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October 11, 2019

Ms. Anthea Gianniotis, AICP
Principal Planner
City of Delray Beach Planning and Zoning
100 NW 1st Avenue
Delray Beach, Florida 33444

**RE: Delray Beach 19-01ESR Proposed Comprehensive Plan Amendment
(Expedited State Review Process) – FDOT Technical Assistance Comments**

Dear Ms. Gianniotis:

The Florida Department of Transportation (FDOT), District Four, has reviewed the Delray Beach 19-01ESR Proposed Comprehensive Plan Amendment (CPA), which was transmitted under the Expedited State Review process. The Proposed Amendment was transmitted by the City Commission in accordance with the requirements of Florida Statutes (F.S.) Chapter 163.

FDOT commends the City of Delray Beach for its forward-thinking Comprehensive Plan that is committed to creating a multimodal transportation network that improves the safety and mobility of all users. Safety of all users, especially the vulnerable roadway users including pedestrians and bicyclists; multimodal transportation choices including high quality public transportation services and automated, connected and shared vehicles; and context sensitive complete street infrastructure design are primary objectives of the FDOT as memorialized in the Florida Transportation Plan, Florida Strategic Highway Safety Plan and the Florida Pedestrian and Bicycle Strategic Safety Plan. In light of these FDOT objectives and the City's vision of creating a community where people want to live, learn, work and play, FDOT offers the following technical assistance comments.

General

Cross-References

The Delray Beach Comprehensive Plan ("Always Delray") contains significant references to mobility options within and between the respective Elements as well as emphasis on Complete Streets, alternative modes of travel, and linkages between land uses. The Plan and its respective Elements contain a considerable number of cross references between policies in different Elements, and it is assumed that this is to reinforce the City's commitment to mobility. However, there a number of instances within Always Delray where cross references between policies are either redundant or

cyclical. Additionally, there are some policies that would likely benefit from including a cross reference. Examples of this include the following, which are located within the Healthy Communities Element (HCE). This optional Element is not required by F.S. 163.3177, and has been included by the City to reflect its goals, objectives, and policies related to improving and maintaining the overall health of residents.

- Policy HCE 1.7.5 promotes bicycling and walking through the provision of context-sensitive Complete Streets to encourage recreation and physical activity, and cross references Objective OPR 2.2 within the Open Space, Parks, and Recreation Element related to improving multimodal connections and facilitating safe access to parks and open space. However, there is no reciprocal reference to Policy HCE 1.7.5 listed under OPR 2.2.
- Policy HCE 1.9.6, related to the design and modification of neighborhoods to include interconnected, context-sensitive Complete Streets references Policy NDC 1.9.6, which does not exist within the Neighborhoods, Districts, and Corridors Element.
- Policy HCE 1.9.7 is related to the transformation of existing streets to accommodate multiple modalities by using techniques including Complete Streets and traffic calming and references Policy MBL 2.5.7 in the Mobility Element related to traffic calming within residential neighborhoods. In turn, this policy references Policy HCE 1.9.5 encouraging reduced vehicular speeds and promotion of bicycle/pedestrian safety through improved street design. Policy HCE 1.9.5 cross references Policy MBL 3.2.3, also related to traffic calming, which in turn references back to an element in the Health Communities Element related to implementing a Dark Sky Ordinance (Policy HCE 3.2.3).

It is recommended the City review the use of cross references between policies and elements to ensure the clarity and internal consistency of the comprehensive plan.

Definitions

It is noted that definitions of terms are provided only within each respective element. For example, a concept such as Complete Streets, which is incorporated into multiple policies and included throughout the Plan, is defined at the end of some elements, but not others (Capital Improvements and Economic Prosperity). The City may consider updates to the element-specific definition listings or the inclusion of a comprehensive list of definitions encompassing the entire Plan.

Policies Related to Complete Streets

The Always Delray plan includes multiple policies related to the promotion and provision of safe, active multimodal transportation options and Complete Streets. While the City has adopted a Complete Streets Policy (GA-50, Adopted 11/01/2016), it is not consistently referenced throughout the Plan. Additionally, the City should consider incorporating the guidance provided by the Palm Beach TPA Complete Streets Design Guidelines (adopted October 19, 2017) that can be found at this link:

<https://www.palmbeachtpa.org/CompleteStreets>

Mobility Element

Mobility Plan and Mobility Fee

Goal MBL 1 Mobility System, Objective MBL 1.1 and Policy MBL 1.1.1 thru 1.1.8 propose to repeal the City's Transportation Concurrency Exception Area (TCEA) and implement a Mobility Plan and related Mobility Fee.

