



# PROTECT

## PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM

Next opportunity anticipated October 2024.

ADMINISTERED BY: FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Promoting Resilient Transformative, Efficient, and Cost-Saving Transportation (PROTECT) is a competitive discretionary grant program authorized under the Bipartisan Infrastructure Law. It funds projects that make transportation infrastructure more resilient to natural hazards and the effects of climate change, including severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme temperatures, and earthquakes. The program will award up to \$848 million in a 2023 solicitation combining funds from FY 2022 and FY 2023.



### ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the PROTECT program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

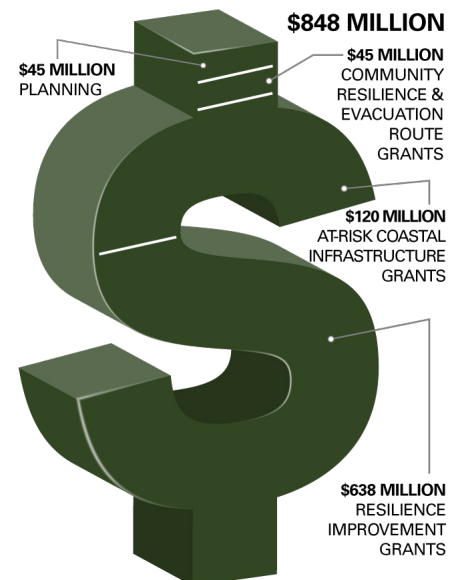
- States or state agencies
- Metropolitan planning organizations
- Local governments, including cities and counties
- Special purpose districts or public authorities
- Tribes
- Federal land management agencies applying jointly with states
- At-Risk Coastal Infrastructure Grants are available to any of the above entities in states that border the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes



### BNSF PII

BNSF Railway’s Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

### PROTECT



## PLANNING

**\$45 Million**

Planning grants are focused on assessment of hazard risk and response planning.

- Development of a Resilience Improvement Plan, for states or metropolitan planning organizations
- Resilience planning, predesign, design, or data tools to simulate transportation disruption scenarios, including vulnerability assessments
- Technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of the surface transportation assets and community response strategies
- Evacuation planning and preparation

**Funding Split  
\$45 Million**

Project Min: \$100K  
Project Max: N/A  
Funding Ceiling: \$45M  
Funding Floor: N/A

## RESILIENCE IMPROVEMENT GRANTS

**\$638 Million**

Construction activities enhancing the resilience of existing transportation assets against weather events, natural disasters, and changing conditions like sea level rise, flooding, and wildfires.

- Enhancements or replacements of transportation facilities, including relocations for hazard prevention and structural upgrades like seismic retrofitting at bridges
- Integration of natural infrastructure, stormwater controls, slope stabilization, and erosion management techniques
- Implementation of vegetation management and other resilience projects outlined in a Resilience Improvement Plan

**Funding Split  
\$638 Million**

Project Min: \$500K  
Project Max: N/A  
Funding Ceiling: \$638M  
Funding Floor: N/A

## COMMUNITY RESILIENCE AND EVACUATION ROUTE GRANTS

**\$45 Million**

Projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.

- Restoration or enhancement of existing evacuation routes to meet emergency demands, including intelligent transportation system (ITS) equipment and counterflow measures
- Development of new or supplementary evacuation pathways
- Acquisition of essential evacuation equipment, and ensuring access to vital destinations like hospitals and ports

**Funding Split  
\$45 Million**

Project Min: \$500K  
Project Max: N/A  
Funding Ceiling: \$45M  
Funding Floor: N/A

## AT-RISK COASTAL INFRASTRUCTURE GRANTS

**\$120 Million**

Includes any project to protect roadways that face hazards such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise.

- Strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resilience of roadway infrastructure itself, as well as other related or integrated facilities including bridges, roads, pedestrian walkways, bicycle lanes, culverts, and tide gates, resulting in at-grade crossing eliminations or improvements are also eligible

**Funding Split  
\$120 Million**

Project Min: \$500K  
Project Max: N/A  
Funding Ceiling: \$120M  
Funding Floor: N/A

## Questions to ask yourself about the project:

### What phases can the three implementation grant categories fund?

The three implementation grant categories can fund all project phases, ranging from project development to construction/implementation.

### Is an economic analysis required for all implementation projects under the PROTECT program?

For most implementation project types, a benefit-cost analysis (BCA) is required\*, similar to other USDOT discretionary grant programs.

### What is the Project Cost Share?

Resilience Improvement Grants, Community Resilience and Evacuation Route Grants, and At-Risk Coastal Infrastructure Grants require a 20% funding match. Planning Grants have no cost share requirement (0% match).

\*There are exceptions for Resilience Improvements projects that are part of a Resilience Improvement Plan. Additionally, At-Risk Coastal Infrastructure projects do not require a BCA.



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