



MEMORANDUM

TO: Transportation Planning Board Technical Committee
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Regional Transportation Resilience Improvement Plan: Notice for Annual Prioritized Project List Update Approval
DATE: February 27, 2026

The Transportation Planning Board (TPB) approved its Transportation Resilience Improvement Plan (TRIP) in June 2024. The TPB's TRIP was subsequently approved by FHWA in July 2024. The TRIP is now undergoing its second annual project list update process, with the first annual update being completed in January 2025.

BACKGROUND

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 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%.

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. For the second annual update, TPB staff began project submission solicitation with announcements in December 2025 at TPB Technical Committee meeting, and an email solicitation with a form to submit projects in December 2025, for project submissions due end of February 2026. 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 rounds of project submissions.

The approved TRIP is the current plan of record for regional transportation resilience planning at TPB. As a reminder, 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.

UPDATED PRIORITIZED PROJECT LIST FOR BOARD APPROVAL

On the following page is a draft updated TRIP Project List, highlighting the two additional projects and two updated projects for 2026 for board members to review and approve, and below is a table with just new additions and updates. The entire [TRIP](#) with the updated project list will be updated online and the draft March report that the TPB will be asked to approve is also attached here.

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



National Capital Region
Transportation Planning Board

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
City of Greenbelt	Cherrywood Lane Complete and Green Street Retrofit	~1.5 mile segment of Cherrywood Lane, from ~500 ft north of MD 193 (Greenbelt Rd) to MD 201 (Edmonston Rd).	The project will transform Cherrywood Lane, which serves as the primary connection to the Greenbelt Metro Station, into a Complete and Green Street by reducing asphalt, increasing permeable surfaces, and incorporating green infrastructure. The redesign will mitigate stormwater runoff and urban heat island effect in the Indian Creek sub watershed while also increasing access to transit and prioritizing pedestrian and cyclist safety.	 	2026
Arlington County Department of Environmental Services	Columbia Pike Stormwater Improvements	Columbia Pike from S Jefferson St to S Frederick St.	Columbia Pike has experienced significant, repetitive flooding. The multi-phase project will increase stormwater capacity by reducing the hydraulic grade line of the storm system through the addition of stormwater infrastructure and disconnection of the existing systems north and south of the road. Flood and weir walls will also provide a safe overland relief pathway for runoff from larger storms.		2026

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Special Inspection of Station Vault Pre-Cast Supports at Eight Red Line Stations	Dupont Circle, Woodley Park, Cleveland Park, Van Ness, Tenleytown, Friendship Heights Stations in DC. Bethesda and Medical Center Stations in MD.	In severe storms and flood events, rainwater can percolate through the ground, leak into MetroRail stations, and, on the Red Line, flow into the vaulted ceilings. The connecting supports for the vaulted ceilings at several stations have begun to deteriorate. The project will conduct a detailed inspection and condition report to determine the extent and location of where repairs will be needed, and rehabilitation of the identified issues.		2024 <i>2026 Update: Updated title</i>
WMATA	MetroBus Shelter Replacement	Systemwide.	As high heat and intense rain events occur, passengers will increasingly require shade and shelter at bus stops. The project would replace aging shelters, provide shade, and decrease unnecessary wait times at outdoor bus shelters by improving communication with customers.		2024 <i>2026 Update: Project funded. Work underway and on track for completion</i>