



# Transportation & Public Works Committee

Notes for Agenda Items



**(3/14), 2022**



# AGENDA

1. **WELCOME AND INTRODUCTIONS** (5 min.)
2. **COMMENTS ON NOTES FROM DECEMBER 13, 2021, MEETING** (5 min.)
3. **OVERVIEW OF INFRASTRUCTURE INVESTMENT AND JOBS ACT AND PROTECT PROGRAM** (20 min.)
4. **UASI PROJECT PROPOSAL** (15 min.)  
The group will discuss a potential UASI project.
5. **CLIMATE CHANGE RESOURCE GUIDE NEXT STEPS** (15 min.)  
The Climate Change Resource Guide is completed and the group will discuss how to support its use.
6. **GROUP DISCUSSION** (20 min.)  
The group will discuss pandemic and other operational activities.
7. **COMMITTEE UPDATES** (15 min.)
  - T&PW Projects
  - Disaster Debris Planning Task Force
8. **OTHER BUSINESS** (10 min.)
  - Upcoming events

2022 Meetings – June 13, September 12, December 12

# 3. OVERVIEW OF INFRASTRUCTURE INVESTMENT AND JOBS ACT AND PROTECT PROGRAM

- [USDOT Overview of IIJA](#)
- White House [Guidebook to the Bipartisan Infrastructure Law for State, Local, Tribal, and Territorial Governments and Other Partners](#)
- BMC Staff Presentation at BRTB Meeting [Competitive Grant Opportunities in IIJA/BIL](#)
- Guidebook Spreadsheet (will be distributed with minutes)

## Changes to Emergency Relief Program (ER)

Topic	Changes
Eligibilities	<ul style="list-style-type: none"> <li>• Adds wildfire to list of natural disasters for which ER funding is authorized</li> <li>• Permits ER projects to incorporate economically justifiable improvements that will mitigate the risk of recurring damage from extreme weather, flooding, and other natural disasters, and includes a list of protective features that are eligible</li> </ul>
Federal share	<ul style="list-style-type: none"> <li>• Extends from 180 days to 270 days the time period within which an ER project for eligible emergency repairs may qualify for 100% Federal share (§11107)</li> <li>• Modifies the types of projects the qualify for 90% Federal share (§11107)</li> </ul>
ER manual	<ul style="list-style-type: none"> <li>• Requires FHWA to revise its ER manual to include a definition of “resilience,” encourage use of Complete Streets design principles, develop best practices relating to use of resilience in ER program, and develop a process to track consideration of resilience as part of ER program (§11519)</li> </ul>

# 3. OVERVIEW OF INFRASTRUCTURE INVESTMENT AND JOBS ACT AND PROTECT PROGRAM

## Overview of PROTECT Program

### Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

*\$8.7 BILLION OVER FIVE YEARS (\$1.4 BILLION COMPETITIVE)*

*In addition to a formula component, the new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program will provide competitive grants, through contract authority from the Highway Trust Fund, that counties can apply for directly through USDOT to carry out projects, including:*

- Enhancing the resiliency of infrastructure assets, including projects to improve the resilience of surface transportation assets and evacuation routes*
- Ensuring continuity of operations and/or rapid recovery of communities where a natural disaster has occurred*
- Utilizing and improving natural coastal infrastructure*

*The program creates four subgrants to distribute the funds:*

- Planning Grants (\$140 million)*
- Resilience Improvement Grants (\$980 million)*
- Community Resilience and Evacuation Route Grants (\$140 million)*
- At-Risk Coastal Infrastructure Grants (\$140 million)*

