

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

Background

The PROTECT program helps states improve the resiliency of transportation infrastructure. The program funds projects to better anticipate, prepare for, and adapt to changing conditions and disruptions in response to extreme weather events and natural disasters. It includes direct formula funding to states and a competitive grant program.

Eligible Activities

States may use PROTECT formula funds to mitigate risk of recurring damage or future repair costs from extreme weather events, flooding, or other natural disasters including:

- Mitigating floodwater; rainwater, drainage and structural stormwater controls;
- relocating roadways in a base floodplain to higher ground;
- lengthening or raising bridges to increase waterway openings;
- replacing or upsizing culverts;
- installing riprap;
- stabilizing slide areas or slopes;
- installing seismic retrofits on bridges;
- adding scour protection, stream stability, coastal, and other hydraulic countermeasures;
- vegetation management, to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control;
- installing other protective features, including the use of natural infrastructure; and
- resilience projects that address identified vulnerabilities described in the resilience improvement plan of the eligible entity, if applicable.

Funding

Oregon will receive a formula allocation of \$93.8 million over five years. 2% of these funds (\$1.8 million) are set aside for planning activities.

Additionally, \$1.4 billion in competitive grant funds will be available nationwide for planning, resilience, community resilience and evacuation routes, and at-risk coastal infrastructure.

ODOT's Proposed Program Approach

ODOT proposes to amend several projects into the 2021-2024 STIP in high priority locations, to replace and upsize culverts in poor condition for higher rainfall and to mitigate unstable slopes and related measures. For the 2024-2027 STIP, ODOT's climate adaptation risk map and program guidance (to be completed in 2022) will inform PROTECT projects and strategies, including natural and innovative multi-hazard solutions. Project eligibility will be based on highway corridor hazard risk rating, impact to the travelling public, and asset condition.

ODOT proposes using planning funds to develop specific corridor and location risks and priorities. These risk mapping tools and our asset condition data position us well for federal grant applications. ODOT will strategically pursue competitive PROTECT grants that address resilience planning, community resilience, evacuation route plans, at-risk coastal infrastructure, and high priority resiliency improvements.

Although the PROTECT program allows for accomplishing seismic resilience, this will not be a primary focus because HB 2017 designates an annual flow of funds for seismic projects.