

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



Est. application deadline: TBD (prior release was due 2/10/2025)



Est. funding: \$848M

Note: Estimated based on prior NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [FY 2024-2026 PROTECT Notice of Funding](#)

Considerations for NOFO guidance and application preparation

- As of March 12, 2026, this fact pack was based on the prior program NOFO (released in 2024)
- NOFOs may be subject to change. Recent updates to NOFOs for other grants have included:
 - Revisions to program names
 - Removal of language, merit criteria, and application requirements around climate change and sustainability; environmental justice; equity; and workforce development (e.g., BUILD, Large Bridge Projects)
 - Updates to total funding amounts available
 - Defining Historically Disadvantaged Communities using the same statutory definition for Areas of Persistent Poverty
 - New language on applicant compliance with federal laws, regulations, executive orders, policies, guidelines, and requirements, “including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal law”¹
 - Clarifying all grant agreements or contracts must include terms that are in compliance with Section 3(C)(iv) of EO *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*
- Please refer to the MIO TAC website, grants.gov, and other source materials linked in this presentation for the latest information on NOFOs

1. [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2025 BUILD Notice of Funding Amendment](#), [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) supports investments in transportation resilience to natural hazards



Goals and merit criteria:

The **PROTECT** Grant program provides funding to ensure surface transportation resilience 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

The PROTECT discretionary program offers two main types of awards:

Planning grants: Funding for transportation resilience and preparedness.

The merit criteria are:

1. Program Alignment
2. Schedule and Budget
3. Public Engagement, Partnerships and Collaboration
4. Innovation

Competitive Resilience Improvement Grants: Construction activities to improve the ability of existing surface transportation infrastructure to withstand weather events or natural disasters

The merit criteria are:

1. Vulnerability and Risk
2. Criticality to Community
3. Design Elements
4. Public Engagement, Partnerships and Collaboration
5. Equity and Justice⁴⁰
6. Climate Change and Sustainability
7. Schedule and Budget
8. Innovation

Note: Estimated based on prior NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [FY 2024-2026 PROTECT Notice of Funding](#)

PROTECT grant details

For PROTECT Planning Grants, the Federal share of an eligible planning activity is 100%; for PROTECT Competitive Resilience Improvement Grants, the maximum Federal share is 80%

Match funding requirement: 0–20%

Direct Pay applicability: No

	Planning Grants	Competitive Resilience Improvement Grants
Description	Grants for transportation resilience and preparedness, including developing data tools to simulate transportation disruption scenarios, conducting vulnerability assessments, building technical capacity to assess vulnerabilities and community response strategies, and preparing for evacuations	Grants to improve the ability of an existing 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 conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
Award amounts¹		
	<i>Anticipated no. of awards</i>	<i>Anticipated no. of awards</i>
	~26	~36
	<i>Approx. average federal funding available</i>	<i>Approx. average federal funding available</i>
	~\$1.7M	~\$17.3M
Ongoing & past funded projects	2022-23: \$45M	2022-23: \$621M

Note: Estimated based on prior NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [FY 2024-2026 PROTECT Notice of Funding](#)

What you will need to apply for a PROTECT grant

State, local government, tribes, and specific government agencies can apply for PROTECT grants



Eligible Entities

1. A State or political subdivision of a State. (State includes the District of Columbia and Puerto Rico)
2. An MPO
3. A unit of local government
4. A special purpose district or public authority with a transportation function, including a port authority.
5. A Native American Tribe
6. A Federal land management agency that applies jointly with a State or group of States
7. A multi-State or multijurisdictional group of entities described in (1) through (6)



Key Grant Application Components

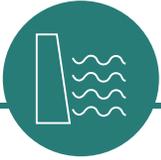
Applicants shall submit an application that includes the following information:

- Application forms
 - SF 424
 - SF-424A (Budget Information for Non-Construction Projects) or
 - SF-424C (Budget Information for Construction Projects)
 - SF-424B (Assurances for Non-Construction Projects) or SF-424D (Assurances for Construction Projects), only if required
 - SF-LLL (Disclosure of Lobbying Activities)
- Project narrative
 - Basic project Information
 - Grant funds, sources and uses
 - Merit criteria
 - Benefit-cost analysis
 - FHWA priority considerations

Note: Estimated based on prior NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [FY 2024-2026 PROTECT Notice of Funding](#)

Examples of recent winners from 2022-23 (examples in Michigan)



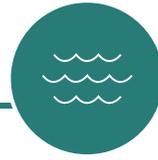
Building Resilience In Kalamazoo's Downtown Transportation Network

Applicant: City of Kalamazoo

Grant Type: Resilience improvement

Funding: \$38M

Project description: The City of Kalamazoo will upgrade aging stormwater infrastructure to reduce the risk of flooding and protect other DOT-funded projects to redesign the Downtown Kalamazoo Transportation Network. By increasing the capacity of stormwater infrastructure and 'daylighting' or uncovering sections of the creek, the project will improve environmental and water quality while protecting surrounding communities from flooding.



Pumping Up 28th Street: Connecting Wyoming and Grand Rapids

Applicant: Michigan Department of Transportation

Grant Type: Resilience improvement

Funding: \$12M

Project description: The Michigan Department of Transportation will upgrade storm drainage and surface infrastructure to reduce future flooding on 28th Street, an important transportation and freight corridor in Grand Rapids. The project proposes replacing the aging pump station, replacing approximately 0.5 miles of poor roadway pavement, and adding rain gardens to capture storm runoff along the street.



Southeast Michigan Regional Resilience Improvement Plan

Applicant: Southeast Michigan Council of Governments

Grant Type: Planning

Funding: \$900K

Project description: The Southeast Michigan Council of Governments will develop a Resilience Improvement Plan to strengthen transportation resilience and protect the region's 239 communities from future climate impacts, especially flooding. This project advances resilience by updating the existing flood risk tool, addressing hazard mitigation and evacuation route priorities, incorporating nature-based solutions, and conducting outreach and engagement in underserved communities.