

## EXHIBIT A

### DAFT SCOPE OF SERVICES

### AS OF 12/1/2021 AT 11:33 A.M.

#### Additional areas of emphasis / consideration:

- Broward MPO (Peter) - resiliency, CO2 – needed for the tri-county area
- Broward MPO (Peter) - Freight & trucking – facilities, parking, routes, platooning
- FDOT (Lois) – broad plan review – housing, economic development, equity also
- FDOT (Lois) – one scenario to look at transitions? (baseline, interim, build-out)?
- FDOT (Lois) – will be doing regional needs assessment as part of SIS plan; ability to sync those needs assessments with the RTP needs?
- Thomas Hill – tourism considerations (as part of statewide model), emergency response, evacuation (both hurricane-related and emergency (e.g., power plants)
- Broward MPO (Paul) – need to consider over-arching goal of plan ... continuing work of 2045, but items remain unfinished (specifically land use)
- MD MPO (Tewarie) – need to clarify the key outcome for this plan (e.g., 2045 was the need for flexible funding)

Following the 2000 Census, portions of Miami-Dade, Broward, Palm Beach, and Martin counties were officially defined by the Census Bureau as the “Miami Urbanized Area” (UZA). Only a small portion of southern Martin County was included in the UZA and to the extent deemed appropriate by RTTAC will be considered throughout the RTP process. Following this designation, the Governor and the Miami-Dade Transportation Planning Organization (TPO), Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) agreed to maintain the three existing MPOs and their respective transportation planning processes to address the mobility of people and goods in the Miami UZA, commonly referred to as Southeast Florida. The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs to specifically address and coordinate regional transportation issues on behalf of the residents of this large and diverse region.

One of SEFTC’s most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward an agreed-upon vision for transportation in South Florida. The overall purpose of regional planning is to move toward a unified vision through strong coordination and collaboration. The RTP is updated every five years to adapt to changes in population, policy, funding, and other influential activities occurring at the local, regional, state, and federal levels.

The Southeast Florida region is the most populous urbanized area in the State of Florida and the fourth most populous urbanized area in the United States, with a 2020 population estimate of over 6.2 million, an increase of 12% over the past decade. The regional’s population is expected to

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Commented [CC1]: Also mentioned land use as a focus area

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continue this trend, reaching a total of 7.4 million people by 2045. This growth presents both challenges and opportunities for how to collaboratively plan for regional multimodal transportation needs.

In 2020, SEFTC adopted the 2045 RTP that includes a regionally connected, high-capacity transit system (such as rail transit or Bus Rapid Transit) that serves the needs identified in the adopted 2045 Long Range Transportation Plans (LRTPs) of the three MPOs, and identifies desired transportation, land use, and funding policies to support anticipated growth and long-term mobility for the region.

SEFTC is now initiating an update of their 2045 RTP to extend the planning horizon to 2050. The 2050 Plan will focus on increasing the tools and visualizations to inform the public and stakeholders of the implementation of the high-capacity transit system priorities and the unified policies adopted in the 2045 Plan.

By mutual agreement, responsibility to lead the RTP rotates between the three MPOs; the Palm Beach TPA will be the lead agency for the 2050 RTP. Endorsement of the 2050 RTP by the SEFTC is anticipated in June of 2025.

**The Mission**

A Regional Transportation Plan (RTP) that addresses the changing needs of our region including emerging technologies, resilient infrastructure, accessible transportation options, and ensuring transit supportive land uses. ~~shared Regional Transportation Plan (RTP) that This Plan will summarize regional needs, gathers support for adopted policies, and creates the blueprint for implementation. The RTP advocates for a flexible and equitable reallocation of funds to implement the priorities of the region. This Plan will focus on the changing needs of our region including emerging technologies, resilient infrastructure, transportation options, and ensuring harmonious land uses.~~

**Commented [o2]:** Harmonious?  
Transit supportive?  
Urbanized?  
Considering transit investment with appropriate density and intensity

Priorities of this plan? Move last sentence up to the first

Broward MPO (Geis) - How will this plan bolster individual MPO efforts?

FDOT (Bush) - Aspirations of plan – how can it address what could happen versus what we already anticipate?

FDOT (Bush) - Include equity in mission; accessibility and ability to reach desired destinations → focus on accessibility and mobility.  
(Broward/Geis) – noting current model can also address accessibility. LOS only tells half the story, omitting accessibility & equity.

