

117TH CONGRESS
1ST SESSION

H. R. 740

To require the Secretary of Transportation to solicit a study on climate resilient transportation infrastructure, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 3, 2021

Ms. BROWNLEY introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To require the Secretary of Transportation to solicit a study on climate resilient transportation infrastructure, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Climate Resilient
5 Transportation Infrastructure Study Act”.

6 **SEC. 2. CLIMATE RESILIENT TRANSPORTATION INFRA-**
7 **STRUCTURE STUDY.**

8 (a) CLIMATE RESILIENT TRANSPORTATION INFRA-
9 STRUCTURE STUDY.—Not later than 180 days after the
10 date of enactment of this Act, the Secretary of Transpor-

1 tation shall enter into an agreement with the Transpor-
2 tation Research Board of the National Academies to con-
3 duct a study of the actions needed to ensure that Federal
4 agencies are taking into account current and future cli-
5 mate conditions in planning, designing, building, oper-
6 ating, maintaining, investing in, and upgrading any feder-
7 ally funded transportation infrastructure investments.

8 (b) **METHODOLOGIES.**—In conducting the study, the
9 Transportation Research Board shall build on the meth-
10 odologies examined and recommended in—

11 (1) the 2018 report issued the American Soci-
12 ety of Civil Engineers, titled “Climate-Resilient In-
13 frastructure: Adaptive Design and Risk Manage-
14 ment”; and

15 (2) the report issued by the California Climate-
16 Safe Infrastructure Working Group, titled “Paying
17 it Forward: The Path Toward Climate-Safe Infra-
18 structure in California”.

19 (c) **CONTENTS OF STUDY.**—The study shall include
20 specific recommendations regarding the following:

21 (1) Integrating scientific knowledge of projected
22 climate change impacts, and other relevant data and
23 information, into Federal infrastructure planning,
24 design, engineering, construction, operation and
25 maintenance.

1 (2) Addressing critical information gaps and
2 challenges.

3 (3) Financing options to help fund climate-resil-
4 ient infrastructure.

5 (4) A platform or process to facilitate commu-
6 nication between climate scientists and other experts
7 with infrastructure planners, engineers and other
8 relevant experts.

9 (5) A stakeholder process to engage with rep-
10 resentatives of State, local, tribal and community
11 groups.

12 (6) A platform for tracking Federal funding of
13 climate-resilient infrastructure.

14 (7) Labor and workforce needs to implement
15 climate-resilient transportation infrastructure
16 projects including new and emerging skills, training
17 programs, competencies and recognized postsec-
18 ondary credentials that may be required to ade-
19 quately equip the workforce.

20 (8) Outlining how Federal infrastructure plan-
21 ning, design, engineering, construction, operation,
22 and maintenance impact the environment and public
23 health of disproportionately exposed communities.
24 For purposes of this paragraph, the term “dis-
25 proportionately exposed communities” means a com-

1 community in which climate change, pollution, or envi-
2 ronmental destruction have exacerbated systemic ra-
3 cial, regional, social, environmental, and economic
4 injustices by disproportionately affecting indigenous
5 peoples, communities of color, migrant communities,
6 deindustrialized communities, depopulated rural
7 communities, the poor, low-income workers, women,
8 the elderly, people experiencing homelessness, people
9 with disabilities, people who are incarcerated, or
10 youth.

11 (d) CONSIDERATIONS.—In carrying out the study,
12 the Transportation Research Board shall determine the
13 need for information related to climate resilient transpor-
14 tation infrastructure by considering—

15 (1) the current informational and institutional
16 barriers to integrating projected infrastructure risks
17 posed by climate change into federal infrastructure
18 planning, design, engineering, construction, oper-
19 ation and maintenance;

20 (2) the critical information needed by engineers,
21 planners and those charged with infrastructure up-
22 grades and maintenance to better incorporate cli-
23 mate change risks and impacts over the lifetime of
24 projects;

1 (3) how to select an appropriate, adaptive engi-
2 neering design for a range of future climate sce-
3 narios as related to infrastructure planning and in-
4 vestment;

5 (4) how to incentivize and incorporate systems
6 thinking into engineering design to maximize the
7 benefits of multiple natural functions and emissions
8 reduction, as well as regional planning;

9 (5) how to take account of the risks of cas-
10 cading infrastructure failures and develop more ho-
11 listic approaches to evaluating and mitigating cli-
12 mate risks;

13 (6) how to ensure that investments in infra-
14 structure resilience benefit all communities, includ-
15 ing communities of color, low-income communities
16 and tribal communities that face a disproportionate
17 risk from climate change and in many cases have ex-
18 perienced long-standing unmet needs and under-
19 investment in critical infrastructure;

20 (7) how to incorporate capital assessment and
21 planning training and techniques, including a range
22 of financing options to help local and State govern-
23 ments plan for and provide matching funds;

24 (8) how federal agencies can track and monitor
25 federally funded resilient infrastructure in a coordi-

1 nated fashion to help build the understanding of the
2 cost-benefit of resilient infrastructure and to build
3 the capacity for implementing resilient infrastruc-
4 ture; and

5 (9) the occupations, skillsets, training pro-
6 grams, competencies and recognized postsecondary
7 credentials that will be needed to implement such
8 climate-resilient transportation infrastructure
9 projects, and how to ensure that any new jobs cre-
10 ated by such projects ensure that priority hiring con-
11 siderations are given to individuals facing barriers to
12 employment, communities of color, low-income com-
13 munities and tribal communities that face a dis-
14 proportionate risk from climate change and have
15 been excluded from job opportunities.

16 (e) CONSULTATION.—In carrying out the study, the
17 Transportation Research Board—

18 (1) shall convene and consult with a panel of
19 national experts, including operators and users of
20 Federal transportation infrastructure and private
21 sector stakeholders; and

22 (2) is encouraged to consult with—

23 (A) representatives from the thirteen fed-
24 eral agencies that comprise the United States
25 Global Change Research Program;

1 (B) representatives from the Department
2 of the Treasury;

3 (C) professional engineers with relevant ex-
4 pertise in infrastructure design;

5 (D) scientists from the National Academies
6 with relevant expertise;

7 (E) scientists, social scientists and experts
8 from academic and research institutions who
9 have expertise in climate change projections and
10 impacts; engineering; architecture; or other rel-
11 evant areas of expertise;

12 (F) licensed architects with relevant expe-
13 rience in infrastructure design;

14 (G) certified planners;

15 (H) representatives of State, local and
16 Tribal governments;

17 (I) representatives of environmental justice
18 groups; and

19 (J) representatives of labor unions that
20 represent key trades and industries involved in
21 infrastructure projects.

22 (f) REPORT.—Not later than 3 years after the date
23 of enactment of this Act, the Transportation Research
24 Board shall submit to the Secretary, the Committee on
25 Transportation and Infrastructure of the House of Rep-

- 1 representatives, and the Committee on Environment and
- 2 Public Works of the Senate a report on the results of the
- 3 study conducted under this section.

