USDOT, HURRICANE SANDY, and RESILIENCY

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DOT Response Overview

IMPACT:

- Prior to Hurricane Sandy’s landfall, DOT’s National Response Program staff deployed to FEMA’s National and Regional Response Coordination Centers and to their Joint Field Offices. A wide range of DOT agencies responded immediately with the resources available to them to help the people and communities stricken by the hurricane.

- **58 DOT employees were deployed at Joint Field Offices in New York and New Jersey**

- Initial impacts estimated Hurricane Sandy caused damages totaling:
  - $5.1 billion to the transit system (including commuter railroads),
  - $400 million to the highway system,
  - $40 million to the aviation system,
  - $70 million in damage to Amtrak and freight railroads, and
  - $2 billion to the pipeline system (natural gas distribution system).
NYS 2100 Recommendations

• Protect, upgrade, and strengthen existing systems

• Rebuild smarter: ensure replacement with better options and alternatives

• Encourage the use of green and natural infrastructure

• Create new incentive programs to encourage resilient behaviors and reduce vulnerabilities
Hurricane Sandy Rebuilding Task Force

• Formalized through EO on December 7th
• 14 agencies, 9 White House offices, led by HUD Secretary Shaun Donovan
• Will inform the National Disaster Recovery Framework (NDRF)

• “…identify and work to remove obstacles to resilient rebuilding in a manner that addresses existing and future risks and vulnerabilities…”
Goals Established in Legislation (PL 113-2)

- Support state and local partners in rebuilding and recovery efforts

- Increase flexibility and expedite the administration of disaster assistance

- Provide assistance to ensure timely and cost-effective completion of disaster assistance projects

- Ensure an appropriate level of oversight to the funds being allocated

- Coordinate with federal, local and state partners on unified federal review, including streamlined procedures for NEPA and NHPA reviews

- *Work with these partners to provide recommendations for reducing vulnerabilities to future disasters and reduce costs and impacts stemming from disasters*
P.L. 113-2 Funding

- $13.07B total to DOT
- $12.41B (less sequestration)
- Breakdown:
  - FTA: $10.35B
  - FHWA: $1.92B
  - FRA: $112M
  - FAA: $28.5M
  - OIG: $5.7M
USDOT Policy Statement on Climate Change Adaptation

- The United States Department of Transportation (DOT) shall integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.

- Guiding Principles for Climate Change Adaptation:
  - Adopt integrated approaches
  - Prioritize the most vulnerable
  - Use best-available science
  - Build strong partnerships
  - Apply risk-management methods and tools
  - Apply ecosystem-based approaches
  - Maximize mutual benefits
  - Continuously evaluate performance
EO on Floodplains and DOT Order on Floodplains

“Best available information”

- Advisory Base Floodplain Elevations (ABFEs)-1% annual chance flood hazard elevations in a given area, FIRMs, or latest floodplain maps

- **PLUS sea level rise of one foot**

- Federal flood risk standard that applies to all federally funded Sandy recovery projects
Risk Assessments

Frequency or likelihood of risk x severity of impact
Resources

Executive Order 11988 on Floodplain Management

CEQ’s Support Document for Implementing Climate Change Adaptation Planning in Accordance with Executive Order 13514

DOT Order on Floodplains

DOT Policy Statement on Climate Change Adaptation

DOT’s Climate Adaptation Plan

FHWA’s Climate Change and Extreme Weather Vulnerability Assessment Framework

FTA’s Flooded Bus Barns and Buckled Rails

FTA’s Interim Final Rule for the Emergency Relief Program
Contact Information

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