Comment 1: There are four State roads within the City; SR 806/Atlantic Boulevard, SR 9/I-95, SR 5/US 1/Federal Highway and SR A1A/Ocean Boulevard. SR 9/I-95 is Strategic Intermodal System (SIS) facility. As a result, FDOT requests that this section be revised to include FDOT as a strategic partner in developing the Mobility Plan and related Mobility Fee, specifically Policy MBL 1.1.1.

Comment 2: FDOT requests that this section be revised to include FDOT as a review agency on any related project or study (proposed and/or implemented under the future Mobility Plan) that could impact State and SIS transportation facilities, including applicable funding contributions and how they are used relative to the State and SIS facilities (policies MBL 1.1.2 and 1.1.3).

Comment 3: The proposed Mobility Element includes language regarding collaboration with strategic partners in developing the Mobility Plan (Policy MBL 1.1.1). The Mobility Element however does not specifically reference the importance of coordinating the development and implementation of a Mobility Plan and Fee with adjacent local governments and other affected transportation stakeholders. FDOT requests that the City consider either revising Policy MBL 1.1.1 or adding a new policy committing to coordinate the development and implementation of a Mobility plan and Fee with the adjacent local governments and affected transportation stakeholders, including but not limited to the Palm Beach Transportation Planning Agency (TPA), Palm Beach County Planning and Traffic Engineering, Palm Tran, the South Florida Regional Transportation Authority, FDOT and other transportation service providers, as appropriate.

Comment 4: Proposed Policy MBL 1.1.3 states that the City will coordinate with Palm Beach County to incorporate the County's transportation concurrency needs into the Mobility Plan. The proposed Mobility Element does not however reference how extra-jurisdictional impacts beyond the City's boundaries will be addressed. Should the City move towards a Mobility Plan and Fee that replaces Palm Beach County's concurrency, the City should consider adding new language into the Mobility Element to work with Palm Beach County to consider how extra-jurisdictional impacts beyond the City's boundaries will be addressed, as well as the ability to plan for and mitigate transportation impacts from a system-wide perspective.

Comment 5: The Mobility Element does not identify a proposed target date for completion of the Mobility Plan and related Mobility Fee adoption. Please update the element to include a proposed target date for implementation/adoption of the Mobility Plan/Fee.

Comment 6: Policy MBL 1.1.7 states that “Until such time as the City adopts the Mobility Plan, and associated Mobility Fee, for either citywide or for a specific geographic area, any area not within the boundaries of the Mobility Plan shall be regulated by the Palm Beach County Transportation Concurrency.” Please closely coordinate with FDOT regarding any changes to concurrency requirements or lack thereof that might have an impact on State or SIS facilities.

Transportation Mode Share – Golf Carts on State Facilities

Policy MBL 1.2.4 proposes to increase non-automobile transportation mode share by at least 5% by providing more opportunities for walking, biking, using golf carts, and riding transit throughout the city.

Comment 7: Please note that per Section 316.212, Florida Statutes, the use of golf carts on the State Highway System is limited under the following conditions:

- To cross a portion of the State Highway System which intersects a county road or municipal street that has been designated for use by golf carts if the Department of Transportation has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.*
- To cross, at midblock, a part of the State Highway System where a golf course is constructed on both sides of the highway if the Department of Transportation has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.*
- A golf cart may be operated on a state road that has been designated for transfer to a local government unit pursuant to s. 335.0415 if the Department of Transportation determines that the operation of a golf cart within the right-of-way of the road will not impede the safe and efficient flow of motor vehicular traffic.*

Complete Streets

Policies MBL 1.14, MBL 1.2.2 and MBL 1.2.3 reference Complete Streets principles for new roadway projects and reconstruction projects, including coordination with FDOT regarding State roads.

Comment 8: The Mobility Element references Complete Streets principles, however, there is no specific reference to the City of Delray Beach’s Adopted Complete Streets Policy (Number GA-50, Adopted 11/01/2016). Please consider adding specific reference to the Adopted Complete Streets Policy in the Mobility Element.

Comment 9: The City should consider adding a policy to encourage coordination with the FDOT District 4 Complete Streets Coordinator specifically related to incorporating FDOT's context classification system¹ and Complete Streets Policy into future development.

