



## Broward MPO Commitment 2045 MTP Review Comments

Please return to Peter Gies (giesp@browardmpo.org)

Deadline: November 1, 2019



Agency: Broward County Transit (BCT)

Reviewer(s): Jonathan Roberson, Senior Planner

Date: 10/29/19

MTP Chapter #	Page #	Paragraph/ Table/Figure or Map #	Comment	Comment Reviewed By:	For Broward MPO Use Only:
					Comment Disposition
2	2-6	Map 2-4	Map does not include BCT fixed route service added in July & Sep. of 2019. BCT can forward latest GIS Shapefile so this is current.	Quigley	Map was updated as requested.
2	2-7	Figure 2-1	Bus stop data incorrect here, not clear on source of data in footnote. Accurate bus stop count data by service type is not found in any FDOT or NTD-based source. In 2019, BCT has 43 Express/4,538 Local Routes/2,278 Community Shuttle stops (1,186 of which are shared stops with fixed route/1,092 Com. Shuttle-only stops), per BCT Sep. 2019.	Quigley	Data source was clarified and preference is to maintain 2017 numbers to be consistent with other data reported for neighboring systems in Figure 2-2 as well as other mode statistics.
2	2-7	Figure 2-1	Miles incorrect, source of data not clear in footnote. This is data not found in any NTD-based source. Correct Miles by mode for 2019 is: Express - 358 miles, Local/Breeze - 1,385 Miles, Community Shuttle - 967 Miles per BCT in Sep. 2019.	Quigley	This data was deleted as intent is to provide consistent info and 2019 data not readily-available for other agencies. Please see above response.
4	4-5	Trend Scenario	It is inaccurate to run a scenario with cost-constrained transit funding after the passage of the Surtax.	Gies	The scenario analysis process was already underway before the passage of the surtax
4	4-7	Table 4-2	The Vision 2100 Scenario should include Resiliency and Community Vision Trends. Both seem integral to any future Vision.	Gies	The team is working on a separate document for Vision 2100. This will be shared after adoption
5	5-22	Table 5-4	Broward MPO should include the MAP Surtax Plan partially-funded transit needs on this list (MAP projects that assumed some future State or Federal funding match such as Sample & Dixie BRT). Miami-Dade TPO 2045 addresses this appropriately, note "Partially-Funded Projects" on pg. 3 of 7: <a href="https://static1.squarespace.com/static/5b881b3655b02cb51483ce43/t/5d816a0076144d5457481476/1568762369197/Transit++CFP+Formatted+9-16-19.pdf">https://static1.squarespace.com/static/5b881b3655b02cb51483ce43/t/5d816a0076144d5457481476/1568762369197/Transit++CFP+Formatted+9-16-19.pdf</a>	Gies	The Broward MPO and BC met on 02/06/2019 to discuss the inclusion of surtax projects in the plan (see attached presentation). The team agreed to include (2) projects in the MTP on 02/14 and the remaining projects would be incorporated through MTP amendment(s) once the federal/state funding assumptions for projects were clarified. Feel free to call or email if we need to discuss further.



**Broward MPO Commitment 2045 MTP Review Comments**

Please return to Peter Gies (giesp@browardmpo.org)

