



Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Funding



Action Item

June 2023

Approach to PROTECT Funds

- New Federal Program to Improve the Resiliency of the Transportation System
- MnDOT providing 30% of its statewide share to the Area Transportation Partnerships (ATPs) including the Met Council
- 2025–2027: Recommendation Today
- Incorporate language into the 2024 solicitation application to identify new projects for 2028 and 2029
- Explore additional opportunities during the Reg. Solicitation Evaluation for the 2026 solicitation cycle and beyond (2030+)



PROTECT Funding by Year

	2024	2025 - 2027	2028 - 2029	2030 - 2031
PROTECT Funding	\$6,278,400	\$6,278,400 (2025), \$4,708,800 (2026), \$3,531,600 (2027)	2024 Regional Solicitation Cycle	2026 Regional Solicitation Cycle
Approach	Existing Projects	\$14,518,800 for Existing or New Projects	New Projects	New Projects

- PROTECT funds in 2024 were inserted into the draft TIP and will be used on existing Regional Solicitation projects given the TIP timelines/rules.
- TAC F&P requested 2025-2027 PROTECT options that could explore unfunded projects from the last Regional Solicitation given that the years line up with the last solicitation.

Eligible Elements



Elements Identified in Current Regional Solicitation Projects

- Storm sewer
- Ponding
- Erosion and landscaping
- Retaining walls
- Bridges over floodplains
- Road realignments out of floodplains

2025-2027: Option 1

Use on Projects/Reduce Overprogramming

Similar to the approach for 2024 funds, use the PROTECT funding on eligible project elements within recently selected Regional Solicitation projects.

	2025	2026	2027
Regional Solicitation Starting Balance by Year	\$(11,077,234)	\$(15,233,627)	\$(19,442,095)
PROTECT Funding by Year: Total of \$14,518,800 Available	\$6,278,400	\$4,708,800	\$3,531,600
Use PROTECT on Eligible 2022 Projects Elements Results in Reduced Overprogramming:	\$(4,798,834)	\$(10,524,827)	\$(15,910,495)
End Regional Solicitation Balance:			

There is also \$8M of Carbon Reduction Program funds in 2026 and \$6.5M in 2027 that have not been programmed.

Impact of Program Year Shifts

- Option 1 is less viable of an option if both program year shifts are recommended for approval.
- In 2025 and 2026, investment in new projects is needed as there is no longer overprogramming to pay down.
- In 2027, overprogramming remains.

2025-2027: Option 2 Use on New Projects

The next unfunded project from 2 of the 12 application categories in the 2022 Regional Solicitation had eligible PROTECT elements and were interested in the PROTECT funding.

Application Category	Project	Eligible Elements	Eligible Costs	Total Project Request
Strategic Capacity	Carver Co Highway 5 Lake Minnewashta and Arboretum Access and Mobility Project	Raising roadway out of the floodplain & reconnecting aquatic habitats	\$10,000,000	\$10,000,000
Roadway Reconstruction	Washington Co CR 19A/100 th St Realignment	Storm sewer, raising roadway out of floodplain, bridge	\$7,000,000	\$7,000,000
Total				\$17,000,000

2025-2027: Option 2 Use on New Projects

- There is \$14,518,800 of PROTECT Funds available for 2025-2027.
- If both program year extensions are approved, then this creates a surplus of \$3,669,013 in 2026, so a total of up to \$18,187,813 is available. Part of this surplus could be used to help fund projects now or be shifted into the next funding cycle.
- The total funding requests for the two unfunded projects is \$17,000,000, so both the Carver County and Washington County projects could be funded. This would use also \$2,481,200 of 2026 STP funds.
- With only \$1,187,813 of STP funds remaining in 2026, this could be utilized to fund the next unfunded Multiuse Trail project: Three Rivers Park District Shingle Creek Regional Trail: Noble Parkway in Brooklyn Park. This project sponsor requested \$1,254,000.

TAB's Federal Funds Reallocation Policy

Future Program Year Funds

While history shows that most deferrals and withdrawals will be in the current program year, even current year withdrawals can affect future year funding by advancing a project from a future year into the current year. For future-year funds, the TAB Coordinator will work with MnDOT Metro State Aid and/or Metro Transit Grants staff, Metropolitan Council staff and project sponsors to provide a set of options to be considered by the Technical Advisory Committee (TAC) Funding & Programming Committee, TAC, and TAB.

The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent solicitation that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established “Guiding Principles” in making its decisions.

TAC Funding & Programming Recommendation

That the Technical Advisory Committee recommend distribution of \$14,518,800 of PROTECT funding for fiscal years 2025 through 2027 along with \$2,481,200 in 2026 STP funding to fully fund the federal requests for the Highway 5 Carver County Lake Minnewashta & Arboretum and Washington County CR 19A/100th Street projects from the 2022 Regional Solicitation cycle.



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