

# NATIONAL CAPITAL REGION TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

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## Request for Annual Project List Update Approval and TRIP Incorporation into Visualize 2045

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TPB Board Meeting  
January 22, 2025







# TRIP Update Timeline

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- **June 2024:** TRIP and Prioritized Project List approved by TPB Board
- **July 2024:** TRIP and Prioritized Project List approved by FHWA Division Representative
- **November 2024:** PROTECT Discretionary Grant Program FY24-26 NOFO released, due date February 24, 2025
- **December 2024:** Began collecting projects for inclusion in Prioritized Project List update
- **January 10, 2025:** Steering Committee recommends approval
- **January 10, 2025:** WMATA requested modification of an approved 2024 project to provide supplemental project location information

# Annual TRIP Prioritized Project List Update – 2025

Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Drainage Pump Stations Rehabilitation Program	A05 Cleveland Park & A06 Van Ness, A08 Friendship Heights & A09 Bethesda, A10-2 Grosvenor & Medical Portal, B02 Judiciary Sq. & B03 Union Station, B08 Silver Spring & B09 Forest Glen, E05 Georgia Ave & E06 Fort Totten, F01 Gallery Place, G01 Benning Road	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.	 	2024  *Updated locations 2025
WMATA	Faregate and Mezzanine Exposure to Water Intrusion at NoMa-Galludet Metrorail Station	No-Ma Galludet Metrorail Station (DC)	Currently the mezzanine at the 2nd Street entrance to the NoMA-Galludet U station is exposing riders and rail infrastructure to water. Due to climate change, there will be more frequent and intense rainstorms, making the problem worse. There is a gap between DDOT's Metropolitan Branch Trail and the upper station deck. While a temporary barrier has been installed, a more permanent, secure solution needs to be installed. This will benefit customer's comfort and expand the longevity of the rail infrastructure.		2025
WMATA	Water Leak Mitigation & Preservation - Rail Tunnels	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025



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Lead Agency	Project Title	Location	Description	Hazards	Year Submitted
WMATA	Comprehensive Stormwater Systems Construction and Rehabilitation Program	Systemwide.	This project represents Metro's comprehensive program to design, construct, and rehabilitate stormwater infrastructure to address increased intensity of rainfall and to maintain compliance with stormwater discharge permits and best management practices. The project will also procure new equipment or contract services. There is a prioritized list of 72 locations that need new or rehabilitated stormwater systems.		2025
WMATA	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Systemwide.	Climate change projections call for more intense rainfall which leads to more ground water intrusion. This project reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption.		2025
DDOT	Canal Road Rock Slope Stabilization Project	Section of Canal Road NW near Clark Place in DC.	An approximately 1,500-foot length of Canal Road NW near Clark Place has experienced periodic rockslides, with the most significant occurring in 2011 temporarily closing the westbound travel lane. Likewise, in April 2021, there was a similar incident of slope failure on the second section to the west of Georgetown University entrance and this section was incorporated into the project in June 2024 with the same scope of work. DDOT, in cooperation with the National Park Service (NPS), propose the following improvements to stabilize the rock slope: installation of rock and soil anchors; installation of the wire mesh drape over the slope face, and installation of proposed drainage system improvements and catch-basins along east side of Canal Road NW.		2025



# Next Steps

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Staff recommends approval of Resolution R7-2025, which includes:

- **Annual Prioritized Project List Update**  
The addition of 5 projects and one modified project to the approved Prioritized Project List included in the National Capital Region Transportation Resilience Improvement Plan (TRIP), as identified in the attached materials
- **Visualize 2045**  
Amending Visualize 2045 to formally include the TPB's TRIP as an appendix to Visualize 2045



# Thank You!



National Capital Region  
**Transportation Planning Board**

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