Deadline: November 1, 2019



**Agency:** Planning and Development Management Division - Broward County

**Reviewer(s):** Nicholas Sofoul, Mobility Planning Section Supervisor

**Date:** 10/31/2019

MTP Chapter #	Page #	Paragraph/ Table/Figure or Map #	Comment	Comment Reviewed By:	For Broward MPO Use Only:
					Comment Disposition
CH4/5			The connection between the Scenarios and Prioritized Projects List is unclear. How exactly did the scenarios influence the projects list - other than via coincidental overlap? This should have been made clearer in the planning/outreach process.	Quigley	The Scenarios were used to identify additional needs, which were primarily related to the resiliency studies that were added to the Cost Feasible Plan. The Transit Needs, identified in Map 4-1, were utilized in the Compact Development Scenario, but with the exception of the Tri-Rail Coastal Link project, were not included as projects in the prioritization process. There is no connection between the Scenarios and Prioritized Project list beyond those noted above and as the commenter has indicated, "coincidental overlap".
CH4/5			The connection between the Scenarios, Projects, and "Vision 2100" is unclear. Was there a separate outreach/planning process for Vision 2100?	Quigley	There was no separate outreach process for Vision 2100 for the MTP but one is planned following the adoption of the MTP (see comment below). The connection between the Scenarios and Vision 2100 is identified in Table 4-2. Essentially, the series of improvements used in the Compact Development and Technology scenarios were considered for the Vision 2100 as opposed to the MTP Cost Feasible Plan, except where overlap existed with the Call for Projects submittals, and these were then included in the Hybrid Needs Plan.
		Map 5 - Transit Vision 2100 Vision 12	Transit Vision 2100. There is an "automated fixed guideway" from the Convention Center, through FLL property, Griffin Tri-rail, SFEC, and then in FPL ROW to Miramar and proposed American Dream Mall. This is my first time seeing such an alignment. What was the planning process to derive this corridor? Has any preliminary outreach or analysis been conducted? Separately, is the "Beach Trolley" a bus/rubber tire mode?	Gies	Nick, the Vision 2100 extends beyond the current planning horizon for the 2045 MTP and the Broward County Transportation Surtax. The intent of the Vision Plan was to build off of the 2045 Transit Needs map (closely coordinated with BCT and SFRTA) and begin to identify "technology (ACES)" corridors and consider more "out of the box" transit connections that were not cost constrained. As part of the "visioning process" we did not delve deeply into feasibility beyond the prospect of identifying available ROW. Preliminary outreach has not been conducted. The technology for the Beach Trolley has not been identified either, but presently, it is safe to assume a bus/rubber tire mode. The Vision 2100 plan will be formally introduced following the adoption of the MTP and the Broward MPO is planning outreach through the Board/advisory committees, one-on-one partner collaboration, and events. I am happy to discuss with you further by phone or in-person.





## Broward MPO Commitment 2045 MTP Review Comments

Please return to Peter Gies (giesp@browardmpo.org)

Deadline: November 1, 2019



Agency: Florida Department of Transportation, District Four - Set 1

Reviewer(s): Lois Bush (lead), Planning and Environmental Management Office

Date: \_\_\_\_\_

MTP Chapter #	Page #	Paragraph/ Table/Figure or Map #	Comment	Comment Reviewed By:	For Broward MPO Use Only:
					Comment Disposition
1		3	First paragraph under What is Commitment 2045? The Broward MPO developed the Commitment 2045 MTP in accordance with the requirements of the US Department of Transportation's Fixing America's Surface Transportation (FAST) Act and <a href="#">Florida Statutes and Federal and State</a> metropolitan transportation planning regulations.	Ball	Done
1		4	Plan Development Process The applicable Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) 2045 Long Range Transportation Plan Expectations are dated January 2018, not October 2017. The January 2018 version is being sent with the comments.	Ball	Appendix is correct. Updated reference in text.
1		4	Plan Development Process Suggest adding the MPOAC Financial Guidelines for 2045 LRTPs (July 2017) to the plan's appendix since they are not posted on the MPOAC website (still posts ones for 2040 LRTPs from January 2013). Are the July 2017 guidelines a draft or final document?	Ball	Added to Appendix D
1		5	Florida Context Would delete "2060" in the two places it appears. The current plan, adopted in Dec. 2015, is the "Florida Transportation Plan." The previous plan, adopted in 2010, was called the "2060 Florida Transportation Plan."	Ball	Done
1		6	Table 1-1 Suggest adding a check mark for "Improve Resiliency and Reliability" in the Goal #2 and Goal #3 columns.	Ball	Done
1		6	Figure 1-4 Use the seven goals from the Florida Transportation Plan adopted in 2015:  Safety and Security for Residents, Visitors, and Businesses Agile, Resilient, and Quality Infrastructure Efficient and Reliable Mobility for People and Freight More Transportation Choices for People and Freight Transportation Solutions that Support Florida's Global Economic Competitiveness Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play	Ball	Replaced goals.
1		7	The Southeast Florida Region Suggest rewording the first sentence in the first paragraph as follows, consistent with all three MPOs having county boundaries as their metropolitan planning area boundaries: "The Southeast Florida region is made up of Broward County and the neighboring counties of Miami-Dade and <del>Palm Beach</del> "	Ball	Done
1		7	The Southeast Florida Region Suggest this addition in the first sentence in the second paragraph: "While the Miami-Dade...defining <a href="#">the eastern portion of</a> the tri-county area as the "Miami Urbanized Area."	Ball	Done
2		2	Introduction The Southeast Florida Region section on p. 1-7 indicates the Miami Urbanized Area is the fourth most populous urbanized area in the nation. The first sentence in the first paragraph indicates the Miami Urbanized Area is the 7th largest (most populous?) metropolitan area in the US. Would clarify this. Also could mention Miami-Dade, Broward, and Palm Beach counties comprise the Miami-Fort Lauderdale-West Palm Beach Metropolitan Statistical Area.	Quigley	Sentence changed to match Chapter 1.
2		2	Introduction In the third sentence in the second paragraph, suggest replacing "Broward, Palm Beach, and Miami-Dade counties" with the "three planning agencies" and adding "and others" after "FDOT."	Quigley	Suggested text revisions made.

