



Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

Factsheet | FY 2022 & 2023

Application Due: August 18, 2023

Program Overview

The Bipartisan Infrastructure Law (BIL) establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.



ELIGIBLE APPLICANTS

- a State (including D.C. and Puerto Rico) or political subdivision of a State♦
- a State (including the United States Virgin Islands, Guam, American Samoa, and the Commonwealth of the North Mariana Islands), or political subdivision of a state, or bordering on, the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes▲
- Metropolitan Planning Organization (MPO)♦▲
- Unit of local government♦▲
- Special purpose district or public authority with a transportation function, including a port authority♦▲
- An Indian tribe♦▲
- A Federal land management agency that applies jointly with a State or group of States♦▲
- A multi-State or multi-jurisdictional group♦▲

♦ Planning, Resilience Improvement, and Community Resilience and Evacuation Route Grants

▲ At Risk Coastal Infrastructure Grant



FUNDING

Category	Approximate Funding Available this Round	Required Match	Minimum Request (No Max)
Planning Grants	Up to \$45 Million	None	\$100k
Resilience Improvements Grants	Up to \$638 Million	20%	\$500k
Community Resilience and Evacuation Route Grants	Up to \$45 Million	20%	\$500k
At-Risk Coastal Infrastructure Grants	Up to \$120 Million	20%	\$500k



MILESTONES

NOFO Release:	April 21, 2023
Application Due:	August 18, 2023
Period of Performance:	Begin on the date PROTECT Discretionary Grant Program funds are obligated in FMIS and end on the project end date in FMIS
Obligation Deadline:	FY 2022 Awards Sept 30, 2025 FY 2023 Awards Sept 30, 2026
Expenditure Deadline:	Funding expenditure deadlines for FY 2022 and 2023 funds will be documented in the grant agreement depending on the fund source



ELIGIBLE FACILITIES

PROTECT Discretionary Grant Program funds may only be used for eligible activities and eligible costs associated with—

- A highway project eligible for assistance under this title;
- A public transportation facility or service eligible for assistance under chapter 53 of Title 49, U.S.C.;
- A facility or service for intercity rail passenger transportation (as defined in 49 U.S.C. 24102); or
- A port facility, including a facility that:
 - connects a port to other modes of transportation,
 - improves the efficiency of evacuations and disaster relief, or aids transportation. [§ 11405; 23 U.S.C. 176(d)(5)(C)]



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Eligible Activities

Planning Grants:

- Resilience planning
- Predesign
- Design
- Development of data tools to simulate transportation disruption scenarios, includes vulnerability assessments
- Technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions & a range of potential future conditions
- Evacuation planning and preparation
- For States and MPOs, this includes grants for developing Resilience Improvement Plans

Resilience Improvement Grants:

- Improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster
- Increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters

At Risk Coastal Infrastructure Grants

- Enhancing the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways, that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs

Community Resilience and Evacuation Route Grants:

Strengthen & protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including:

- Resilience improvements, if they will improve evacuation routes
- Projects that ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes because of future emergency events
- Acquisition of evacuation route or traffic incident management equipment or signage
- Projects that will ensure access or service to critical destinations, including hospitals and other medical or emergency services facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities.

Eligible Costs

Planning Grant Costs:

This may include the costs of eligible project development phase activities, including:

- Planning
- feasibility analysis
- revenue forecasting
- environmental review
- preliminary engineering and design work & other preconstruction activities
- other activities consistent with the purpose of a grant under 23 U.S.C. 176(d)(3). [§ 11405; 23 U.S.C. 176(d)(5)(F)(ii)]

Resilience Improvement, Community Resilience and Evacuation Route, and At-Risk Coastal Infrastructure Grants Costs:

Project development phase activities (as described in 23 U.S.C. 176(d)(5)(F)(i)(I)), including:

- Planning
- feasibility analysis
- revenue forecasting
- environmental review
- preliminary engineering and design work & other preconstruction activities
- Construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements. [§ 11405; 23 U.S.C. 176(d)(5)(F)(i)]

Other Restrictions & Relevant Information

- An eligible entity may use not more than 10 percent of the amount of a Resilience Improvement, Community Resilience and Evacuation Route, or At-Risk Coastal Infrastructure Grant for project development phase activities. [§ 11405; 23 U.S.C. 176(d)(5)(G)(i)(II)] The Federal share of an eligible project shall not exceed 80 percent of the total cost of the project.



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Please visit [US DOT website](https://www.usdot.gov) for the full NOFO.