Additionally, FDOT offers several initiatives to assist the City in creating quality developments while protecting future mobility on the regional roadway network, including "Complete Streets", modern roundabouts³, lane elimination guidance⁴ and a commitment to pedestrian, bicyclist and driver safety⁵.

Pedestrian and Bicyclist Outreach

Objective MBL 1.4 and Policies 1.4.3 and 1.4.4 refer to pedestrian and bicyclist mobility and safety related educational and outreach activities.

Comment 10: Since adoption of the Florida Pedestrian and Bicycle Safety Strategic Plan (PBSSP)⁶ in 2013, the state has been implementing engineering, education, enforcement and evaluation related countermeasures to reduce the levels of pedestrian and bicyclist fatalities and injuries on the state roadway network. The implementation of the PBSSP included the launching of the Alert Today Florida⁷ initiative. The campaign message "Safety Doesn't Happen by Accident" has been presented via TV, radio, transit and billboard advertising, social media, local education outreach and enforcement activities. The PBSSP coalition works with stakeholders and partners across the state to promote the message of pedestrian and bicycle safety. FDOT recommends that the City coordinate with the FDOT District 4 Pedestrian and Bicycle Safety champion regarding community outreach activities as well as resources available to agencies to address pedestrian and bicycle safety education and enforcement.

Transit-Oriented Development

The Mobility Element includes policies that: Promote transit-oriented development patterns around the Delray Beach Tri-Rail station (Policy MBL 2.3.1); Encourage TODs through the City's through the Land Development Regulations (Policy MBL 2.4.5); Improve mobility by increasing connections among multiple transportation modes in TODs (Objective MBL 3.1 Mobility Connections); and Implement a gridded network of pedestrian and roadway connections in areas where an interconnected street network

1 FDOT Context Classification guidebook: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2

2 <http://www.flcompletestreets.com/>

3 <https://www.fdot.gov/agencyresources/roundabouts/index.shtml>

4 https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/lane-elimination-guide-part1.pdf?sfvrsn=c1d38df3_4

5 <http://www.alerttodayflorida.com/>; <https://www.fdot.gov/safety/SHSP2016/SHSP-2012.shtml>

6 https://www.alerttodayflorida.com/About%20US/FDOT_PBSSP%20Update%20Final_with%20data%20corrections.pdf

7 <https://www.alerttodayflorida.com/>

does not exist by requiring development to make accommodations for new pedestrian, bicycle and vehicular links in the network (Policy MBL 3.1).

Comment 11: Achieving successful TODs require multi-disciplinary coordination and implementation actions by local governments. The comprehensive plan helps provide policy directives for undertaking these actions, which are critical to TOD success. The Florida TOD Guidebook⁸ provides model comprehensive plan goals, objectives, and policies designed to advance transit and TOD planning, and it outlines a process for local governments to effectively plan for TOD. The City of Delray Beach has taken the first step in this by prioritizing transit and TOD in the comprehensive plan. In addition to the TOD Guidebook, the South Florida Regional Planning Council offers several reports and publications related TOD roles and responsibilities, framework and implementation⁹.

Evacuation Routes

Evacuation routes are identified in the proposed Coastal Management Element of the Delray Beach 19-01ESR proposed CPA package, and include the following State/SIS facilities: SR 806/Atlantic Avenue and SR 9/I-95. The routes are however not referenced in the Mobility Element.

Comment 12: Consider including the evacuation routes in the Mobility Element, as well as adding language regarding coordination with FDOT and Palm Beach County, and consistency with Palm Beach County evacuation plans.

Transportation Level of Service (LOS) Standard

The LOS target for all State roads within an urbanized area is LOS D (FDOT Topic No. 000-525-006-c, Level of Service Targets for the State Highway System, effective April 19, 2017). Per page 6 of the Mobility Element Data, Inventory and Analysis (DIA), “FDOT maintains LOS standards of D in urbanized areas and C outside urbanized areas. Currently, all portions of Delray Beach are urbanized (FDOT LOS Standard D).”

Comment 13: FDOT LOS “standards” should be revised to “targets”, consistent with FDOT’s Level of Service Targets for the State Highway System policy effective April 19, 2017.