2	3	Map 2-1	Since there is no "Broward County Urbanized Area" suggest having the map title read "Broward County Portion of Miami Urbanized Area" and using this map to show the full extent of the Miami Urbanized Area south into Miami-Dade County and north into Palm Beach and Martin counties, including how Broward County fits in. Also, the gray box in the legend is for "Urbanized Area" rather than "Urbanized Areas."	Quigley	Map title was changed to "Broward MPO Planning Area" in consultation with MPO PM. Map legend corrected.
2	9, 10	Map 2-5 Map 2-6	Suggest deleting "Existing" from the map title since one of the criteria for designation of the network is Planned Physical Extensions of Principal Arterials. The map is called "2045 Regional Corridors Network" or "2045 Regional Multimodal Corridors Network" for the 2045 Regional Transportation Plan.	Quigley	Map titles corrected as suggested.
2	11	Future Land Use	Suggest revising the first paragraph to (1) recognize passage of the Community Planning Act in 2011 that renamed and modified the Local Government Comprehensive Planning and Land Development Regulation Act, (2) indicate the Future Land Use and Transportation elements are two of multiple required elements of a comprehensive plan, and (3) add mention of the requirement that elements in a comprehensive plan be based on relevant and appropriate data and analysis and be internally consistent with each other (ss. 163.3177(1)(f) & (2), F.S.). The last sentence in the paragraph should be revised to more closely reflect state statutory requirements (i.e., transportation elements are required to be coordinated with plans and programs of the MPO and FDOT (ss. 163.3177(6)(b), F.S.), MPO plans are required to be consistent with comprehensive plans to the maximum extent feasible (ss. 339.175(7), F.S.), and periodic updates of comprehensive plans are as determined by local governments (ss. 163.3191, F.S.).	Quigley	Majority of text revisions made. Did not add reference to internal consistency and relevant and appropriate data and analysis requirements due to space requirements that would have shifted multiple figures on following pages. 163.3191 still recommends evaluations be done every seven years, therefore this language was modified to included "at a minimum".
2	11, 12	Future Land Use	Would consider adding the Broward County Trafficways Map maintained by the Broward County Planning Council to as well as the Broward County Land Use Map and mention of policies, etc. in the Broward County Comprehensive Plan relating to "regional" transportation facilities. Map No. T-13 in the Transportation Element shows Major Transportation Facilities with Future Land Use.	Quigley	Thank you for the suggestion. Given the time constraints it was not possible to address this comment as it would require substantial modifications to the chapter layout.
2	13	Figure 2-3	The figure title has 1990-2017 instead of 1990-2016.	Quigley	The data shown actually spans from 1990 to 2017 but the labels are only for even years. However, to clarify the labels are going to be shown for each year as opposed to every other year.
3	9	Public Health	Fourth paragraph: Suggest using the percentages of greenhouse gas emissions from the transportation sector identified in the latest greenhouse gas emissions inventories for Broward County and the Southeast Florida region: Broward County Communitywide Greenhouse Gas Emissions Inventory 2011-2014 ( <a href="https://www.broward.org/Climate/Pages/GreenhouseGasInventories.aspx">https://www.broward.org/Climate/Pages/GreenhouseGasInventories.aspx</a> ) and Regional Greenhouse Gas Inventory: Transportation and Stationary Energy ( <a href="https://southeastfloridaclimatecompact.org/resources/ghg-inventory/">https://southeastfloridaclimatecompact.org/resources/ghg-inventory/</a> ). The percentage from the former is 56%, the percentage from the latter is 48%.	Quigley	Statistic updated to reflect SE Florida Regional Compact number.
3 4	10,11 5-7	Resiliency	The section on Resiliency on pp. 3-10 and 3-11 covers the South Florida Climate Change Vulnerability and Adaptation Pilot Project (Pilot Project) and the Extreme Weather and Climate Change Risk to the Transportation System in Broward County, Florida project. Regarding the Resiliency Scenario description on p. 4-5, it is unclear why only the Extreme Weather and Climate Change Risk study was used to identify vulnerable facilities.  Among the studies and tools covered in Miami-Dade County's Final Report for Assessment of Available Tools to Create a More Resilient Transportation System are the Pilot Project; the Storm Surge, Sea Level Rise, and Transportation Network Disruption project completed to supplement the Pilot Project, and the UF GeoPlan Center Sea Level Scenario Sketch Planning Tool. The Miami-Dade report is posted at <a href="https://www.miamidade.gov/mayor/library/memos-and-reports/2016/11/11.30.16-Final-Report-for-Assessment-of-Available-Tools-to-Create-a-More-Resilient-Transportation-System-Directive-160220.pdf">https://www.miamidade.gov/mayor/library/memos-and-reports/2016/11/11.30.16-Final-Report-for-Assessment-of-Available-Tools-to-Create-a-More-Resilient-Transportation-System-Directive-160220.pdf</a> . A presentation summarizing results of the Storm Surge, Sea Level Rise, and Transportation Network Disruption project is posted at <a href="http://www.fsutmsonline.net/images/uploads/southeastfloridafsutms/FSUTMS_Storm_Surge_2nd_Transportation_Network_Disruption_YH.pdf">http://www.fsutmsonline.net/images/uploads/southeastfloridafsutms/FSUTMS_Storm_Surge_2nd_Transportation_Network_Disruption_YH.pdf</a> ). The project report is being sent with the comments.	Quigley	Thank you for the comment. This will be considered for future MTP updates; however at the present time the reports referenced were utilized to identify vulnerable facilities and upon which cost feasible recommendations were made. It is not possible at this time to revise the analysis to utilize additional resources.







