



GRANT INSIGHTS (INFORMATION SUBJECT TO CHANGE PENDING FY24 NOFO RELEASE)

The purpose of the **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program** is to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail, to be more resilient to natural hazards, including sea level rise, flooding, extreme weather events, and other natural disasters. Program funds are authorized through the Infrastructure Investment and Jobs Act (IIJA).

The agency intends to award projects that utilize innovative and collaborative approaches to risk reduction and resilience, including minimizing damage and disruption to the transportation system, improving the safety of the traveling public, and improving equity by addressing the needs of disadvantaged communities that are often the most vulnerable to hazards.

Federal Agency Name	U.S. Department of Transportation - Federal Highway Administration (FHWA)
Funding Opportunity	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program - Pending FY24 Release
NOFO Release Date	TBD (FY22-23 NOFO was released 04/21/2023)
Application Due Date	TBD (FY22-23 Application was due 08/18/2023) via www.Grants.gov
# of Programs:	<ol style="list-style-type: none"> 1. Planning Grants 2. Resilience Improvement Grants 3. Community Resilience and Evacuation Route Grants 4. At-Risk Coastal Infrastructure Grants
Total Funding Available	TBD (FY22-23 Total was \$848,000,000)
Award Minimum	TBD (FY22-23 minimum was \$100,000 for Planning Grants; and \$500,000 for both Resilience Grant categories, and At-Risk Coastal Infrastructure Grants)
Award Maximum	TBD (FY22-23 NOFO did not include maximum award amounts)
Recipient Cost-Share/ Match Requirements:	<p>Planning Grants: 0% of the Total Project Cost Resilience Grants: at least 20% of the Total Project Cost</p> <p>*Indian Tribes receiving a Resilience or At-Risk Coastal Infrastructure Grant may receive a Federal-share up to 100%, on determination of the Secretary of DOT.</p>
Summary	<ul style="list-style-type: none"> · Planning: Developing a Resilience Improvement Plan; resilience planning, predesign, design, or development of data tools; technical capacity building for vulnerability assessments and community response strategies; and evacuation planning and preparation. · Resilience Improvement: One or more construction activities to improve the ability of a surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing climate conditions. · Community Resilience and Evacuation Route: One or more projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.



	<ul style="list-style-type: none"> · At-Risk Coastal Infrastructure: projects (I) that address the risks from a current or future weather event or natural disaster, including coastal flooding, coastal erosion, wave action, storm surge, or sea level change; and (II) that reduce long-term infrastructure costs by avoiding larger future maintenance or rebuilding costs.
Eligible Applicants	<ul style="list-style-type: none"> · State or Political Subdivisions of a State · Metropolitan Planning Organizations (MPOs) · Unit of Local Government · Special Purpose District or Public Authority (with a transportation function) · Port Authority · Indian Tribe · Federal Land Management Agency (FLMA) (that applies jointly with a State or group of States) · Multi-State or Multijurisdictional Group of Entities (described above) <p>*At-Risk Coastal Infrastructure Applicants ONLY: applicant must be an eligible entity described above AND be in a State that is in, or bordering on, the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes.</p> <p>**Joint applicants should identify a lead applicant as the primary point of contact. The applicant responsible for financial administration of the project and the recipient of the grant award must be an eligible applicant.</p>
Special Considerations	<p>Rural Set-Aside: at least 25% of the total grant funds are available for projects located in areas that are outside an urban area with a population over 200,000.</p> <p>Tribal Set-Aside: at least 2% of the total grant funds available for eligible projects.</p> <p>Intercity Rail Passenger Transportation Limitation: not more than 25% will be used for a facility or service for intercity rail passenger transportation.</p>
Notes	<p>Eligible Facilities: (Planning or Resilience Grants)</p> <ol style="list-style-type: none"> 1. A highway project eligible for assistance under this title 2. A public transportation facility or service eligible for assistance under chapter 53 of title 49 3. A facility or service for intercity rail passenger transportation (as defined in section 24102 of title 49) 4. A port facility, including a facility that: (a) connects a port to other modes of transportation; (b) improves the efficiency of evacuations and disaster relief; or (c) aids transportation. <p>An eligible entity may use Federal funds other than a grant under the PROTECT Discretionary Grant Program to meet the non-Federal cost share requirement.</p> <p>A list of previously awarded FY22-23 PROTECT Discretionary Grant Program Projects can be found on the USDOT - FHWA website: Grant Recipients - Discretionary - PROTECT - Environment - FHWA (dot.gov)</p>
Contact Information	<p>Title: Agreement Officer Name: Robert Miller Agency: USDOT - FHWA Email/Phone: PROTECTdiscretionary@dot.gov (preferred); and (202) 366-9167</p> <p>Title: Agreement Officer/Team Leader Name: Robin Hobbs Agency: USDOT - FHWA Email/Phone: PROTECTdiscretionary@dot.gov (preferred); and (202) 366-4004</p>