FDOT (Bush) - How can this effort more aggressively align with other planning efforts for greater leverage and efficiency?

Broward MPO (Cross) – sufficient scenario planning in 2045. Instead, more emphasis on best practices to improve access.

MD (Tewarie) – start with land use as the basis. MD – how to add resilience (ability of infrastructure to adapt).

TCRPC (DeLaney) – add resiliency as a fifth goal?

MD (Wilson) – without LRTP scopes at the county level, need to ensure what’s happening at the regional level is derived from the county level. (Dec RTTAC approval – move to Jan 2022 prior to Feb SEFTC).

### **Proposed 2050 RTP Process**

The SEFTC is committed to continued improvement and innovation in delivery of the Regional Transportation Plan for Southeast Florida. The 2050 RTP will focus on greater coordination between government agencies, elected officials, and the public, while fully adhering to the guiding principles enumerated in the SEFTC Interlocal Agreement.

Managed by the Palm Beach TPA with an assigned Project Manager (PM), the 2050 RTP will be developed with support by consultant services (Consultant). The Consultant will provide regional services on behalf of the Miami-Dade, Broward, and Palm Beach MPOs. The 2050 RTP will be closely coordinated and supportive of the individual county-wide LRTPs. The 2050 RTP will efficiently leverage resources at all levels to create a plan that benefits the overall region and supports the development of local LRTPs by minimizing duplicative efforts at the county-wide and regional levels.

### **Proposed RTP Budget**

Costs for the 2050 RTP will be shared equally among the three MPOs. The individual MPOs will program funding in their Unified Planning Work Program (UPWP) to fund these consultant services.

### **Roles & Responsibilities**

By agreement of the Executive Directors of the three MPOs, the Palm Beach TPA will provide administrative support for SEFTC, the Regional Transportation Technical Advisory Committee (RTTAC) and its subcommittees for a period of five (5) years.

SEFTC will be the decision-making body for the 2050 RTP. SEFTC will be expected to: endorse the 2050 RTP Scope; establish the vision; adopt the goals, objectives, and measures; and endorse the final 2050 RTP, including the Cost Feasible and Finance Plan elements. Ultimately, SEFTC will support implementation of the 2050 RTP.

The RTTAC serves in a technical advisory role to the SEFTC. RTTAC is anticipated to serve as the 2050 RTP Steering Committee. As such, the RTTAC will provide technical guidance throughout the 2050 RTP development process, review and provide input into key interim deliverables, and will be asked to provide an endorsement of materials prior to presentation to SEFTC.

The RTP is a schedule driven process that relies upon timely review by RTTAC. It is important that RTTAC members review all provided materials in advance of meetings, regularly attend all meetings, provide timely responses to action items resulting from the meeting summaries, and collaboratively work with the Project Manager, Consultant, and MPO staff to successfully complete the RTP.

The Palm Beach TPA will procure and act as Project Manager (PM) for the RTP Consultant and will be responsible for procuring, negotiating fees, invoicing, managing, and coordinating all Consultant services for the 2050 RTP. Scope and budget will be mutually agreed upon by those paying for the Consultant services. The Consultant Selection Committee will include one representative each from the Miami-Dade TPO, Broward MPO, Palm Beach TPA, Florida Department of Transportation (FDOT) District 4, FDOT District 6, and the South Florida Regional Transportation Authority (SFRTA).

The Consultant will support the three MPOs and SEFTC through timely completion of various work

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tasks identified in the scope of services.

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**Scope of Work**

Task 1 – Project Management

Task 2 – Project Schedule and Coordination

Task 3 – Public Participation

Task 4 – Regional Goals, Measurable Objectives and Targets

Task 5 – Revenue and Finance

Task 6 – Regional Transportation Network

Task 7 – Scenario Development and Analysis

Task 8 – Model Support

Task 9 – Regional Transportation Plan

Task 10 – SEFTC Support Services

### **Task 1. Project Management**

The Consultant will be responsible for overall project management necessary to ensure the satisfactory completion of the 2050 RTP, according to the established schedule and budget. The Consultant will be expected to ensure the consultant team is properly managed, adequate resources are available, submittals are of high quality and submitted on time, and disadvantaged business enterprise (DBE) firm(s) is/are utilized for maximum benefit and paid in a timely fashion.

All documentation will be delivered to the PM for approval prior to Consultant distribution to the RTTAC in electronic form. The 2050 RTP reports, supporting documents, and technical memorandums will be presented to the RTTAC and SEFTC for approval and adoption. The Consultant will present to the individual MPO Boards and relevant subcommittees.