**Broward MPO Commitment 2045 MTP Review Comments**

Please return to Peter Gies (giesp@browardmpo.org)

Deadline: November 1, 2019



Agency: Fort Lauderdale

Reviewer(s): Karen Warfel

Date: 11/1/2019

MTP Chapter #	Page #	Paragraph/ Table/Figure or Map #	Comment	Comment Reviewed By:	For Broward MPO Use Only:
					Comment Disposition
2	2-4	Map 2-2	FLL is colored as Port Everglades	Quigley	Thank you for the comment. We've updated the map to address this.
2	2-6	Map 2-4	It is difficult to read at this scale, but it appears that the most up to date NW Community and Neighborhood Link routes are not reflected. I can share those with you if needed.	Quigley	Thank you for the comment. We've updated the map with the most recent files available from Broward County Transit.
2	2-10	Map 2-6	Route number labels would be helpful on this map.	Quigley	Thank you for the comment. We've updated the map to address this.
2	2-10	Map 2-6	Is Broward Blvd still listed as a SIS? FDOT was in the process of removing this segment.	Quigley	Thank you for the comment. We've updated the map to address this.
3	3-2		Is there a highlighted social media post that received a large amount of views or responses that could be highlighted to show their reach?	Gies	In speaking with our Public Involvement team, the introductory video for the 2045 MTP published at the beginning of 2018 received the most attention. The video was promoted on social media, our website, and partner agency pages. The team is in the process of wrapping up Technical Report 1 which focuses on documenting our public outreach. This should have some more specific information when it is finalized following MTP adoption. In the meantime, feel free to contact me if you would like more specific information.
3	3-3	Figure 3-1	Interesting that respondents did not feel safety was a Transportation Problem, but one of the Top 3 Themes identified was Safety.	Quigley	Thank you for the observation.
3	3-8		Equity is also a concern with self driving cars. Will lower income residents, including elderly, be able to afford their own self-driving car or the cost of shared use versions. And will those technologies make affordable transit unsustainable creating transportation equity deserts further limiting access to jobs and services?	Quigley	Thank you for raising this issue. Although it was somewhat addressed in the section on Aging Population, a sentence was added to the Mobility Technology section to identify this issue.
3	3-11		Resiliency - it is stated that the recommendations were used in the development of the MTP. Are there specific projects that were identified in the Plan that will implement improvements to vulnerable roadways to make them less vulnerable? Could you share those projects?	Quigley	Please see response to comments for projects #22, 23, and 24 below.
4	4-10	Map 4-1	The 2045 Transit Needs map does not have any east/west connections between Pines Blvd and I595. That is a large gap with limited transit access. Through one previous study there was a plan to but rail down Griffin Road. Some level of higher transit service should be included on Griffin Road.	Ball	2045 Transit Needs Plan is a collaboration with MPO, BCT, and SFRTA staff. While not in the Transit Needs Plan, there is additional east-west transit connectivity in the Transit Vision 2100 Plan that will be published in early 2020.

