

Transportation Resiliency Planning

The Metropolitan Washington region has long dealt with disruptions relating to natural hazards, such as extreme heat or cold, extreme storm events, and flooding of all kinds, but recent trends are making it more important for the region's leaders to plan for improved resilience.

Work will follow and expand upon the TPB Transportation Resiliency Study [Phase I] completed in FY 2022, building upon the planning and capital-programming activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. Among topics of focus will be regional vulnerabilities to natural hazards, strategies for resilience, ensuring equity in resiliency planning, and MPO roles in resilience planning efforts. With the recent federal emphasis on infrastructure and resiliency planning, especially funding opportunities provided in the recent Inflation Reduction Act and Infrastructure Investment and Jobs Act, TPB staff are committed to providing support to all members to help move the region forward by helping all take advantage of available funding.

What's New:

- Completed **TPB Transportation Resiliency Study [Phase I]** (FY 2022)
 - A report included as an appendix to the Visualize 2045 update, describing how the TPB is incorporating resilience into its long-range transportation planning. The overall purpose of the report was to understand the current landscape of resilience-related work for transportation infrastructure so COG/TPB can identify next steps and resilience strategies to undertake or support in the future. White paper linked [here](#).
- Included **"Resilient Region"** as an official goal in TPB Policy Framework
 - The region's transportation system should remain able to move people in the face of one or more major obstacles to normal function, including extreme weather events. This goal also includes becoming a Climate Ready Region and making significant progress by 2030, and includes the need to incorporate equity principles and expand education on climate change into its members' actions to reach climate mitigation and resiliency goals. TPB Policy Framework linked [here](#).
- **Transportation Resiliency Webinar Series** (FY 2022)
 - The purpose of this webinar series was to engage and build capacity of member agencies to understand pressing climate challenges in the region and advance resilience efforts at both the agency and regional scales. Webinar guide linked [here](#).
- **Transportation Resiliency Planner**
 - Hired new staff member within Department of Transportation Planning to focus solely on this planning area, spearheading the new **Transportation Resiliency Planning Program**

What's Next (near-term):

- Develop **resiliency planning interactive online map** to support regional and local resiliency planning, leveraging COG Climate Risk and Vulnerability Assessment framework that would overlay major resiliency hazards with the transportation system (existing, planned), current and planned resilience projects, Equity Emphasis Areas, etc.
- Conduct a **TPB Transportation Resiliency Study [Phase II]**, to expand upon Phase I Study, informing future planning and programming
 - Resilience Improvement Plan will be a deliverable product of this study

- Convene a **temporary working group to guide current resiliency planning activities**, to identify and engage stakeholders and member agency participants in this regional planning task, to eventually **transition to a formal Transportation Resiliency Planning Subcommittee**
- Conduct one or more **regional resiliency planning training**, outreach, or professional development forums to strengthen regional awareness (similar to webinars)
- Develop **resources to support member agencies** and select partners in their transportation resiliency planning goals to move towards becoming a Climate Ready Region

What's Potentially Next (long-term):

- **Case studies**
 - Apply risk-based analysis approach on specific regional transportation infrastructure assets. Objective would be to quantify economic value of natural hazard risks to specific assets at various adaptation scenarios – potentially no-action, low-cost, and high-cost scenarios to show potential costs and benefits of adaptation measures on transportation infrastructure.
- Resilience grants **database**
 - Live, searchable database of all grants that TPB members could apply to for transportation resiliency projects to ease the process of finding funding
- Resilience **grants application guidebook**
 - Expanding upon grants database, development of a grants application guidebook for transportation resiliency projects to simplify the process and remove barriers for members to apply for funding opportunities. Many smaller localities don't have dedicated grant management or resiliency staff, so development of this resource would be aimed to assist all potential grant recipients in the beginning processes of grant application, which is oftentimes the hardest part.
- **Resilience Emphasis Areas**
 - Like Equity Emphasis Areas, develop methodology for assigning areas that are disproportionately burdened by impacts of climate change
- Study to analyze **social climate vulnerabilities**, specific to users of transportation system