



## Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program

<b>Agency</b>	US DOT- FHWA		
<b>Program Description</b>	The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.		
<b>Application Due</b>	February 24, 2025 (FY 2024-2025); February 24, 2026 (FY 2026)		
<b>Total Funding</b>	\$ 876,000,000		
<b>Award Amount</b>	Expected 60	Max Award: \$876,000,000	Min Award: \$100,000
<b>Local Match:</b>	No.		
<b>Eligible Applicants</b>	<p>Eligible applicants for Planning, Resilience Improvement, and Community Resilience and Evacuation Route Grants:</p> <ul style="list-style-type: none"> <li>• States (including D.C. and Puerto Rico) or political subdivision of a State</li> <li>• Metropolitan planning organizations</li> <li>• Units of local governments</li> <li>• Special purpose districts or public authorities with a transportation function, including a port authority or a public transit agency</li> <li>• Indian Tribes</li> <li>• Federal land management agencies that apply jointly with a State or group of States</li> <li>• A multi-State or multi-jurisdictional group of entities consisting of any eligible entities listed above</li> </ul> <p>Eligible applicants for At-Risk Coastal Infrastructure Grants:</p> <ul style="list-style-type: none"> <li>• States (including D.C., Puerto Rico, the United States Virgin Islands, Guam, American Samoa, and the Commonwealth of the North Mariana Islands) 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</li> <li>• Political subdivisions of a State described above</li> <li>• Metropolitan planning organizations in a State described above</li> <li>• Units of local governments in a State described above</li> <li>• Special purpose districts or public authorities with a transportation function, including a port authority or a public transit agency, in a State described above</li> <li>• Indian Tribes in a State described above</li> <li>• Federal land management agencies that apply jointly with a State or group of States described above</li> <li>• A multi-State or multijurisdictional group of eligible entities listed above</li> </ul>		
<b>Eligible Activities/ Projects</b>	<p>PROTECT Discretionary Grant funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.</p> <p>The PROTECT Program has four different categories of projects:</p> <ul style="list-style-type: none"> <li>• Planning Grants (23 U.S.C. § 176(d)(3))</li> <li>• Resilience Improvement Grants (23 U.S.C. § 176(d)(4)(A)(ii))</li> <li>• Community Resilience and Evacuation Route Grants (23 U.S.C. §176(d)(4)(B)(ii))</li> <li>• At-Risk Coastal Infrastructure Grants (23 U.S.C. 176(d)(4)(C)(iii))</li> </ul>	<p>A PROTECT Discretionary Grant Program Planning Grant or Resilience Grant may be awarded only for the following facilities (23 U.S.C. §176(d)(5)(C)):</p> <ol style="list-style-type: none"> <li>1. A highway2 project eligible for assistance under this title.</li> <li>2. A public transportation facility or service eligible for assistance under chapter 53 of title 49.</li> <li>3. A facility or service for intercity rail passenger transportation (as defined in section 24102 of title 49).</li> <li>4. A port facility, including a facility that: <ul style="list-style-type: none"> <li>a) connects a port to other modes of transportation;</li> <li>b) improves the efficiency of evacuations and disaster relief;</li> <li>or</li> <li>c) aids transportation.</li> </ul> </li> </ol>	
<b>Review Criteria</b>	Clearly state that, through the application, they are notifying the Secretary that the existing evacuation route is not sufficient to adequately facilitate evacuations including the transportation of emergency responders and recovery resources. Data-driven and scientifically based evidence should be included with the application to explain why the existing route is not adequate and how capacity expansion of the evacuation route will swiftly and safely accommodate evacuations.		
<b>Link:</b>	<ul style="list-style-type: none"> <li>• <a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a></li> </ul>	<ul style="list-style-type: none"> <li>• <a href="https://www.grants.gov/search-results-detail/356840">https://www.grants.gov/search-results-detail/356840</a></li> </ul>	
<b>Application Submission</b>	<ul style="list-style-type: none"> <li>• Applications must be submitted electronically through <a href="https://www.grants.gov">Grants.gov</a>. Refer to Assistance Listing: 20.205 – Highway Planning and Construction.</li> </ul>		
<b>BAC Partnership Opportunity</b>	<ul style="list-style-type: none"> <li>• The Build America Center (BAC) is a technical assistance program funded by the USDOT, offering grant development services to localities at <b>NO CHARGE</b>. For more information, please visit our websites: <a href="https://bac.umd.edu/">https://bac.umd.edu/</a> and <a href="https://billlaunchpad.com/">https://billlaunchpad.com/</a></li> </ul>		

*If your agency is interested in exploring this opportunity, contact us at [bac@umd.edu](mailto:bac@umd.edu) for details on collaboration*