Whenever possible, all documents will be prepared and shared electronically to minimize costs and waste associated with paper copies.

#### **Task 1.1: Project Coordination**

The Consultant will work closely with the RTP PM to ensure strong communication and coordination through the life of the contract. Communication will include mandatory written monthly progress reports with an updated actual schedule versus planned schedule, task progress, identification of critical path tasks, and actual expenditures versus budget report. Beyond normal phone and email communication, the Consultant and RTP PM will generally be expected to meet in person monthly to review the progress report and monitor progress.

The Consultant will submit monthly invoices in a form and with documentation acceptable to the RTP PM within 15 business days following the end of each month throughout the life of the contract. Invoices must include a monthly progress report. The Consultant may request approval from the RTP PM, in writing, to skip a monthly invoice if no activity occurs during the month or for other reasons.

**Task 1.1.1 Deliverable:** *Monthly progress reports (to be provided within 15 business days following the end of each month throughout the life of the contract).*

**Task 1.1.2 Deliverable:** *Monthly invoices (Consultant may request to skip a monthly invoice if no activity occurs during the month or for other reasons).*

## **Task 2. Project Schedule and Coordination**

### **Task 2.1: Schedule Coordination**

The Consultant will develop and maintain, through the life of the contract, a detailed schedule on a web-based platform. This schedule will include 2050 RTP tasks, sub-tasks, external tasks that feed into and/or affect the project or schedule (i.e., FDOT’s revenue projections and Southeast Regional Planning Model (SERPM)), identification of responsible agency or person, key partner agency meetings, deadlines, SEFTC and RTTAC meetings, and other details helpful to the management of the RTP. The Consultant will create an initial “base” project schedule to which all subsequent project schedules will be compared to assist in project management and identification of “critical path” tasks and associated responsible party.

The Consultant is expected to use the project schedule as an important management tool to identify schedule issues, critical dates, early start items, provide feedback on impacts of proposed schedule changes or late delivery of key deliverables or inputs, and convey project status and issues to the RTP PM and the RTTAC. The Consultant will use the web-based platform to develop reports and figures as needed to support the RTP PM, prepare project progress reports, facilitate coordination with partners, etc.

The Consultant will be responsible for developing and adhering to a schedule that allows SEFTC adoption of the 2050 RTP no later than June of 2025, recognizing certain tasks will be completed earlier to support individual LRTP efforts.

***Task 2.1.1 Deliverable*** *The development and maintenance of a web-based project schedule.*

### **Task 2.2: Agency and Committee Coordination**

The Consultant will ensure coordination of the 2050 RTP with the efforts of the three MPOs’ LRTP development efforts to ensure consistency. The Consultant will identify gaps and complementary tasks in the various planning efforts to avoid duplication of effort, maximize use of existing resources, share results, coordinate activities, and minimize schedule conflicts. The Consultant will also identify potential scope and/or schedule conflicts, develop suggested solutions, and present these to the RTP PM for resolution and clarification.

The Consultant will coordinate with FDOT, the three MPOs, and their consultants responsible for the development of key 2050 RTP inputs. These inputs include but are not limited to SERPM 9 files, socio-economic data, and revenue projections.

The RTTAC will serve as the 2050 RTP steering committee and will be tasked with providing guidance and assistance throughout the duration of the contract. Key decisions on all aspects of the plan will be shared by the Consultant with RTTAC [and SEFTC](#) at regularly scheduled meetings and when possible, reach consensus before proceeding. [The Consultant will also provide interim or progress presentations as requested to RTTAC and SEFTC.](#) The RTTAC will work to ensure strong coordination and open lines of communication between individual MPO LRTPs and the 2050 RTP. Potential areas of conflict will be identified by the Consultant as early as possible to ensure timely resolution through the RTTAC.

Commented [o3]: MD (Wilson) – Consultant to provide updates to RTTAC and SEFTC

### **Task 3. Public Participation**

The Consultant will support a public participation program for the 2050 RTP that ensures citizen and private sector active participation. The consultant will also support the continued outreach from the 2045 RTP. This effort will be led by the SEFTC's RTTAC-Public Participation Subcommittee, referred to as the PPS. The Consultant will work closely with the PPS, including regular attendance at meetings, as public participation is a key element throughout the duration of the RTP process. Public involvement will build upon the 2045 RTP and regional visioning initiatives currently underway. Subtasks and deliverables include:

#### **Task 3.1: Interactive Online Tool and Website Management**

The Consultant will build upon [movefloridaforward.com](http://movefloridaforward.com) with an interactive online tool to educate and engage the public regarding regional needs with an emphasis on high-capacity transit. The Consultant will maintain and update both the SEFTC.org and [movefloridaforward.com](http://movefloridaforward.com) websites as instructed by the PPS.