Transportation Infrastructure and Efficient and Reliable Mobility

The Florida Transportation Plan (FTP) defines goals and objectives for Florida’s transportation system over the next 25 years. The Policy Element establishes the policy

⁸ Florida TOD Guidebook: <https://planfortransit.com/wp-content/uploads/2013/02/FloridaTODGuidebook.pdf>

⁹ <http://sfregionalcouncil.org/tod-reports/>

framework for expenditure of state and federal transportation funds flowing through FDOT's work program. The Policy Element also provides guidance to other transportation partners as they develop and implement policies, plans, and projects.

Two main goals out of the FTP not directly addressed in the City's Mobility Element relates to agile, resilient and quality infrastructure and efficient and reliable mobility for people and freight.

Comment 14: Agile, resilient and quality infrastructure refers to maintaining vulnerable/at risk transportation infrastructure and incorporating new technologies and design practices into Florida's next-generation corridors to meet changing customer needs. Mobility patterns are changing, or will slowly change, as the Baby Boom generation moves out of the workforce and the Millennial generation moves in. Both cohorts will generally rely on other forms of non-vehicular transportation – Baby Boomers out of necessity and Millennials out of choice.

Efficient and reliable mobility for people and freight refers to the efficiency of travel, specifically related to automated and connected vehicles. FDOT is planning for the deployment of automated and connected vehicle technologies on public roadways with the establishment of the Florida Automated Vehicles initiative. This initiative was created to help build the framework for automated and connected vehicle implementation by engaging stakeholders, developing research and pilot projects, and creating awareness of the technologies.

Also related is the impact the transportation network has on the climate and how changes in climate can impact how transportation systems are planned, especially for a coastal community such as Delray Beach. The Regional Climate Action Plan 2.0 developed by the Southeast Florida Regional Climate Change Compact includes recommendations in the Sustainable Communities and Transportation section on use of best available data and tools, including data and tools related to identifying vulnerable/at risk transportation infrastructure.¹⁰ There is a growing body of studies and tools available addressing vulnerable/at risk transportation infrastructure in Southeast Florida which may be useful to the City as it updates its comprehensive plan.

Consider adding objectives and related policies to the Goal MBL 2 Infrastructure, to proactively manage the City's future transportation network. Additionally, FDOT is available to support and assist the City of Delray Beach regarding the inclusion of applicable objectives and policies for incorporating the missing FTP goals. Policy topics could include the following from the FTP:

¹⁰ <http://www.southeastfloridacclimatecompact.org/regional-climate-action-plan/>.

- *Proactively manage transportation assets to achieve acceptable conditions, expanding from our traditional focus on highways to encompass all modes.*
- *Retrofit, adapt, or provide more diversity in the location of critical infrastructure to reduce vulnerability to extreme weather and other environmental conditions.*
- *Incorporate the risks of extreme weather and other environmental conditions into long-range planning, project development, design, operations, and asset management decisions for all modes.*
- *Adapt planning, design, construction, maintenance, and operations practices to reflect changing customer expectations, new technologies, changes in the size and characteristics of vehicles.*

Functional Classification of the State Roadway System

Roadway Function Classification – There are four State roads within the City:

- SR 806/Atlantic Avenue – Atlantic Avenue is classified by FDOT as a “Principal Arterial-Other” urban facility from Military Trail to I-95 and a “Minor Arterial” urban facility from I-95 to SR A1A
- SR 9/I-95 (SIS) – I-95 is classified by FDOT as a “Principal Arterial-Interstate” urban facility
- SR 5/US 1/Federal Highway – US 1 is classified by FDOT as a “Minor Arterial” urban facility
- SR A1A/Ocean Boulevard – Ocean Boulevard is classified by FDOT as a “Major Collector” urban facility

Comment 15: FDOT notes that the functional classification for the segment of Atlantic Avenue from Federal Highway to SR A1A is listed as a “Collector” roadway in Table MBL-1 and Map AD-7 of the Mobility Element. The classification is inconsistent with the 2010 Federal Functional Classification and Urban Areas Map for Palm Beach County located at <http://www.fdot.gov/statistics/hwysys/cubfc.shtml>. The Functional Classification map identifies this segment as a “Minor Arterial”. Please update Table MBL-1 and Map AD-7 of the Mobility Element to match the Functional Classification map or provide an explanation for the differences.

General Mobility Element Comments

The following are related to text edits and formatting:

- Policy MBL 1.4.3, line 6: Add text “Plan” to read as “Bicycle Master Plan”.
- Policy MBL 1.4.3, line 13: remove the punctuation strikethrough.
- Policy MBL 2.4.2, replace “transit agencies” with the names of the agencies such as PalmTran, SFRTA, as appropriate.