5	5-10	Table 5-3	Could you provide more information on project #22. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Quigley	These 3 projects are resiliency studies that were identified as indicated in Chapter 3 (see prior comment on page 3-11). These facilities were identified as vulnerable in the "Extreme Weather and Climate Change Risk to the Transportation System in Broward County, Florida" and were added as studies to the MTP in recognition of the need to further evaluate the facilities and develop projects that address the resiliency issues. As these are not construction projects, there was no need to have resolutions of support for them. However, the City of Fort Lauderdale will be involved in these efforts as they move forward.
5	5-11	Table 5-3	Could you provide more information on project #23. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Quigley	
5	5-11	Table 5-3	Could you provide more information on project #24. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Quigley	
5	5-12	Table 5-3	Could you provide more information on project #36. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Ball	Proposed by FDOT on state road. This project will be coordinated with the City of Fort Lauderdale before moving forward with programming.
5	5-13	Table 5-3	Could you provide information on how project #9 differs from project #49. They both state that they are modifications to the interchange of I95 & Davie Blvd. Are they different phases of work?	Ball	Clarified #9 to reflect PD&E and ROW. #49 is modification of interchange.
			I have concerns that the majority of the projects in the cost feasible plan are widening and grade separation. I do understand that the majority of funding is in highways however we need to address the fact that you can't build your way out of congestion and other modes need to start being priorities as a way to reduce that congestions.	Gies	This comment has been noted and emphasized throughout the plan with the TAC, CAC and MPO Board. The Regional Transportation Plan is working on a regional funding scenario to make the case for increasing the flexibility of the "Other Arterials" Roadway funding provided by the State. The TAC, CAC, and MPO Board will begin to hear more about this discussion in the coming months. The findings from our MTP (and Palm Beach/Miami-Dade) support the case for providing more flexibility in funding in the urbanized areas of Florida given our constrained/built-out environment.
5	5-31		How are grade separations and widening scored on the equity assessment? Does the impact to a high percentage of residents who do not have access to a car considered and if they need to talk to where they need to go the added impact of extra lanes or creation of more high speed roadways that are difficult to cross?	Quigley	We would be happy to discuss this with you.
5	5-32	Map 5-3	How was the Severity Index calculated? Is it rates by accounting for severe injury and fatalities weighing higher than non-injury crashes?	Ball	The severity index is defined in the text. It is a weighted average that gives a higher score to incapacitating and fatal crashes.
5	5-33	Maps 5-4 +	If these represent projects to be funded through the MTP, it would be helpful to have an actual project listing as part of the plan that illustrates what these projects are. At the current scale it is often difficult to understand the limits and locations of the projects.	Ball	The safety maps do not represent projects to be funded. They are intended to be a guide for funding future safety studies for which specific countermeasure projects are to be identified.
6	6-10	Table 6-8	It is recommended that the mode share performance measure also include pre- and post- project counts. There are many other trips throughout the day that equate to more than the 2 for commute to work which can be more impactful however generally only the commute to work trips are counted.	Quigley	Mode share is measured at the system-level in the MTP. This is something the MPO can consider including it is other programs.