***Task 3.1.1 Deliverable:*** *Update the [movefloridaforward.com](http://movefloridaforward.com) website with an interactive online tool.*

#### **Task 3.2: Implementation Resources**

The Consultant will develop and provide implementation resources (i.e., adopted 2050 RTP policies) to stakeholders, including local governments, economic development entities, community-based organizations, and citizens.

#### **Task 3.3: 2050 RTP Informational Video**

The Consultant will prepare a short video highlighting the regional vision and how to get involved.

***Task 3.3.1 Deliverable:*** *2050 RTP informational video.*

#### **Task 3.4: Social Media**

The Consultant will develop right-sized graphics and applicable verbiage for each 2050 RTP milestone post. The information will then be posted on the three MPOs' applicable social media platforms, by respective MPO staff, with uniform hashtags and agency handles.

***Task 3.4.1 Deliverable:*** *Right-sized graphics and verbiage for milestone posts.*

#### **Task 3.5: Public Outreach Materials**

The Consultant will develop and provide applicable outreach materials for the 2050 RTP to be distributed/shown/displayed during the respective MPOs' LRTP public outreach activities, which may be held in person and/or virtually.

***Task 3.5.1 Deliverable:*** *2050 RTP Milestone Outreach Materials*

#### **Task 3.6: Presentation Development**

The Consultant will design and develop two presentations, utilizing PowerPoint or another PPS approved software. The first presentation, prepared at the beginning of the project, will introduce the 2050 RTP effort. The second presentation, prepared near the end of the project, will

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summarize the 2050 RTP purpose and results.

**Task 3.6.1 Deliverable:** 2050 RTP introductory presentation.

**Task 3.6.2 Deliverable:** 2050 RTP summary presentation.

**Task 3.7: Regional Public Participation Summary**

The Consultant will develop a summary writeup regarding the regional public participation activities to then be included in both the 2050 RTP’s Executive Summary and final document.

**Task 3.7.1 Deliverable:** Regional Public Participation Summary

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Commented [o5R4]: MD (Wilson) / TCRPC (DeLaney) – add interim or progress presentations as requested

Commented [CC6R4]: Added to section two since the goal of this was to create presentation templates/resources.

#### **Task 4. Regional Goals, Measurable Objectives and Targets**

##### **Task 4.1: Transportation Policy Review**

The Consultant will collect reports, studies, state and federal statutes, and programs that pertain or impact Southeast Florida’s regional transportation system. The RTTAC will be consulted to help identify all appropriate studies and documents. Documents may include, but are not limited to, enacted federal and state transportation legislation, the Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Plan, General Interest Highway Statistics Source Book, Multimodal Mobility Performance Measures Source Book, airport master plans, seaport master plans, inland port/intermodal logistic center studies, the SFRTA strategic regional transit system plan, transit operating data, local and statewide freight and goods movement studies, transit development plans, congestion management plans, Integrated Corridor Management Study, Miami-Dade TPO’s Strategic Miami Area Rapid Transit (SMART) plan, Palm Beach TPA’s 561 Plan, Broward MPO’s Vision 2100 Plan, the Southeast Florida Regional Climate Change Action Plan, transportation system management, transit development plans, etc.

The Consultant will summarize all plans and policy documents related to long range transportation planning, focusing on newly adopted policies and enacted legislation since the 2045 RTP adoption, [including new federal transportation bill legislation](#). The purpose of the summary is to provide a clearly understanding of new requirements or federal, state, or regional goals and policies that may refine the currently adopted SEFTC Goals and Objectives.

***Task 4.1.1 Deliverable:*** Summary of relevant federal, state, and other relevant policies related to long range transportation planning

##### **Task 4.2: Review and Refine RTP Goals**

The Consultant will consolidate and refine the adopted 2045 RTP Policy Recommendations on page 65 and the adopted Goals 2045 RTP Goals on page 45 into 2050 RTP Goals. [The Consultant will ensure the goals include reference to resiliency](#). The Goals will be imperative (starting with a verb). The Consultant will consider any new policies identified in Task 4.1. The Regional Goals will be endorsed by SEFTC.