# 3. OVERVIEW OF INFRASTRUCTURE INVESTMENT AND JOBS ACT AND PROTECT PROGRAM

## [NEW] PROTECT Grants (discretionary)

Purpose	Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Funding	\$1.4 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	<ul style="list-style-type: none"> <li>• State (or political subdivision of a State)</li> <li>• MPO</li> <li>• Local government</li> <li>• Special purpose district or public authority with a transportation function</li> <li>• Indian Tribe</li> <li>• Federal land management agency (applying jointly with State(s))</li> <li>• <i>Different eligibilities apply for at-risk coastal infrastructure grants</i></li> </ul>
Eligible projects	<ul style="list-style-type: none"> <li>• Highway, transit, intercity passenger rail, and port facilities</li> <li>• Resilience planning activities, including resilience improvement plans, evacuation planning and preparation, and capacity-building</li> <li>• Construction activities (oriented toward resilience)</li> <li>• Construction of (or improvement to) evacuation routes</li> </ul>
Other key provisions	<ul style="list-style-type: none"> <li>• Higher Federal share if the eligible entity develops a resilience improvement plan (or is in a State or area served by MPO that does) and the State or MPO incorporates it into its long-range transportation plan</li> <li>• May only use up to 40% of the grant for construction of new capacity</li> </ul>



# RESILIENCE IMPROVEMENT PLAN CONTENTS

- shall be for the **immediate and long-range planning activities** and investments of the State or **metropolitan planning organization** with respect to resilience of the surface transportation system within the boundaries of the State or **metropolitan planning organization**, as applicable;
- shall **demonstrate a systemic approach to surface transportation system resilience** and be consistent with and complementary of the State and local mitigation plans required under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165);
- shall **include a risk-based assessment of vulnerabilities of transportation assets and systems** to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperatures, and earthquakes;
- may
  - designate evacuation routes and strategies, including multimodal facilities, designated with consideration for individuals without access to personal vehicles;
  - plan for response to anticipated emergencies, including plans for the mobility of—
    - emergency response personnel and equipment; and
    - access to emergency services, including for vulnerable or disadvantaged populations;
  - describe the resilience improvement policies, including strategies, land-use and zoning changes, investments in natural infrastructure, or performance measures that will inform the transportation investment decisions of the State or **metropolitan planning organization** with the goal of increasing resilience;
  - include an investment plan that—
    - includes a list of priority projects; and
    - describes how funds apportioned to the State under section 104(b)(8) or provided by a grant under the program would be invested and matched, which shall not be subject to fiscal constraint requirements; and
  - use science and data and indicate the source of data and methodologies; and
- shall, as appropriate
  - include a description of how the plan will improve the ability of the State or **metropolitan planning organization**—
    - to respond promptly to the impacts of weather events and natural disasters; and
    - to be prepared for changing conditions, such as sea level rise and increased flood risk;
  - describe the codes, standards, and regulatory framework, if any, adopted and enforced to ensure resilience improvements within the impacted area of proposed projects included in the resilience improvement plan;
  - consider the benefits of combining hard surface transportation assets, and natural infrastructure, through coordinated efforts by the Federal Government and the States;
  - assess the resilience of other community assets, including buildings and housing, emergency management assets, and energy, water, and communication infrastructure;
  - use a long-term planning period; and
  - include such other information as the State or **metropolitan planning organization** considers appropriate.

# 4. T&PW UASI PROJECT PROPOSAL: ENHANCING CYBERSECURITY OF WATER TREATMENT AND DISTRIBUTION SYSTEMS

Committee	Which Nat. Priority or Enduring Need does this Project Fit Into?	FY22 Requested Allocation	Start Date	End Date
Transportation & Public Works	Enhancing Cybersecurity	\$318,000	October 2022	September 2023

**Why does the UASI NEED this project? (Utilize MCAC data, AAR, policies, THIRA/SPR, etc.)**

The T&PW Committee surveyed the UASI jurisdictions to review the need for additional cybersecurity protection for water treatment and distribution systems, particularly in light of the recent cyber act of terrorism on the water treatment plant in Florida. The results showed the region's water systems need additional capability in information technology (IT) cybersecurity as well as operational technology (OT) cybersecurity. An attack on any of the water systems in the region would be catastrophic, with the effects of a shutdown of any system likely impacting areas where water systems were not targeted, for example through mutual aid under Maryland Water/Wastewater Agency Response Networks (MDWARN).