## Broward MPO Commitment 2045 MTP Review Comments

Please return to Peter Gies (giesp@browardmpo.org)

Deadline: November 1, 2019



Agency: Broward MPO

Reviewer(s): Renee Cross

Date: 11/1/2019

MTP Chapter #	Page #	Paragraph/ Table/Figure or Map #	Comment	Comment Reviewed By:	For Broward MPO Use Only:
					Comment Disposition
Entire Document			Throughout document, "federal" and "state" should not be capitalized	Ball	Adjusted according to editor guidance.
Entire Document			All acronyms should be spelled out the first time they are used	Ball	Reviewed and made effort to do this.
Chapter 2	2-1		Update regional population estimate to be consistent with regional population shown on page 1-7 (6.1 to 5.85+). I recognize this came from the RTP team but we should be consistent.	Quigley	Update made.
Chapter 2	2-4	Map 2-2	(Peter) I thought we agreed on showing "collectors and above" - some collector roads appear to be missing based on a cross check with the Broward functional classification map. This becomes a problem with the cost feasible plan maps since we have projects in the "wedge" without much of a roadway network for context. Also becomes an issue with Map 4-2, see comment below.	Quigley	Discussed with Peter and agreed to keep roadway network as shown, which Christopher Restrepo developed for MPO's use.
Chapter 2	2-6	Map 2-4	Verify community shuttle route layer. Renee believes that the route along Broward Blvd. (west of downtown) may not be correct. She does not recall it being part of the Sun Trolley system	Quigley	Updated shuttle layer obtained from Broward County Transit.
Chapter 2	2-7	Figure 2-1	Can you verify that the Sawgrass Expressway is included as part of the "Florida's Turnpike" mileage calculation?	Quigley	Yes, Sawgrass Expressway is included in the mileage calculation. Figure has been updated to clarify.
Chapter 2	2-7	Figure 2-1	Please quantify the mileage for Express Bus and Community Routes. Was there a reason why the mileage could not be quantified?	Quigley	Mileage for all routes was removed.
Chapter 2	2-8	Figure 2-2	When adding up the number of "Annual Passenger Trips" it does not total approx. 160M (currently totals 130M). Is there a reason for this discrepancy?	Quigley	Number was updated to 130M.
Chapter 2	2-9	Map 2-5	Please add larger dots for the regional terminals since it is difficult to read. Also, would it be possible to add a "US-27" marker as shown on Map 2-6? I recognize these maps came from the RTP team but it would help with making the maps a bit easier to read	Quigley	Addressed as requested
Chapter 2	2-10	Map 2-6	As above, please add larger dots for the regional terminals since it is difficult to read	Quigley	Addressed as requested
Chapter 2	2-11	Table 2-1	Broward County Future Land Use total calculation is incorrect (numbers in table total 220,406)	Quigley	Number corrected
Chapter 2	2-12	Map 2-7	Please have the map show the full extent of Broward urbanized area (wedge is slightly cut off)	Quigley	Map updated
Chapter 2	2-13	Figure 2-3	"Population" label is misspelled on the y-axis	Quigley	Addressed as requested
Chapter 2	2-13	Figure 2-4	x-axis shows yearly increments, when chart above shows bi-yearly increments. Should be made consistent so it is easier to read. Also, x-axis should begin at "400" to help illustrate a more distinguishable difference	Quigley	All corrections except adjusted starting point made. Did not feel it was appropriate to arbitrarily adjust scale of y-axis given that prior Figure 2-3 was also starting at 0.
Chapter 2	2-13		Second paragraph refers to 10-year increments, but then shows incorrect increments in the years that follow (2025, 2035, 2040).	Quigley	Updated final year to 2045.

