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**Subject:** TPM Language - Broward TIP  
**Importance:** High

I am sending you the TPM review comments separately from the rest of the TIP review comments since we are trying to look at this amendment. I think just a couple small changes will make the difference for what we need right now. There does not need to be a lot of changes to the narrative, but the investment discussion in the TIP is what is definitely lacking at this time and the placeholder language.

1. Interim Safety Targets:

Page 41: Discusses the 2018 Highway Safety Plan (HSP) and provides a chart of Safety Performance Measure Targets. Please note and make appropriate changes regarding statewide interim targets. There are no interim safety targets. Vision Zero was chosen by the FDOT and their Safety Target. The column and references for the interim targets needs to be removed.

*Answer: "Interim" has been removed from page 41 accordingly.*

2. Investment Strategy:

The Safety Performance Measures section does not fully explain what the TPO did in TIP development to help achieve the safety targets. In describing the anticipated effect, the TPO will need to more fully describe the actions they have taken to move the program forward linking investments to anticipate target achievement, so that the TIP is written as a documentation of actions pursued. For example, did the TPO alter their project selection or prioritization process to favor projects they believe will help move toward achievement of the stated targets? Did they make any specific effort to engage new stakeholders or experts to learn what they can do to move toward target achievement? Essentially how does the TIP and the TIP's investment strategy help the MPO move towards achieving the safety target?

*Answer: The MPO considers safety as a planning factor in the project selection process. One goal of the 2040 LRTP is to reduce accidents, injuries and fatalities. The LRTP strengthened the connection between its spending and safety performance by continuing the Mobility Program and introducing the Complete Streets and other Localized Initiatives Program (CSLIP), which aim to improve safety of the transportation system. For example, safety accounts for 30% of the CSLIP selection criteria. As part of the LRTP and TIP, the MPO*

*allocates a large portion of its discretionary funds to these programs. Projects identified in these programs have been funded through the TIP. For details regarding these programs, please refer to the specific program below.*

*In addition, the U.S. Department of Transportation (USDOT) awarded a \$19.1 million Transportation Investment Generating Economic Recovery (TIGER) Grant to the Broward MPO for its regional Complete Street Initiative. This initiative will improve mobility and safety in the Broward region.*

*Currently, the MPO is developing the new 2045 Metropolitan Transportation Plan (MTP) slated for adoption late 2019. The MTP will introduce new programs, performance measures, prioritization process, and evaluation criteria to support new federal performance measures. Increasing safety continues to be a goal of the plan and will be used in the project selection process.*

*The TIP includes specific investment priorities that support all of the MPO's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TIP prioritization process uses stakeholder input as a criterion to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and serious injury crashes is linked to the TIP and the process used in prioritizing the projects is consistent with federal requirements.*

3. The section on baseline conditions and trend analysis is interesting, but how does this information tie into the TIP?

*Answer: The MPO uses crash data tracking fatalities and serious injuries in Broward County to analyze past trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future MPO transportation investment, as reflected in the TIP.*

4. Is there a “placeholder” for the development of additional performance measures i.e., System Performance, Bridge, and pavement (essentially a placeholder statement that the Broward MPO will continue to work with FDOT as these targets and performance measures are developed – did I miss it?)

*Answer: The placeholder is included in the adopted TIP. It states “The MPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.”*

I have attached the River2Sea section excerpt – it is the example we are using to describe how the TIP is designed to achieve targets and what actions the TPO took.