



MEMORANDUM

TO: TPB Technical Committee
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Regional Transportation Resilience Improvement Plan: Request for Project Submissions for Annual Prioritized Project List Update
DATE: November 26, 2025

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) AND UPDATED PRIORITIZED PROJECT LIST

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 funded by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%. Although the expected timing of the next PROTECT award cycle is unknown as of November 2025, the TPB is helping to position the region to be highly competitive.

Together with member jurisdictions and agencies, TPB developed a regional TRIP and a prioritized list of regional transportation resilience projects as part of the second phase of its transportation

resiliency study, which the board reviewed and approved on June 20, 2024. The TRIP was subsequently formally approved by FHWA in July 2024.

As outlined in the final TRIP, an annual update of the prioritized project list is to occur, to have a comprehensive understanding of transportation resilience projects planned throughout the region and to ensure eligible projects access to a potential match reduction should they be funded via a PROTECT Discretionary Grant. TPB staff began the second round of project submission solicitation with announcements in November 2024 at TPB Technical Committee and Board meetings, and an email solicitation with a form to submit projects in December 2024, for project submissions due January 8, 2025. Review of the submitted projects was completed by TPB staff with consultant assistance, ensuring PROTECT and TRIP eligibility following the same methodology as the first round of project submissions. **TPB is now beginning the third annual update of the project list in November 2025, following the same methodology as the previous two rounds of updates.** Below is a link to the project submission form for 2026, which will be open from November 2025 through the end of January 2026. Below that is a link to the Transportation Resilience Project Guidance document, which aims to support regional agencies in identifying projects that will enhance the resilience of the region's transportation system and are good candidates for federal and other resilience investment funding.

[Link to 2026 project submission form](#)

[Link to Transportation Resilience Project Guidance document](#)

Please email any comments or questions on regional transportation resilience planning to Katherine Rainone, krainone@mwkog.org.