

ITEM 10 – Information

May 17, 2023

TPB's Transportation Resiliency Planning Program

Background:

Staff will provide an update on the TPB's transportation resiliency planning program, including a brief overview of key terms, current status of the regional transportation resiliency study and accompanying working group, and expected timeline for completion of the study.



MEMORANDUM

TO: Transportation Planning Board
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Transportation Resilience Planning at TPB
DATE: May 11, 2023

This memo describes the initial actions TPB is and will be involved in regarding resiliency planning. TPB will be continuing the overall resiliency study, create a Transportation Resiliency Improvement Plan, and will be convening a resiliency forum, among other activities.

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.

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

The above federal actions, paired with the TPB's own Climate Change resolution (TPB R8-2021, October 2020) that affirmed the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030, provides the impetus for improved resilience of regional transportation systems, has led to the creation of TPB's new Transportation Resilience Planning Program.

TRANSPORTATION RESILIENCY IMPROVEMENT PLAN (TRIP)

One major element of the PROTECT program is the idea of a Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP can lower the non-federal construction match for projects funding by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

TPB TRANSPORTATION RESILIENCY STUDY - PHASE II

Together with member jurisdictions and agencies, TPB is developing a regional TRIP as part of the second phase of its transportation resiliency study. The study – which will include a vulnerability assessment of risks posed by natural hazards on generalized transportation assets (phase 1) and regional-specific assets (phase 2) – will be guided by a regional working group who will primarily provide input and feedback on key milestones during the development of the TRIP through a series of meetings. The TRIP will also include a list of resilience projects to address the vulnerabilities previously identified, driven by member agencies responsible for the various regional transportation assets. This project will also convene a Resiliency Forum – which will include a broader swath of regional participants, seeking to include at least one representative from all member jurisdictions. The goal for the Forum will be to build knowledge of climate risks among the jurisdictions and collaborate with them to develop resilience solutions. The final component of the study will be an interactive map of major regional resilience hazards which will include climate hazard layers, transportation asset layers, and Equity Emphasis Areas.