

ITEM 9 – Information
January 17, 2024

TPB's Transportation Resiliency Planning Program

Background: Staff will provide an update on regional transportation resilience planning program activities, specifically progress to date on the Transportation Resilience Improvement Plan (TRIP).



MEMORANDUM

TO: Transportation Planning Board
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Regional Transportation Resilience Improvement Plan Update, Project Submission Request
DATE: January 11, 2024

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.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's Transportation Resilience Planning Program.

TRANSPORTATION RESILIENCY IMPROVEMENT PLAN (TRIP)

One major element of the PROTECT program is the 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 includes a two-phased vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets – is being guided by a regional working group who primarily provides 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 has convened a Resiliency Forum – which included a broad swath of regional participants, building knowledge of climate risks among the jurisdictions and collaborating with them to develop resilience solutions. The final component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas.

Preliminary results of the vulnerability assessment have been analyzed but have not yet been reviewed and approved by the working group as of this board meeting. For a top-line summary of the results, rail lines had the greatest percentage of assets with high vulnerability to any hazard (inland flooding, 11%) followed by roads and highways (inland flooding, 5%). Eight public transit assets have high vulnerability to extreme heat and inland flooding. Two of those assets also have high vulnerability to sea level rise. Tables and visuals that depict these results, along with other scenarios and asset lists, will be available in the final report and presented to the board once finalized and approved by the working group.

PROJECT SUBMISSION REQUEST

The National Capital Region Transportation Planning Board (TPB) is soliciting transportation resilience projects to include in the TPB Transportation Resilience Improvement Plan (TRIP). Per the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Guidance from the Federal Highway Administration, priority resilience projects included in the TRIP will receive extra evaluation points and will be eligible for a 7% reduction in the non-federal share of project costs for the PROTECT Discretionary Grant Program. If projects are incorporated into the TPB National Capital Region Transportation Plan, they will be eligible to for an additional 3% reduction and may receive the maximum 10% reduction in non-Federal share of project costs.

Submitted projects will be evaluated for inclusion in the TRIP according to the resilience criteria established in the TRIP Project Request Guidance. Project evaluation will consider whether the project:

- Is for an eligible transportation asset (Roads and Highways, Bridges, Public Transit Infrastructure, Active Transportation Infrastructure, Airports, Maritime Infrastructure, Stormwater Infrastructure).
- Is a qualifying project type for PROTECT (Resilience Planning, Resilience Improvements, Community Resilience and Evacuation Routes, At-Risk Coastal Infrastructure).
- Targets a high priority risk identified in the TPB Climate Vulnerability Assessment or risk(s) identified through another assessment/data source.
- Reduces climate risks.

This information has been sent out widely to identified regional stakeholders, and we also request TPB Board members to send to any offices or individuals that may have a project to submit. Please follow [this link](#) to submit a resilience project for inclusion in the regional TRIP. Project submissions will be accepted through January 31, 2024. To see the full TRIP Project Request Guidance, see https://www.mwcog.org/assets/1/6/TRIP_Project_Request_Form1.pdf.

The results of the Vulnerability Assessment conducted as part of the TRIP development have been integrated into [this interactive mapping tool](#) to help agencies evaluate transportation assets at risk in their region and identify priority resilience projects. Additional guidance on using the mapping tool can be found here (it is also embedded in the online tool):

https://www.mwcog.org/assets/1/6/Map_Companion_Text1.pdf.