***Task 4.2.1 Deliverable:*** Refined regional goals for inclusion in 2050 RTP

**Commented [o7]:** Broward MPO (Cross) - Include review of new federal transportation bill as it relates to the 3 MPO L RTPs – and related policy direction

**Commented [o8]:** Add resiliency as a fifth goal

### **Task 4.3. Measurable Objectives and Targets**

The purpose of this task is to revise and update the regional Objectives to support the regional Goals, to ensure measurability, and to compile existing targets or select appropriate targets that advance the regional Goals for the 2050 RTP.

The Consultant will create measurable objectives with targets that fit within the adopted Goals of Task 4.2. The measurable objectives will also include the federally required performance measures. The regional Objectives and Targets will be endorsed by SEFTC.

The Consultant will ensure pedestrian, bicycle, telecommuting, transit, freight, greenways, waterborne transportation, Automated Connected Electric and Shared Vehicles (ACES), and other transportation options are fully considered and incorporated. The Consultant shall also consider impacts to equity, [access](#), age-friendly initiatives, [land use, freight/goods distribution](#), economic development, greenhouse gas emissions, ~~and~~ extreme weather, and ~~flooding mitigation~~ [resiliency](#).

The Consultant will work closely with the RTTAC to ensure the Objectives and Targets fit within the Goals of the region and are fully coordinated with the MPO's respective LRTPs. To the extent possible, objectives ~~should~~ will be quantitatively measured [as feasible](#) using readily available data and information. However, it is understood qualitative measures may be necessary or appropriate in some cases and may be used to the extent acceptable to RTTAC. The Consultant will calculate current values for all measurable objectives.

***Task 4.35.1.1 Deliverable:*** *Regional Measurable Objectives and Targets (based on pages 46-47 of 2045 LRTP modified to be measurable objectives, supporting outcomes on page 65 of 2045 LRTP modified to be measurable objectives, and federally required performance measures placed under appropriate regional goals)*

**Commented [o9]:** Equitable access and mobility  
Raising importance of land use  
Adding resiliency  
Freight/goods distribution

**Commented [o10R9]:**

## **Task 5. Revenue and Finance**

The intent of the task is to consistently summarize all federal, state, and local funding that is invested in transportation in the Southeast Florida region within each individual MPO area. The Consultant will coordinate with the MPOs to ensure each agency is abiding by an RTTAC agreed-upon template for displaying federal, state, and local revenue projections and expenditures.

### **Task 5.1: Financial Resources Technical Memorandum**

The Consultant will create a Financial Resources Report Technical Memorandum that summarizes each federal, state, and local funding source and the transportation programs receiving the funds. The intent of the technical memorandum is to provide an understanding of how funding is allocated to transportation programs, starting from the point of collection. The descriptions of the transportation programs will include the eligible uses and restrictions.

The Consultant shall use the FDOT Revenue Forecasting Guidebook for the capacity and non-capacity programs that consist of federal and state funding sources. [The Consultant will include detailed review of new SIS policy and opportunities for SEFTC.](#) The Consultant shall also compile revenue forecasts for local programs, as determined by RTTAC, that may not be included in the FDOT programs (e.g., a local roadway capital program and a local roadway operations and maintenance program). The technical memorandum will include a summary of federal, state, and local sources being available for transportation investments within each County.

**Task 5.1.1 Deliverable:** *Financial Resources Technical Memorandum.*

### **Task 5.2: MPO Financial Forecast Template and Revenue Projection Consistency**

The RTTAC will create a list of local funding codes and a list of local capacity and non-capacity Programs for all MPOs to utilize when reporting financial forecasts and programming of projects.

The Consultant will create a template to summarize the programs and funding sources by County for the final 2050 RTP document. The Consultant will coordinate with the MPOs to ensure consistency in the funding codes, programs, and the general assumptions made for each. Inconsistencies will be noted by the Consultant for consideration by the MPOs.

