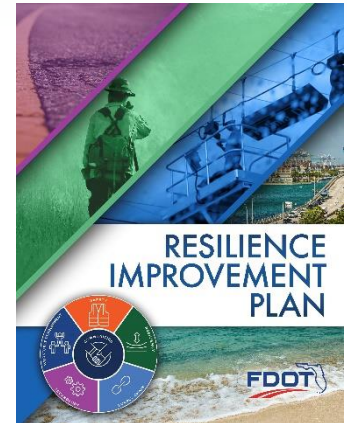


# RESILIENCE IMPROVEMENT PLAN

The Promoting Resilient Operations for Transformative, Efficient, Cost-Efficient, and Cost-Saving Transportation (PROTECT) federal program, created by the Infrastructure Investment and Jobs Act, includes the option for State DOTs or MPOs to develop a Resilience Improvement Plan (RIP). The RIP should address resilience to current and future weather events and natural disasters for the surface transportation system. A RIP can reduce the non-federal share up to 10 percent for projects funded by the PROTECT program.



## REQUIREMENTS

- Address **immediate and long-range planning activities** and **investments related to resilience**.
- Demonstrate a **systemic** approach to resilience.
- Include a **risk-based assessment** of vulnerabilities to current and future weather events and natural disasters.
- **Coordinate** with other planning activities, including the **State Hazard Mitigation Plan** (developed by DEM).

## BENEFITS

### FEDERAL MATCH BENEFITS

- 7% if RIP includes a prioritized project list (and the project is on the list).
- 3% if RIP is incorporated into the statewide long-range transportation plan (Florida Transportation Plan) or a metropolitan transportation plan; maximum match benefit is 10%.
- Applies to formula and discretionary funding (DOTs, MPOs, and local governments).

### OTHER BENEFITS

- Alignment with other plans, Florida Transportation Plan (FTP), Florida Transportation Asset Management Plan (TAMP), Resilience Action Plan (RAP), modal, etc.
- Resilience-related data and information available for small, rural, and disadvantaged communities.
- For projects on the priority list, no benefit-cost analysis is needed for discretionary grant applications.

## HAZARDS & ASSETS

- FDOT's RIP is focusing on key hazards including flooding, storm surge, wildfire, sinkholes, extreme heat, severe thunderstorms, and sea level rise.
- The impacts of these hazards will be evaluated for surface transportation assets, including the State Highway System, National Highway System, Federal Aid System, SUN Trail, evacuation routes, the Strategic Intermodal System, and the Freight Highway Network.

## PRIORITIZED PROJECT LIST

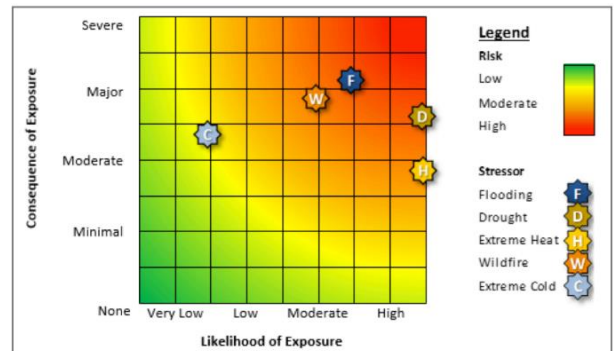
- The RIP will include a priority project list. Short-term projects may align with FDOT's Five-Year Work Program. Longer-term projects will be identified based on needs and adopted cost-feasible long-range plans.

## PUBLIC ENGAGEMENT

- Public comment period mid-November 2023.
- Coordination with MPOs, small and rural counties, local governments, and fellow state agencies.
- Technical Advisory Team made up of representatives from FDOT districts and program offices.

## RISK-BASED VULNERABILITY ASSESSMENT

The RIP will include a risk-based vulnerability assessment, offering a comprehensive analysis of the hazards faced by Florida's transportation network, including existing and future weather and natural events. Risk is defined by FHWA as exposure to a hazard, the likelihood of the hazard occurring, and potential consequences should it occur.



## RESILIENCE IMPROVEMENT STRATEGIES

The RIP incorporates and builds upon the strategy framework created for the Resilience Action Plan (6/2023), which provides direction for FDOT and local, regional, and statewide partners to enhance infrastructure and operational resilience of the statewide transportation system. Examples of key design and planning strategies include:

- Develop, monitor, and regularly report existing and new performance measures on the resilience of the SHS.
- Develop a risk management and decision-making framework to incorporate shocks, stresses, and other risks into decisions during all project phases.
- Adjust project designs to reflect potential hazards by decreasing vulnerabilities, mitigating risks, and reducing the overall cost of constructing, operating, and maintaining infrastructure over its lifecycle.
- Address hazards and apply resilience strategies in drainage and stormwater system design, including regional stormwater solutions.

**Shocks** are unexpected short-term deviations from trends that can have a range of substantial negative effects. These include events such as hurricanes.

**Stresses** are long-term trends or pressures that undermine the stability of a system and increase vulnerability, such as sea level rise and changing climate patterns.