



ONE **great** REGION

Transportation Resilience Improvement Plan (TRIP)

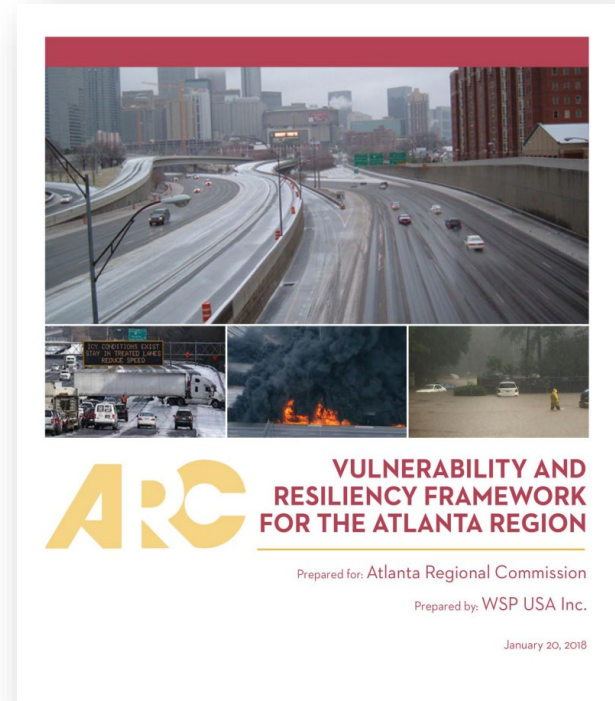
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Origin and Current Status

- \$1.5 million PROTECT Grant Funding (2024)
 - 100% from FHWA, no local match
 - \$1 million for consultants, \$500k for ARC staff
- Transportation and Natural Resources Departments collaboration on plan
- Builds on the Vulnerability and Resiliency Framework for the Atlanta Region (2018)
- Under contract with ICF to build TRIP through Fall 2027

Build a transportation system that is more resilient from flooding, storms, and heat for its infrastructure and the people who use it.



Recent Flooding Impacts



Kinney Lake Road flooding in Carroll County – 12 Sep 2026



Downtown Connector – 19 June 2026



Heat Impacts

This summer was hot. August shattered global heat records

SEPTEMBER 10, 2026 · 5:30 PM ET

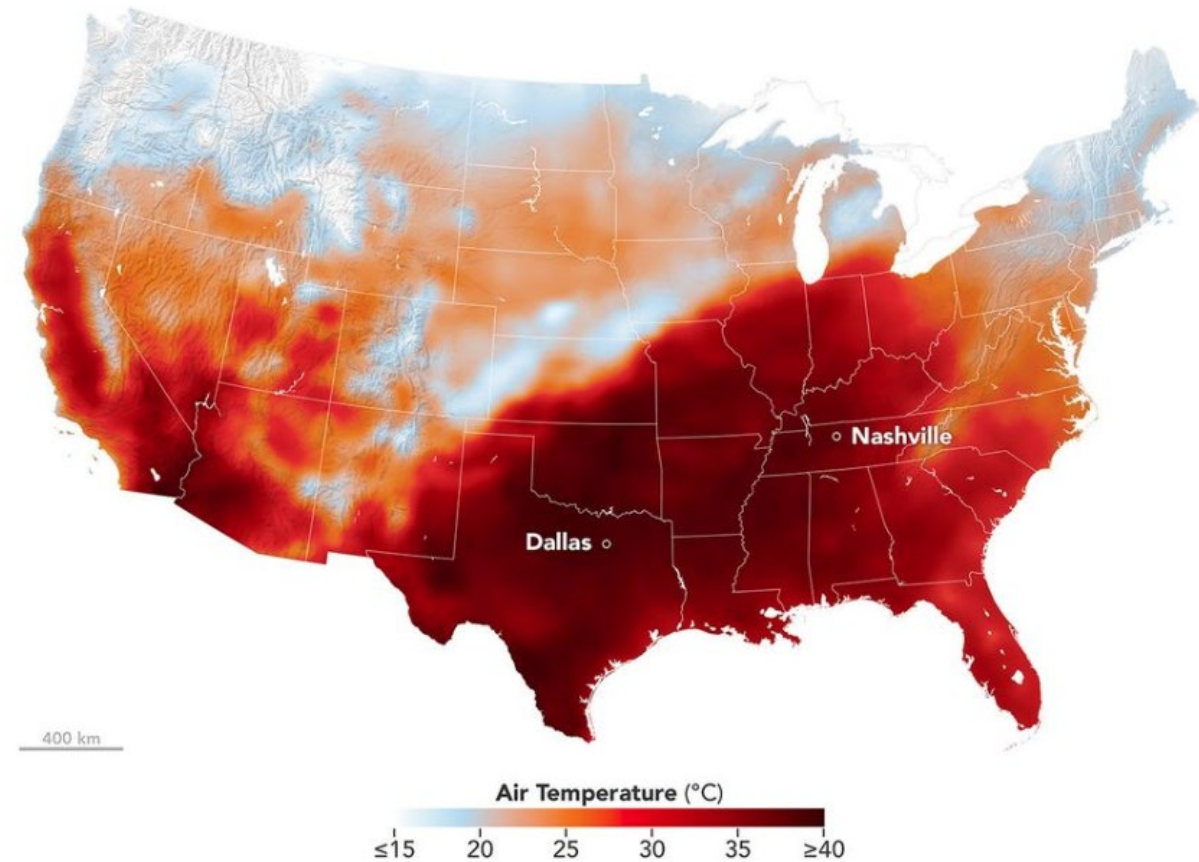
HEARD ON [ALL THINGS CONSIDERED](#)

By [Ava Berger](#)



People cool themselves with an ice-cold water bottle from a water station during the Great American State Fair on the National Mall on July 2, 2026 in Washington, DC.

Summer Goes Out With a Heat Dome



An area of high pressure over the south-central U.S. produced unseasonable and, in some places, record-breaking warmth on September 15, 2026, as shown in this map of modeled air temperatures from [GEOS](#) (Goddard Earth Observing System).

NASA Earth Observatory/Michala Garrison

TRIP Elements

Element 1: Data-Informed Resilience Assessment

- Develop flood and heat risk assessment tool for current and future projects
- Use of existing transportation asset data, LiDAR and advanced climatological forecasts

Element 2: Stakeholder Engagement and Collaboration

- Input from local governments about areas of critical need
- Meaningful opportunities for community engagement and access to project information

TRIP Elements (cont.)

Element 3: Resilience Measures and Implementation

- Short-range: retrofits, slope failure stabilization, and related projects to improve resilience for the current transportation infrastructure
- Long-range: enhancements to improve the future resiliency of the surface transportation network
 - Increased hydraulic capacity for drainage systems (e.g., using a future conditions design storm)
- Analysis to prepare and rank the best solutions (feasibility and cost-effectiveness)

Element 4: Integration with MTP, TIP Project Selection, and Funding Policies

The TVAT

Transportation Vulnerability Assessment Tool

- GIS transportation assets
- LiDAR data
- Climatological forecasts (2050, 2100)
- Flood and heat risks to assets and people

Assess risk to current assets and future projects

Future management and running of tool by ARC staff

- Potential open use by local governments and public

Questions or Comments?