The analysis and summaries below reference policies within each of the respective Elements that include references to mobility options, Complete Streets, and/or transportation improvements outside of the plan's Mobility Element.

Neighborhoods, Districts, and Corridors Element

Policy NDC 1.3.6 - This policy identifies the maximum floor area ratio (FAR) for the Commercial Core future land use as 3.0. *This is inconsistent with Table NDC-1 which lists the maximum FAR as 2.5. The City should clarify which FAR standard is to be applied.*

Policy NDC 1.3.17 - This policy defines the consolidated maximum FAR for the Congress Avenue Mixed Use future land use as 3.0, whereas it was previously 1.0 for non-residential/mixed-use and 2.0 for residential. This has been done to improve conditions and potential for transit-oriented development around the existing Tri-Rail Station. *The 3.0 FAR is inconsistent with Table NDC-1 which lists the maximum FAR as 2.5. The City should update the policy language for clarity and reference above comments on TOD guidance from the TOD Guidebook.*

Policy NDC 2.8.5 – *Text edit to reflect 'NDC' in the policy title*

Healthy Communities Element

As stated previously, the Healthy Communities Element reflects the City's goals in providing the conditions for active transportation and general health.

Policies HCE 1.7.5, 1.9.1, 1.9.5, 1.9.6, 1.9.7, and 3.3.1 are all related to the provision of context-sensitive Complete Streets and/or safely accommodating multiple modes of transportation. *The City should refer to Comment 9 under the Mobility Element which encourages coordination with the FDOT District 4 Complete Streets Coordinator specifically related to incorporating FDOT's context classification system. The City should also consider Comment 10 above, which recommends that the City coordinate with the FDOT District 4 Pedestrian and Bicycle Safety champion regarding community outreach activities as well as for resources available to agencies to address pedestrian and bicycle safety education and enforcement.*

Education Element

Objective EDU 4.4: Student Mobility. To implement Safe Routes to School (SRTS) Infrastructure Improvements, FDOT provides funds through a competitive grant program. *Consider listing collaboration with FDOT to implement SRTS improvements as one of the policies under Objective 4.4. Please refer to*

<https://www.fdot.gov/safety/2a-programs/safe-routes-funding.shtm> for additional information.

Capital Improvements Element

Objective CIE 2.2. and Policy CIE 2.2.1 are related to the investment in, and implementation of Complete Streets. *The City should refer to the comments related to Complete Streets above, specifically those encouraging coordination with the FDOT District 4 Complete Streets Coordinator, and also consider the resources provided in the Palm Beach TPA Complete Streets Design Guidelines, which includes recommendations directly related to the design and implementation of Complete Streets.*

Table CIE 2 is provided before Table CIE 1. *Please renumber or reorder the two tables.*

Table CIE 2 refers to Exhibit 2 for level of service (LOS) on State facilities but Exhibit 2 is not included. *Please include Exhibit 2 or modify the text as appropriate.*

Table CIE 2 provides separate LOS for State and SIS facilities. *This is not consistent with FDOT's Topic No. 525-030-260-b (SIS Highway Component Standards and Criteria), which states "SIS highway facilities shall be planned and designed to operate within the Department's adopted LOS." FDOT's LOS targets are specified in Topic No. 000-525-006-c. Please update the table.*

Economic Prosperity Element

Policy ECP 6.2.2 – This policy is related implementing Complete Streets improvements to facilitate workplace access in business districts and targeted areas. *The City should refer to Comment 9 under the Mobility Element which encourages coordination with the FDOT District 4 Complete Streets Coordinator specifically related to incorporating FDOT's context classification system to assist in implementing Complete Streets improvements in business districts and adjacent areas.*

Policy ECP 6.2.5 – This policy is related to supporting Transit Oriented Development around the existing Tri-Rail station and planned Tri-Rail Coastal Link Station. *The City should refer to recommendations related to Transit-Oriented Development policies and the guidance of the Florida TOD Guidebook in Comment 11 above.*

Coastal Management Element

Policy CME 4.1.2 is related to maintaining coastal high hazard evacuation times and reducing hurricane clearance times. *The City should consider cross referencing with Policy MBL 3.5.4 which states, "Coordinate evacuation planning efforts with Palm*

Beach County and the Florida Department of Transportation.” Also, see previous comment related to the inclusion of evacuation routes within the Mobility Element.

