U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Financial Management Information System (FMIS) New Improvement Type Codes for PROTECT Formula and Discretionary Funds

Date: October 27, 2022

GARY ALAN JENSEN Digitally signed by GARY ALAN JENSEN Date: 2022.10.27 11:32:45 -04'00'

From: Gary Jensen
Director, Office of Natural Environment

In Reply Refer To:
HEPN-20

DAVID R WINTER Digitally signed by DAVID R WINTER Date: 2022.10.27 12:45:50 -04'00'

David Winter
Director, Office of Highway Policy Information

To: Federal Lands Highway Division
Director of Technical Services
Division Administrators
Directors of Field Services

The following table contains new Fiscal Management Information System (FMIS) improvement type codes which are being implemented to record project information when obligating Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula and Discretionary funds. The PROTECT Formula Program Guidance requires selection of a resilience improvement type, and use of these improvement types will be limited to PROTECT Formula program codes (Y800, Y810, Y820, and Y830) and PROTECT Discretionary program codes. These new resilience improvement types are being added to track the use of PROTECT funds on certain types of eligible program activities.

A complete list of improvement types with descriptions can be found in the Attachment. Please share these new improvement types with all who are involved in recording project information in FMIS.

Imp. Type Code	PROTECT Improvement Type
65	Resilience Planning
66	Resilience Improvement - Highway Project
67	Resilience Improvement - Transit or Port Projects
68	Resilience Improvement - Natural Infrastructure
69	Community Resilience and Evacuation Routes
70	At-Risk Coastal Infrastructure - Highway Project
71	At-Risk Coastal Infrastructure - Transit or Port Projects
72	At-Risk Coastal Infrastructure - Natural Infrastructure

At some point in the future, the Office of Highway Policy Information will begin publishing data associated with these improvement types as part of its annual *Highway Statistics* publication (https://www.fhwa.dot.gov/policyinformation/statistics.cfm) via the FA-10 table (Obligation of Federal-aid Highway Funds by Functional System and Improvement Type.

Please direct any questions regarding the use of these codes for PROTECT funds to Rob Kafalenos at robert.kafalenos@dot.gov of the Office of Natural Environment, or contact HCFB_SystemsTeam@dot.gov.

If there are questions concerning financial management and FMIS project agreements, please contact the Systems Team at HCFB_SystemsTeam@dot.gov.

Attachment:

- PROTECT Improvement Types.docx

Attachment

PROTECT Improvement Types

Imp. Type Code	Improvement Type	Description
65	Resilience Planning	Developing a Resilience Improvement Plan; resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the assessment of the vulnerabilities of surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation.
66	Resilience Improvement – *Highway Project*	*Highway projects* 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.
67	Resilience Improvement – *Transit or Port Projects*	Activities *conducted on public transportation facilities or services, or port facilities,* 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.
68	Resilience Improvement – *Natural Infrastructure*	Activities *utilizing natural infrastructure* 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.
69	Community Resilience and Evacuation Routes	Activities to strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events.
70	At-Risk Coastal Infrastructure – *Highway Project*	*Highway projects* to strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of at-risk coastal infrastructure that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

71	At-Risk Coastal Infrastructure – *Transit or Port Projects*	Activities *conducted on public transportation facilities or services, or port facilities* to strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of at-risk coastal infrastructure that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.
72	At-Risk Coastal Infrastructure – *Natural Infrastructure*	Activities *utilizing natural infrastructure* to enhance the resilience of at-risk coastal infrastructure that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.