**Task 5.2.1 Deliverable:** *List of local funding codes and programs to be used in LRTPs.*

**Task 5.2.2 Deliverable:** *Summary Template to be used for the 2050 RTP.*

**Task 5.2.3 Deliverable:** *Summary of LRTPs' and 2050 RTP's inconsistencies and recommended fixes.*

### **Task 5.3: Potential Project Funding Sources and Financing Tools**

The Consultant will examine potential project funding sources and innovative financing tools that could be used to leverage additional transportation funding from local, state, and federal sources. The authorizing agency will be identified. Potential revenue and financing examples include but are not limited to: innovative funding and finance, state grant programs, transit capital grants (e.g., Section 5309 New Starts and Small Starts), [state and federal resiliency funding](#), tolling strategies (e.g., managed lanes), public-private partnerships, Vehicles Miles Traveled (VMT), value capture, and local funding options, such as infrastructure surtax, toll revenues, bond issues,

**Commented [o11]:** Broward MPO (Cross) – new transportation bill is pending; memo should be updated to reflect new funding. Noted – state funding sources are stable. In 2045 LRTP – ability for SIS funding to become flexible was key. Scope should include detailed review of pending new SIS and document opportunities for SEFTC. Also – state and federal resiliency funding through DEP and others.

**Commented [CC12R11]:** Added, but add last part to 5.3

**Commented [CC13R11]:**

impact fees, mobility fees, and ad valorem taxes.

The Consultant will identify financial areas at the federal, state, and local levels that may create impediments to large, urbanized regions meeting their mobility needs. Impediments could include program rules, policies, legislation, or other limitations that create impediments to large, urbanized regions in Florida, intentional or not. This effort should consider the results of Task 5.1 and mismatches between where and how revenues are collected from the Southeast Florida region and the region’s needs. The Consultant will consider specifically if some locally generated funds, by policy, should be repurposed to better align with large urban area needs.

The Consultant will develop a plan of action describing the steps necessary to enact some of the proposed sources, particularly those that require local action, including building support and consensus among the legislature and the voters. The Consultant will create a matrix of funding options based on ease, revenue, and applicable uses.

***Task 5.3.1 Deliverable:*** *Document of potential revenue sources and financing tools.*

**Task 6. Regional Transportation Network**

The purpose of this task is to review and refine the definitions and criteria used to develop and adopt a Regional Transportation Network. The network will consist of corridors, intermodal hubs, and major facilities for all transportation modes.

**Task 6.1 Transportation Network Development**

The Consultant will begin this activity early in the RTP process by reviewing and assessing the previous work performed by the RTTAC in the preparation of the 2050 RTP. Consideration will be given to any [changes in the criteria and designation of SIS facilities](#), updates to emergency evacuation plans, [and key infrastructure to improve resiliency, and infrastructure to focus on transit supportive corridors](#), ~~[changes in the criteria and designation of SIS facilities](#)~~. Draft Scenario Regional Transportation Networks will be developed in support of the various scenarios. The results will be presented to the RTTAC.

The Consultant is responsible for the development of maps appropriate for review by RTTAC, public input, website, and other purposes.

Subtasks and deliverables included, but may not be limited to:

***Task 6.1.1 Deliverable:*** Draft Regional Transportation Networks.

***Task 6.1.2 Deliverable:*** Regional Transportation Network Report.

***Task 6.1.3 Deliverable:*** Regional Transportation Map and GIS files

**Commented [o14]:** Broward (Paul) – noting this is the core SEFTC requirement.  
(Cross) – (noting Broward is utilizing deliberate strategy regarding resiliency rather than across the board). Within RTP – consider review of regional network as related to resiliency and the resulting prioritization. (Geis) – inclusion of climate change planning can further inform this aspect of the RTP.

TCRPC (DeLaney) – can the RTP develop an objective methodology regarding regional resilience investments?

Broward (Flavien) – noting decision making is at the county scale ultimately.

FDOT (Bush) – redirection of density towards transit supportive corridors. FDOT utilized TDM and sea level rise model to indicate disrupted travel links.

## Task 7. Scenario Development

### Task 7.1 Scenario Development

The Consultant will work with the RTP PM and RTTAC to develop and analyze an “existing trend” scenario and up to ~~four~~ additional “alternative” scenarios. The Consultant will look to national best practices and the work of earlier tasks to develop the proposed scenarios. The Consultant will collect and organize the Unfunded Needs projects and Cost Feasible projects from the MPOs to use in the Scenario Development.

Scenario analysis will be based on SERPM 9 and include GOM/PMs and additional analysis as necessary to help provide clear quantitative and qualitative evaluation of the benefits of various elements of the scenarios. The analysis is intended to support and drive decision making on various innovative solutions to meeting 2050 RTP GOM/PMs. The Consultant will develop innovative maps and other “dashboard” type materials to facilitate discussion and reveal differences between scenarios for varied audiences that may include the public, elected officials, and RTTAC.