Conservation, Sustainability, and Resiliency Element

Under Objective CSR 1.2 (Reduce Transportation-Related Emissions), Policy CSR 1.3.3 states, “Consider the recommendations of the Delray Beach Tri-Rail Coast Link Station Master Plan.” *The City should consider adding a reciprocal cross reference to Policy NDC 2.4.5, as it also is related to plans for the aforementioned station master plan.*

Policy CSR 1.3.6 is related to increasing non-automobile mode share 5% by 2025 in priority areas throughout the City. *The City should consider further definition of where these priority areas are located, if intended. Policy MBL 1.2.4 includes the same performance measure and does not refer to priority areas.*

Policy CSR 1.4.4 requires an edit to the text - “Continue to require in the Land Development Regulations a percentage of alternatively fuel off-street parking spaces in the Central Business District and assess the need for alternatively fueled vehicle spaces throughout Delray Beach.

Open Space, Parks, and Recreation Element

Policy OPR 2.2.2 - *As this policy relates to the development of a recreational network plan for pedestrians and bicycles, it should make reference to the City’s objectives for developing a Pedestrian Master Plan (Objective MBL 2.1) and a Bicycle Master Plan (Objective MBL 2.2). Additionally, the proposed target dates for the completion of those plans is 2022, whereas Policy OPR 2.2.2 states completion by 2025-2040.*

Public Facilities

Policy PFE 6.1.2 relates to improving the street network in accordance with City’s adopted Complete Streets Policy. *The City should refer to the note related to Complete Streets under General Technical Assistance Comments above and those comments included with the Mobility Element.*

Policy PFE 6.1.6 – This policy relates to the planning for and allocating funding for design and construction of a downtown commuter rail station. *This policy could also include reference to the Delray Beach Tri-Rail Coastal Link Station Master Plan. Additionally, the only cross reference to another policy is to CSR 1.3.3, while also related to the Coastal Link Station Master Plan, that policy is included under an objective related to reducing emissions. The City should also consider cross referencing Policy NDC 2.4.5.*

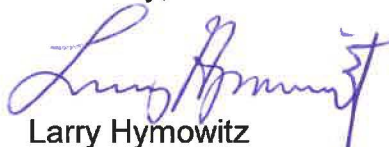
Policy PFE 6.1.10 – This policy is related to incorporating sea level rise, flooding and climate information into the planning, siting, construction, replacement and maintenance of public infrastructure, including roads.

The City should consider reviewing planning resources available from the following:

- *The Palm Beach County Office of Resilience*
<http://discover.pbcgov.org/resilience/Pages/default.aspx>, which includes links to documents available through Southeast Florida Regional Climate Change Compact such as the Unified Sea Level Rise Projection for the region. This projection is currently being updated, with completion scheduled in 2020.
- *FDOT's Sea Level Scenario Sketch Planning Tool developed by the University of Florida GeoPlan Center. This tool can be used to help identify vulnerable/at risk transportation infrastructure in and around the City. It can also be used to evaluate the vulnerability of current and future transportation infrastructure relative to the 100- and 500-year FEMA flood zones and five hurricane storm surge categories as well as potential impacts of sea level rise in seven future years (every decade from 2040 - 2100). The tool can be accessed at*
<http://sls.geoplan.ufl.edu>. *For more information on the tool please contact Jennifer Carver at 850-414-4820, jennifer.carver@dot.state.fl.us.*
- *As a supplement to the South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project, FDOT sponsored assessments on storm surge, sea level rise, and transportation network disruption using the region's regional travel demand model are available for review. This work involved running six scenarios, surge and surge, and sea level rise for three storms including one that made landfall in Delray Beach. The inches of sea level rise used for the 2040 modeling horizon are from the Compact's 2015 Unified Sea Level Rise Projection. The final report includes maps showing inundated areas and disrupted links. A contact at FDOT for more information on this work and GIS data layers available for maps in the pilot and supplemental projects is Lois Bush at 954-777-4654, lois.bush@dot.state.fl.us.*

Thank you for providing FDOT with the opportunity to review and comment on the proposed amendment. If you have any questions, please contact me at (954) 777-4663 or larry.hymowitz@dot.state.fl.us.

Sincerely,



Larry Hymowitz
Planning Specialist – Policy Planning & Growth
Management
Planning & Environmental Management -
FDOT District Four

CC: Ray Eubanks, Florida Department of Economic Opportunity