claimed or alleged injuries or damages received by any person or property resulting from any act or omission by any person employed by Vendor in carrying out the terms of this Agreement, and from third party claims regarding the location, condition, or performance of the e-bicycles being operated within the City of Saint Paul. Vendor's indemnification obligation shall not apply to claims arising out of the City's negligence or misconduct.

SECTION 13. Conflict of Interest.

Vendors' acceptance of this agreement indicates compliance with Saint Paul Administrative Code§ 24.03: "Except as permitted by law, no city official or employee shall be a party to or have a direct financial interest in any sale, lease, or contract with the City." Vendor affirms that to the best of the Vendor's knowledge this contract does not result in a conflict of interest with any party or entity which may be affected by the terms of this contract.

SECTION 14. Termination.

The City reserves the right to terminate this Agreement at any time with or without cause. City will give Vendor written notice of the termination delivered electronically or by U.S. Mail, with proof of delivery, addressed to the Contract Administrator at the address listed in Section 17 below. Vendor will have fifteen days to remove all e-bicycles from City Property. Vendor may also terminate this Agreement at any time with or without cause by notifying the Contract Administrator listed in Section 17 below via email. Vendor will have fifteen calendar days from delivery of notice to remove all e-bicycles from City property. In the event that the Agreement is terminated by City or Vendor, the City will not return any portion of the Fees paid to the City.

SECTION 15: Amendment or Changes to Agreement.

Any changes or amendments to the provisions of this Agreement will be valid only when reduced to writing and duly signed by the parties.

SECTION 16: Force Majeure.

Vendor will not be liable for any failure to perform under this Agreement caused by severe weather, civil or military emergencies, or acts of legislative or judicial bodies.

SECTION 17: Contract Administration:

The following individuals are designated as the Contract Administrators, to whom all communications regarding this Agreement should be addressed:

CITY OF SAINT PAUL **VENDOR**
Reuben Collins
25 West 4th Street, 800 CHA
Saint Paul, MN 55102
651.266.6059
reuben.collins@ci.stpaul.mn.us

SECTION 18: Assignment.

This Agreement may not be assigned or transferred without the written consent of the City and any attempt to do so will be void.

SECTION 19. Entire Agreement.

It is understood and agreed that the entire Agreement supersedes all oral agreements and negotiations between the parties relating to the subject matters hereof. The Agreement shall be interpreted and construed according to the laws of the State of Minnesota.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement, the day and year first above written.

For the City:

For the Vendor:

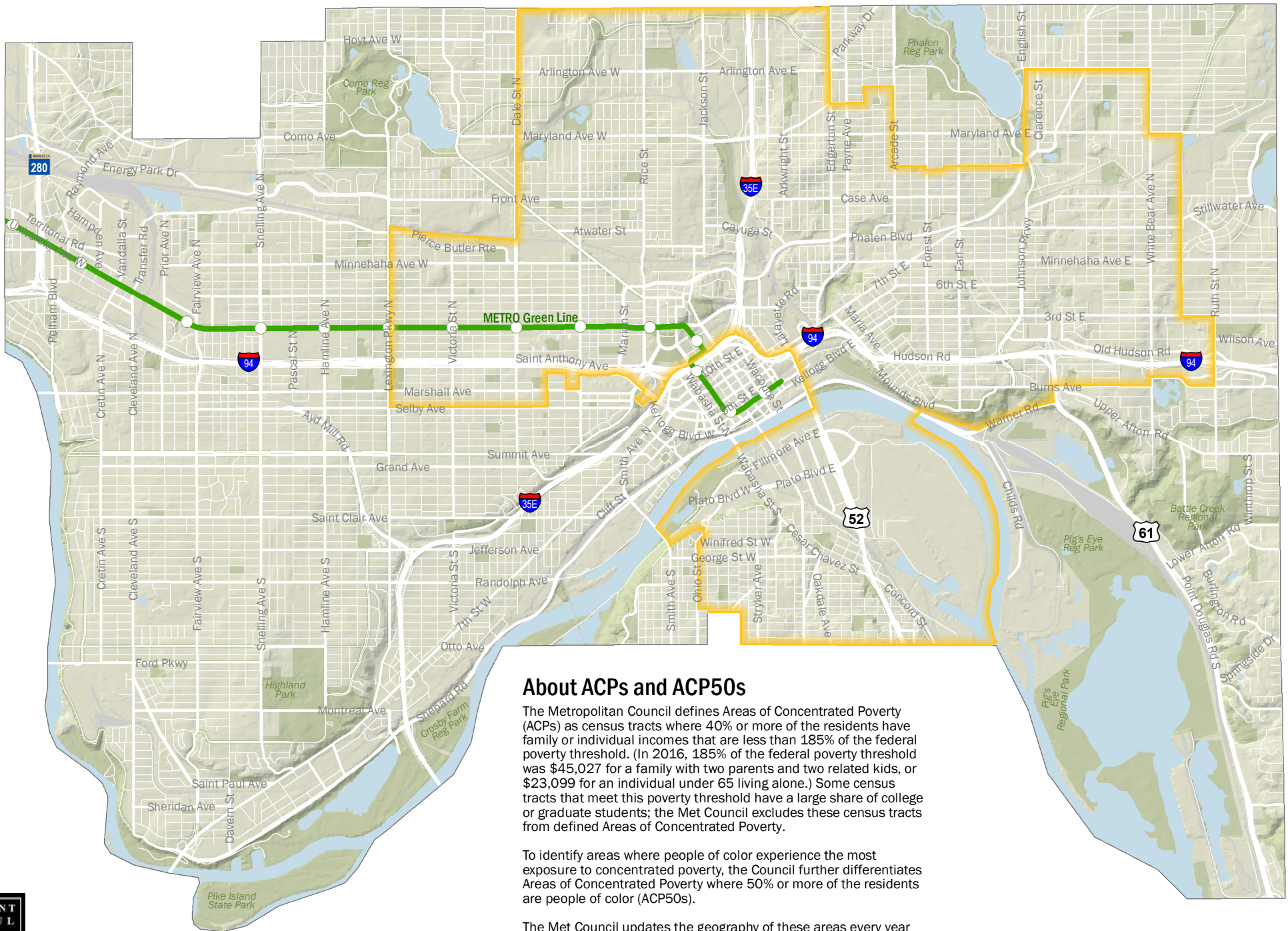
Mayor

By _____
Vendor Name

Director of Public Works

Director of Parks and Recreation

Assistant City Attorney



About ACPs and ACP50s

The Metropolitan Council defines Areas of Concentrated Poverty (ACPs) as census tracts where 40% or more of the residents have family or individual incomes that are less than 185% of the federal poverty threshold. (In 2016, 185% of the federal poverty threshold was \$45,027 for a family with two parents and two related kids, or \$23,099 for an individual under 65 living alone.) Some census tracts that meet this poverty threshold have a large share of college or graduate students; the Met Council excludes these census tracts from defined Areas of Concentrated Poverty.

To identify areas where people of color experience the most exposure to concentrated poverty, the Council further differentiates Areas of Concentrated Poverty where 50% or more of the residents are people of color (ACP50s).

The Met Council updates the geography of these areas every year in the late winter. This map shows ACP50 areas. A companion map shows where ACP areas are located. Updated maps are available from the Research & GIS Team in Planning & Economic Development.

ACP/ACP50 data downloaded from Minnesota Geospatial Commons. Published 02/05/2018 by the Metropolitan Council.

This document was prepared by the Saint Paul Planning and Economic Development Department and is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, official tax map or engineering schematic and is not intended to be used as such.



ACP50 Areas February 2018

 ACP50 Areas

