

# RESILIENCE ACTION PLAN (RAP) FREQUENTLY ASKED QUESTIONS (FAQ)

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## General Background

### **What is Resiliency?**

FDOT's Resiliency Policy (2020) defines resiliency as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption.

### **What is the FDOT policy on resilience?**

FDOT Policy on Resiliency of State Transportation Infrastructure, adopted in 2020, states that resiliency will be considered through all project phases and incorporated into the Department's business practices. As a result, FDOT is already assessing potential impacts of storms, flooding, and sea level rise, and employing strategies to avoid, mitigate or eliminate those impacts. FDOT's approach to resiliency seeks to understand vulnerabilities and threats in the system and prioritize investments within a risk-tolerance framework. More information about the Resiliency Policy can be found [here](#).

### **What is the FDOT Resilience Action Plan (RAP)?**

This is an action plan to assess the potential impacts of flooding, storms, and sea level rise on the State Highway System, and identify strategies to improve the resiliency of transportation facilities.

### **Is the RAP required?**

Yes. The RAP is required by Section 339.157, F.S., which states that FDOT is responsible for developing a resilience action plan for the State Highway System based on current conditions and forecasted future events. The statute can be found [here](#).

Through the years of experiencing hurricanes and other extreme weather events, FDOT has learned ways to improve the system's resiliency. This meant that we have learned how to be better prepared for storms and extreme events, and how to recover more quickly when these events occur. These lessons learned have helped make the transportation system inherently resilient in many ways. The Resilience Action Plan will help FDOT plan for potential future conditions.

### **What is required to be included in the RAP?**

The RAP will include an assessment of the potential impacts of flooding, storms, and sea level rise on the State Highway System, and will identify strategies to improve the resiliency of

transportation facilities. FDOT is also required to review policies and procedures and to provide technical assistance on local and regional resilience solutions.

### ***What will the required assessment include?***

The assessment will identify transportation facilities that could be vulnerable to flooding from storms and sea level rise. It will consider current and future conditions of tides, rainfall, sea level rise, storm surge, and combinations of these sources of flooding. The most up to date data and information on rainfall and sea level rise from NOAA will be used. The completed assessment will be used to identify alternatives and solutions for vulnerable facilities, and to develop prioritization criteria for resilience-related projects. The Department is already assessing potential impacts related to storms, flooding, and sea level rise, and employing strategies to avoid, mitigate, or eliminate those impacts.

The RAP will also include a review of FDOT's procedures, manuals, tools, and guidance documents. This review should result in identifying revisions that address cost effective solutions to improve resiliency. FDOT will develop technical assistance for partners on local and regional resilience solutions.

### ***What is the deadline for the initial FDOT RAP?***

FDOT will submit the plan to the Governor and Legislature no later than June 30, 2023.

### ***Will the RAP be updated?***

Yes, the plan will be updated every three years.

### ***In what other ways can the RAP be used to help Florida's transportation system?***

The RAP will be developed in a way that will make it compatible with the requirements for the Resilience Implementation Plan (RIP) called for in the federal Infrastructure Investment and Jobs Act. Formula funding and discretionary funding for transportation is tied to developing the RIP.

### ***What is the difference between the Florida RAP and the federal Resilience Improvement Plan (RIP)?***

The RAP is required by Section 339.157, F.S. The RIP is recommended via the recent Infrastructure Investment and Jobs Act. Both plans reference a vulnerability assessment, review of data sources, a prioritized project list, and evaluation and monitoring requirements. Key differences between the plans include the Florida plan is required, the Federal plan is not; the Florida plan is due June 30, 2023, the Federal plan does not have a due date; and the Florida plan requirements are outlined in state law, the Federal plan is subject to Federal guidance and future rule-making to clarify federal provisions.