Some possible example scenarios include:

- ~~Telecommute/Telehealth – assumes the existing + committed transportation network but a percentage of trips eliminated due to the increase popularity of work from home in addition to other services moving online. Scenario should consider commuting differences by industry and difference by trip purpose.~~
- **ACES and Technology** – assumes the existing + committed transportation network but a percentage of VMT ~~is now either as~~ autonomous, connected, electric, and/or shared.
- ~~CO2/Greenhouse Gas – assumes the existing + committed transportation network but a certain level of reduction in greenhouse emissions.~~
- **Accessibility** -
- ~~Unfunded Needs 2050 – assumes all projects, regardless of funding, are implemented.~~
- ~~Cost Feasible – assumes all projects able to be funded and implemented by 2050 are now constructed.~~

All scenarios will be evaluated against the measurable objectives identified in Task 4.

**Task 7.1.1 Deliverable:** Proposed “alternative” scenario model descriptions, inputs, and results data sets.

### Task 7.2 Scenario Report

The RTTAC will establish the specific scenarios and the Consultant will be responsible for development of all data sets, networks, analysis, funding, and other materials necessary to perform the analysis necessary to fully evaluate the impact to the region’s transportation system of the scenarios and, based on those impacts, identify regional recommendations including policy changes beneficial to the Southeast Florida region. The consultant will examine and explore urban design guidelines, development strategies, and financial incentives to reinforce the linkage between land use and transportation planning. The proposed strategies should address the efficiency of the transportation system and opportunities for improving transit use, reducing auto trips and trip length, encouraging non-motorized travel, improving micro-mobility, enhancing

**Commented [o15]:** Broward MPO (Geis) – proactive vs reactive land use planning ... issue of accessibility can lend itself to proactive land use planning. (Paul) – 2045 LRTP was proactive – with basis in needed funding to address long term needs (Cross) – 2045 LRTP concluded need for transit supportive land use to make the system work. (Flavien) – adding electric vehicles as part of resiliency.

**Commented [o16]:** Broward MPO (Flavien) – separate electric vehicles (esp. trucks) as emerging trend – and impacts upon greenhouse gas emissions, sustainability.

FDOT (Bush) – resilience versus sustainability.

Broward MPO (Cross) – scenario planning is high-cost. Need to consider reducing the number of scenarios to just those that are needed: (reduce from 6 to 3):

Sustainability - CO2/greenhouse gas (electrification)  
Accessibility  
Telecommuting/Telehealth – can include accessibility  
ACES/Technology  
4<sup>th</sup> - TBD

MD (Tewarie) - Resiliency, accessibility, and sustainability are interrelated.

FDOT (Bush) – vulnerability assessments identify potentially impacted links. UFGEO Scenario Sketch Planning Tool enables application of NOAA forecasts upon the transportation network; FDOT can produce a map for review.

Otherwise – base land use is as developed in the 2045 RTP (Transit-supportive land use)

Model Runs  
Unfunded Needs  
Cost Feasible

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**Commented [AU17]:** It sounds like they are asking for an “Accessibility” scenario that integrates land use. I think we could do that but would need a bit more suggestions on what that may look like?

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bicycle and pedestrian infrastructure, and other active modes.

The development of the socioeconomic data for scenarios is the responsibility of the Consultant in cooperation with the RTTAC. The Consultant will use the socioeconomic data developed under each alternative to test the proposed transportation improvements and demonstrate the relation of efficient transportation investments, land use, and socioeconomic growth.

The Consultant will prepare a Scenario Report that compares the various scenario strengths, weaknesses, MOE/PMs, applicability to the region, etc. Key elements of this report will be the reasoning behind the selected scenario for the 2050 RTP and identification of recommended policy changes necessary to support the regional GOM/PMs.

***Task 7.2.1 Deliverable:*** Scenarios Report.

### **Task 8. Model Support**

The Consultant is responsible for performing necessary regional travel demand modeling, which includes some development and synthesizing of socio-economic data files and transit/roadway networks necessary to support scenario analysis, execution of the Southeast Regional Planning Model (SERPM), setting standards, and performing associated analysis.

