



Regional Solicitation, Carbon Reduction, and Highway Safety Improvement Program

Transportation Committee Business Items



November 28, 2022

2022-319 Concurrence with Regional Solicitation



TAB-Selected Funding Option



TAB selected Option B1 on 11/16/22.

B1. Bicycle/Pedestrian Heavy + Extra to Roadway (pink): Responds to the high application count for bicycle and pedestrian projects and preferences for these projects expressed through public input.

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$138M-\$195M 55.5%	25%-35% \$75M-\$105M 30.0%	9%-20% \$27M-\$60M 14.5%	N/A
B1. Bike/Ped Heavy + Extra to Roadway	52.1% \$160M	26.5% \$81M	21.5% \$66M	100% \$307M

Modal category totals exclude new Bridge and Carbon Reduction funds and TDM funds set-aside.

Key Regional Outcomes Anticipated

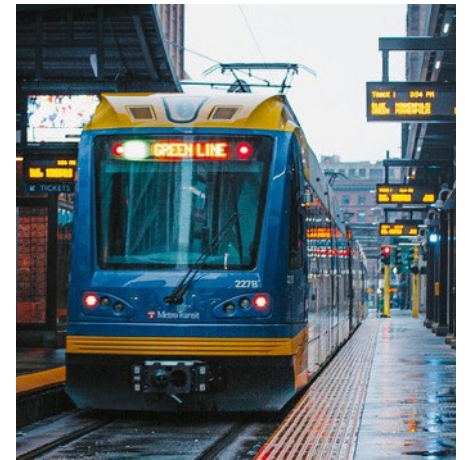


Key Regional Outcomes Anticipated	
Equity Bonus Projects	20 out of 24
Safety High Score (Roadway Projects Only)	4 out of 4
Monetized Safety Benefit (Roadway Projects Only)	\$404 million
Intersections Impacted, Including ADA Improvements	480
Counties with Investment within Border (Project Location)	7
Cities/Townships with Investment Within Border (Project Location)-Includes Carbon Reduction	55
Different Applicants Funded-Includes Carbon Reduction	32

The new federal funding provided through IIJA allowed for an extra 33 projects to be funded (from 44 to 77). Then, 14 extra projects with Carbon Reduction funding.

2022-319 Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to fund 77 projects selected through the Regional Solicitation process and include these projects in the draft 2024-2027 Transportation Improvement Program (TIP).



2022-320 Selection of Carbon Reduction Projects



Carbon Reduction Program

\$41M Total (\$8M+/year in the region from 2023-2027)

Purpose: Fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂), from on-road highway sources.

Eligible Projects Include: Wide array of transit, bike, pedestrian, carpooling projects, travel demand management (TDM), congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions. Most roadway projects not eligible.

Upcoming planning work will inform approaches to Carbon Reduction Program funding:

- MnDOT developing statewide carbon reduction strategy by Nov. 2023
- Met Council planning studies will shape policy direction for carbon reduction
- Resulting policies will be reflected in regional plans, incorporated into 2024 solicitation criteria and measures



Past Direction and TAB Recommendation



- TAB requested, and the Council’s Transportation Committee recommended on 9/26/22, allocating 2023 and 2024 Carbon Reduction funds (\$16M total) as an add-on to the selected Regional Solicitation project list.
- Allocation of Carbon Reduction funds in later years will be discussed in 2023 pending completion of MnDOT’s required Carbon Reduction Strategy and other Council planning studies.
- At the 11/16/22 Transportation Advisory Board meeting, members recommended using 2/3 of the 2025 allocation (\$5.5M) for a Three Rivers Park District project that had a tied score with another funded trail project, in addition to the 2023 and 2024 funds.

2023	2024	2025	2026	2027	Total
\$8,085,500	8,183,500	8,370,500	\$8,478,500	\$8,478,500	\$41,596,500

2022-320 Proposed Action

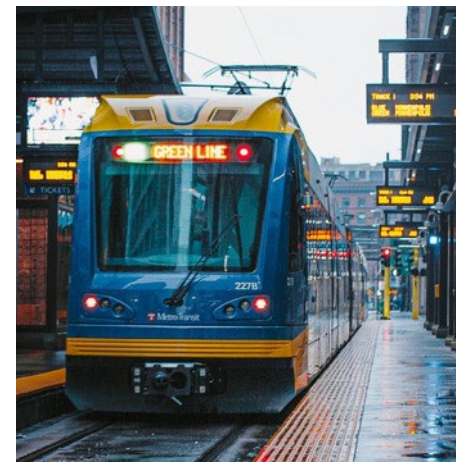
That the Metropolitan Council award 2023-2025 Carbon Reduction Program funds to 14 bicycle/pedestrian projects as part of the 2022 Regional Solicitation.

Options:

1. Allocate 2023-2024 Carbon Reduction Funds (11 Projects)
2. TAB Recommendation: Allocate 2023-2024 Funds, Plus \$5.5M (66%) of 2025 Funds (12 Projects, Adds a Project for Three Rivers Parks District)
3. Allocate 2023-2025 Funds (14 Projects, Adds Projects for Three Rivers Parks District, the City of Anoka, and the City of Victoria)

Unlike the Regional Solicitation in which the Council concurs with TAB's selection, the Council selects Carbon Reduction projects.

If the Council wants to allocate some of the 2025 funds per TAB's recommendation (Option 2), Council staff also see merit in allocating the full 2025 Carbon Reduction funding now (Option 3). This approach would provide project sponsors adequate time to develop their projects, yet still provide time to plan for and apply Carbon Reduction investment in future years (2026+)



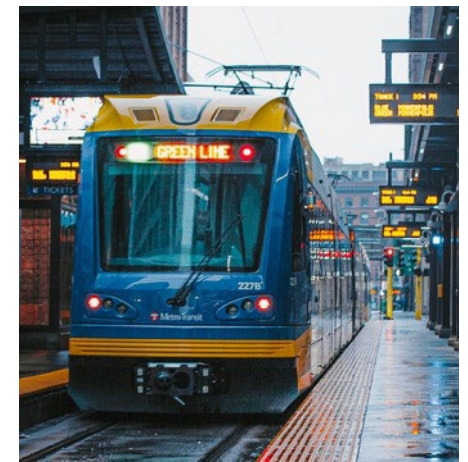
**2022-321
Concurrence
with Highway
Safety
Improvement
Program (HSIP)**



2022-319 Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to fund 38 projects through the Highway Safety Improvement Program (HSIP) solicitation and inclusion of all Urbanized Area projects in the draft 2024-2027 TIP.

New federal funding through IIJA nearly doubled available HSIP funding and allowed for double the number of projects (an extra 19 projects) to be funded.





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