Chapter 2	2-13		Third paragraph makes reference to Figure 2-3 and also references years which do not appear to be consistent with the years shown in the figure (second sentence makes reference to 2017, when first sentence refers to a time period from 1990-2016).	Quigley	Figure 2-3 shows population from 1990 to 2017; however the x-axis only labels even numbered years. The axis labels were updated to avoid further confusion and the text of the first sentence was modified to reflect the correct period.
Chapter 2	2-14	Figure 2-5	The employment numbers shown in Figure 2-6 (just below 1.2M in 2016) do not make sense with what is projected in Figure 2-5 (just over 1.2M in 2045). Additionally, the text on page 2-15 refers to a current employment number of 962,000. Please make consistent	Quigley	Source for Figure 2-6 was different from source for employment projections ultimately used for SERPM 8, and reflected in Figure 2-5. Figure 2-6 and related text was deleted to avoid confusion.
Chapter 2	2-15	Figure 2-6	Text refers to an employment projection of 1.53M in 2015 but Figure shows different number.	Quigley	Please see response above.
Chapter 2	2-16		First paragraph under "Equity Area Identification" lists the indicators used for the Equity Assessment but does not include "poverty." Please verify that all indicators are shown.	Quigley	Text adjusted to include poverty.
Chapter 3	3-6		Please spell out FTAC (under section "Freight Community Coordination) - this is the first time it appears in the document.	Quigley	This was previously spelled out on page 3-5 and the acronym provided so this comment was not implemented.
Chapter 3	3-6		Federal and State Land Management, Environmental, and Wildlife Agencies Section – first sentence indicates ETDM screening was completed but page 5-31 indicates that ETDM coordination is ongoing. Please revise to make consistent with page 5-31	Quigley	Page 5-28 references projects "screened" through ETDM; page 5-31 talks about coordination with environmental agencies during PD&E and latter processes. Chapter 3 language was modified to refer to Chapter 5 for description of the ETDM process but still refers to the CFP projects as having been screened.
Chapter 3	3-7		Missing space between "Public Involvement Summary" and "MTP Document Availability" sections	Quigley	Double checked this and spacing appears to be consistent with other sections of the document.
Chapter 3	3-7		Use "interrelated" spelling consistently under "Emerging Issues" (with or without dash)	Quigley	Correction made.
Chapter 3	3-7		Second sentence under "Emerging Issues" is difficult to understand (...have discussed for longer)	Quigley	Added additional language to clarify that these other issues have been part of the transportation discussion for a longer period of time than mobility technology.
Chapter 3	3-10		Delete the word "proposed" in the last sentence of the second paragraph of "aging population" to make the sentence/thought more clear (...and an expansion to the public transportation system is planned...)	Quigley	Correction made.
Chapter 4	4-1		"Identify" is incorrectly capitalized	Quigley	Correction made.
Chapter 4	4-7	Figure 4-2/Table 4-2	Could you please clarify why Resiliency was not included in the Vision 2100. This could be included in the narrative	Quigley	Clarifying language added.
Chapter 4	4-7	Figure 4-2	Soften and clarify the first bullet in the "Resiliency" column. Renee was concerned the statement sounded too harsh even though were using scenario planning to test the "extremes" in order to have a measurable outcome.	Quigley	Due to the size constraints of the graphic, the word prohibit was changed to limited in the first bullet. For additional information, the reader will have to refer to the text that describes the scenario, found on page 4-5.
Chapter 4	4-12		add a period after "vs"	Quigley	Word was spelled out to avoid need for punctuation
Chapter 4	4-12	Map 4-2	map needs better labels to help the reader for the reference (i.e Stirling Road not labeled, missing roads in wedge [see comment on Map 2-2], 100th Avenue instead of Nob Hill Rd., etc.) Let's discuss.	Quigley	As discussed with MPO PM, Map 2-2 is being updated to reflect improved labels. This map will be corrected prior to the final version of the MTP document. Please also see response to prior comment regarding roads shown.
Chapter 4	4-14		First sentence under "Project Prioritization" section still refers to the "Highway" program. Please change to "Roadway"	Quigley	Find and Replace done for the entire chapter to address this issue.
Chapter 4	4-16	Table 4-6	Coral Hills Drive is listed as program rank 2 but Sheridan is also listed as program rank 2. I believe this is because Coral Hills is actually a non-State facility. Please double-check and correct if necessary	Quigley	Table 4-6 removed after discussion with MPO PM since Chapter 5 no longer refers to state and non-state roadway categories.
Chapter 5	5-3		Is it possible to make the hyperlink for the TIP blue text?	Ball	Made hyperlinks consistent in format.