## 4. T&PW UASI PROJECT PROPOSAL: ENHANCING CYBERSECURITY OF WATER TREATMENT AND DISTRIBUTION SYSTEMS

- Presented project to UAWG Cybersecurity Committee to request joint submission. Follow up questions:
  - How to show project is successful (metrics)
  - What is the minimum and maximum we can use (expected maximum FY22 UASI funds to the region: \$4 to \$5 M)
- Jason Schaum, CISA, offered to conduct a cyber resilience review (CRR) in the next few months on the water facilities to gather details on their current security posture/needs. The report would provide cybersecurity options for consideration. CRR could provide metrics to include in the grant request, and could clearly map the specific cybersecurity findings/recommendations that the funding will be used to address. More info can be found here: <https://www.cisa.gov/cyber-resource-hub>.
  - Meeting with Jason Schaum on 3/17/22 at 11 AM.



# 5. CLIMATE CHANGE RESOURCE GUIDE NEXT STEPS

- Distribute the Guide to your colleagues who were interviewed



- Using the Guide

- RFP: Enhancing Climate Resilience and Interjurisdictional Coordination in the Baltimore Region

BMC seeks proposals from qualified respondents with extensive experience working with local jurisdictions, particularly public works/transportation departments, on climate adaptation planning and strategizing to:

1. Develop checklists to operationalize the *Climate Change Resource Guide* for three of the six DPW/DOT service areas referenced in the Guide (Transportation, Stormwater, and Water). (Note: the service areas included in this project are limited to three to ensure the project budget is sufficient to develop customized and useful products; Proposers can propose including up to three more service areas, if desired.)
2. Develop recommendations for instituting ongoing interjurisdictional coordination on adaptation strategies being discussed, selected, funded, and implemented by the region's public works and transportation departments.

## 6. GROUP DISCUSSION

- Pandemic operations
- Upcoming Events
- Other

# 7. Committee Updates

- **Disaster Debris Planning Task Force**
  - Update on New FEMA Debris Conops at 3/16/22 meeting

# 8. Other Business



National Emergency  
Response and Recovery  
Training Center

- Interest in scheduling additional courses

## INFRASTRUCTURE PROTECTION CERTIFICATE PROGRAM

THIS PROGRAM PROVIDES THE CRITICAL INFRASTRUCTURE PROTECTION COMMUNITY  
A DEEP DIVE INTO KEY SUB-SECTORS OF CRITICAL INFRASTRUCTURE

### **Critical Infrastructure Security and Resilience Awareness – AWR-213**

This course will introduce participants to the key terms, policy, guidance, and preparedness efforts required to safeguard the Nation's critical infrastructure. Participants will review applicable policy and guidance, discuss the risk management framework, describe Federal critical infrastructure security and resilience and information sharing programs, and relate critical infrastructure programs to individual actions.

### **Threat and Hazard Identification and Risk Assessment and Stakeholder Preparedness Review – MGT-310**

This course introduces the six-step THIRA/SPR process which includes identifying threats and hazards that stress a community's capabilities, giving context to those threats and hazards and identifying associated impacts consistent with specific factors, identifying community-specific capability targets, assessing current levels of capability in comparison to those targets, identifying capability gaps and subsequent strategies to close those gaps.

### **Critical Asset Risk Management – MGT-315**

This course helps participants answer those questions by teaching critical components of risk management. Through a combination of lecture, facilitated discussion, and group activities, participants will learn how threats, vulnerabilities, and consequences determine risk, and are given an opportunity to practice the fundamentals of conducting vulnerability assessments by conducting on-site assessments of select local facilities. Additionally they will identify potential mitigation measures associated with their findings and work together to develop and present a risk assessment report.

### **Critical Infrastructure Resilience and Community Lifelines – MGT-414**

In this course participants will enhance their skills to formulate considerations for the resiliency of jurisdictional assets leveraging cross-sector partnerships. These considerations will enhance the whole community's ability to manage the risk associated with critical infrastructure protection efforts. The course will implement the National Preparedness Goal and formulate considerations for improving community resilience and develop an understanding of Community Lifelines.

All courses must be completed within five years from the date of application.

## 8. Other Business

- 2022 T&PW meetings: June 13, September 12, December 12