

**ITEM 8 – Action**  
**June 20, 2024**

**Transportation Resilience Improvement Plan (TRIP)**

**Action:** Approve the Transportation Resilience Improvement Plan.

**Background:** Staff will brief the board on the Transportation Resilience Improvement Plan (TRIP). The board will be asked to approve the TRIP.

**ATTACHMENTS**

- Item 8 – Transportation Resilience Planning Memo
- Item 8 – Draft Transportation Resilience Improvement Plan
- Item 8 – Transportation Resilience Improvement Plan Presentation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Katherine Rainone, Transportation Resilience Planner  
**SUBJECT:** Regional Transportation Resilience Improvement Plan: Request for Approval  
**DATE:** June 13, 2024

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### **CONTEXTUAL INFORMATION**

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. The first major products to come out of the program are the National Capital Region Transportation System Climate Vulnerability Assessment and the National Capital Region Transportation Resilience Improvement Plan (TRIP).

### **REGIONAL TRANSPORTATION RESILIENCE 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%.

Together with member jurisdictions and agencies, TPB has developed a regional TRIP as part of the second phase of its transportation resiliency study, and a draft is now available for board review. Stakeholder engagement was a major component of the plan – work was guided by a regional working group who primarily provided input and feedback on key milestones during the development of the TRIP through a series of meetings, in addition to convening a Resiliency Forum, which included a broad swath of regional participants, aimed at building knowledge of climate risks among the jurisdictions and collaborating to develop resilience solutions. The TRIP provides an overview of climate and resilience planning in the National Capital Region, outlines TPB's approach to understanding transportation vulnerabilities across the region, includes a two-phased vulnerability

assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets, and a list of priority resilience projects submitted by member agencies that addresses the vulnerabilities previously identified. The plan concludes with the Future Enhancements section, which includes a list of future work TPB staff plan to take on to continue informing transportation resilience planning and investments in the region. One additional 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, included in the Vulnerability Assessment and provided to member agencies and jurisdictions as a resource.

### **DRAFT TRIP FOR BOARD APPROVAL**

Included in the packet of materials for the June 20, 2024 TPB Board Meeting is a draft version of the TRIP document for board members to review and approve during the meeting.

Please note, the Vulnerability Assessment is a major component of this plan and the source for much of the analysis, but is itself a separate, longer document and [can be found at this link](#). Top-line results of the Vulnerability Assessment are noted in the TRIP, but methodology and full results can be found in this separate document. The results of the Vulnerability Assessment have also been mapped and integrated into [this interactive mapping tool](#) to help agencies evaluate transportation assets at risk in their region and identify priority resilience projects.

The plan has been reviewed by the working group and edits and comments have been incorporated into this draft. Staff at FHWA have also completed a preliminary review of the draft, providing minor comments and edits that have been incorporated into this draft. FHWA noted the plan was excellent and will serve as an example for other MPOs interested in preparing Resilience Improvement Plans of their own.

Please email any comments or questions on the draft plan to Katherine Rainone, [krainone@mwkog.org](mailto:krainone@mwkog.org).