Chapter 5	5-5		Icons are associated with incorrect programs. Icons are correct on 5-4, please revise.	Ball	Updated.
Chapter 5	5-6	Figure 5-4	Color code numbers consistent with the bar chart colors on the smaller portion of the bar chart (Mobility Hub, CSMP, CSLIP) to help distinguish funding amounts	Ball	Updated.
Chapter 5	5-12	Table 5-3	Table heading is missing the number "2" in "2045"	Ball	Updated.
Chapter 5	5-17	Table 5-3	Table heading is missing a closed parantheses at the end of "cont'd"	Ball	Updated.
Chapter 5		Table 5-3	A few projects show "Project Limits" when they are intersection projects. Please consistently show intersection projects with no limits (i.e. #37, #89)	Ball	Updated.
Chapter 5	5-19	Table 5-3	Capitalize the word "improve" on project #115	Ball	Updated.
Chapter 5		Table 5-3	(Peter) US-441/SR-7 @ Sunrise project (removal of grade seperation) needs to be added to the "Needs" section of the plan.	Ball	Added back into unfunded needs.
Chapter 5	5-31		"ETDM & Environmental Mitigation" needs more information. This was a corrective action last time for the Broward MPO. Please refer to page 21-22 of the 2040 LRTP for language used for this corrective action.	Ball	Updated per direction from MPO staff.
Chapter 6	6-2		Tables do not make sense (statewide numbers between each chart are different). This may be fixed with Paul Flavien's new data. Either way, please address	Quigley	Original draft included MPO's numbers but after receiving FDOT guidance the tables were revised to reflect what was provided in that document. After discussion with MTP PM, the numbers were revised to reflect what MPO provided.
Chapter 6	6-2		Extra space at the beginning of the first paragraph	Quigley	Unable to find this error in Publisher document.
Chapter 6	6-5		Is it possible to include a table to help illustrate how bridge condition index is measured, including the equation (second column)? This may make it easier for the reader to understand	Quigley	The language provided is directly from the FDOT guidance for this measure. The guidance does not provide the equation or any other information beyond the narrative. The language is consistent with the TIP, and therefore, this suggested edit was not included in the MTP.
Chapter 6	6-5		Spell-out "NHS," this is the first time it appears in the document	Quigley	It is spelled out prior to the use of the acronym in bullet 3.
Chapter 6	6-6		Change "TAMP" acronym to "TAM Plan" (second full paragraph of the page)	Quigley	Correction made.
Chapter 6	6-6	Table 6-4	Statewide performance for "non-interstate NHS pavements in good condition" is incorrect. Number should be 40.1%	Quigley	Numbers shown in draft are from FDOT guidance document and are consistent with TIP. This change was not made.
Chapter 6	6-7		Can we explain in the narrative what Travel Truck Time Reliability is and what the measure means (since it is a ratio)?	Quigley	Additional language from FDOT guidance was added to address this comment.
Chapter 6	6-8	Table 6-5	TTTR is a ratio, please remove % signs. Paul Flavien has same comment.	Quigley	Correction made.
Chapter 6	6-8		Please remove the "TMA" acronym from "City of Fort Lauderdale TMA" (last paragraph of the page) The City of Fort Lauderdale creates the TAM plan.	Quigley	Correction made.
Chapter 6	6-9		Please correct acronym for the Public Transportation Agency Safety Plan in the first sentence of the first paragraph under "Transit Safety Performance" section	Quigley	Correction made.
Chapter 6	6-10		Top of second column, the sentence repeats achieve/achievable. "achievable performance targets for the Broward region to achieve"	Quigley	Correction made.
Chapter 6	6-12	Figure 6-1	"Transit Supply" - why does this have a positive result if not all targets were achieved. This may be true for other measure areas. I think Renee would just like some clarification. I would imagine the main intent was achieved even though not all individual targets were reached.	Quigley	Language adjusted to respond to this comment.
Chapter 7	7-3		top of page - sentence should be corrected to read "...moves people and goods, creates jobs, and strengthens communities"	Ball	Updated.
Chapter 7	7-3		Guiding Principle 1 - "right-of-way" has an extra space	Ball	Updated.
Chapter 7	7-5		"MTP The Blueprint" - last sentence, "Multimodal Priorities" should be chanced to "Multimodal Priorities List."	Ball	Updated.