The Consultant will establish and maintain strong communication and coordination between the three MPO LRTP staffs and their respective consultants. To the extent possible given RTP schedule requirements and other project requirements, the Consultant will avoid duplication of LRTP work and providing complimentary tasks when possible. Development of the 2050 RTP schedule will identify key RTP and LRTP modeling due dates to ensure timely support from both the MPOs and their consultants and the Consultant.

The Consultant will work closely with the RTTAC Modeling Subcommittee, including regular attendance at meetings, as modeling-related decisions are made throughout the duration of the project. Modeling review work for the Consultant will generally focus on the regional transportation network and external travel.

The following describes, for the RTP “trend” scenario, “alternative” scenarios, and the final RTP scenario, the roles and responsibilities of the modeling process unless specified otherwise:

#### **Task 8.1 Modeling for the Needs Assessment**

The local MPOs will provide their 2050 socioeconomic data and committed project information to the Consultant for the Existing plus Committed (E+C) or “trend” alternative.

The Consultant will prepare draft external passenger and truck trip forecasts using the Statewide Model, SERPM, other regional models, and traffic count trends, and then provide these numbers to the MPOs, FDOT Districts 4 and 6, and ultimately to the RTTAC for concurrence. The Consultant will also update to 2050 special generator trips for airports, seaports, and other major logistic centers.

The Consultant will prepare a regional demographic profile of base and horizon year statistics and ratios obtained from each MPO.

The Consultant will code and run the E+C 2050 network. The outputs will be distributed to the local MPOs for their alternative testing. The MPOs and their consultants will review and conduct quality control of SERPM network coding for the 2050 E+C network.

The Consultant will coordinate a meeting of the RTTAC Modeling Subcommittee to ensure continued communication during the development of the alternatives. During this meeting, it will be determined what baseline network will be used by each MPO as they develop their own alternatives.

The local MPOs will develop “existing trend” (baseline) Needs scenario on the 2050 E+C network and conduct their Needs Assessment on the baseline Needs network. This will serve as the “trend” alternative and will not be one of the five other scenarios. The baseline network will be determined by the RTTAC Modeling Subcommittee, with the assistance of the Consultant. This baseline will be necessary to ensure all counties are developing their alternatives in a consistent manner. Once the alternatives are finalized and the Needs are identified, the three MPOs will submit the highway and transit project coding information to the Consultant for a QA/QC review.

The Consultant will code the 2050 Regional Needs Assessment based on the information

submitted by the local MPOs and run the regional model. The model outputs will be supplied to the local MPOs for review. Revisions and updates will be made where necessary. The Consultant will review the travel demand forecasts and MPO network alternatives in the vicinity of county line crossings and large regional intermodal facilities.

The Consultant will analyze the 2050 Regional Needs Assessment to determine, from a regional perspective, what projects on the regional transportation network from each local alternative plan should be developed/alterd to determine a regional network alternative.

The Consultant will run the regional network alternatives (if additional projects/project alterations are developed) and revise where necessary based on the RTTAC’s review.

The Consultant will prepare and summarize the 2050 Regional Needs Assessment network model statistics for performance measure reporting and present to the RTTAC.

**Task 8.1.1 Deliverable:** *“Trend” E+C Network Report*

**Task 8.1.2 Deliverable:** *Regional Demographic Profile report*

**Task 8.1.3 Deliverable:** *External Trips and Truck tables*

### **Task 8.2 Modeling for Scenario Testing**

The Consultant will utilize socioeconomic data sets developed by the Consultant in Task 6, Scenario Development and Analysis, to run the model on the E+C network to identify needs and deficiencies to begin development of the “alternative” scenarios.

The Consultant will code up to ~~five~~ four 2050 Regional “alternative” scenarios and perform a Needs Assessment based on the information submitted by the local MPOs and run the regional model. The model outputs will be supplied to the local MPOs for review. Revisions and updates will be made where necessary. The Consultant will review the travel demand forecasts and MPO network alternatives in the vicinity of county line crossings and large regional intermodal facilities.

The Consultant will analyze the model results to determine, from a regional perspective, what projects from the “alternative” scenarios should be incorporated into the Regional Cost Feasible Plan.

**Task 8.2.1 Deliverable:** *“Alternative” Scenario Networks and Results Report*

### **Task 8.3 Modeling for the Regional Cost Feasible Plan**

The local MPOs will conduct an analysis of local alternatives to develop their local LRTPs. Following these analyses, the local MPOs will provide the Consultant their LRTP Cost Feasible Plan project coding information.

The Consultant will conduct a QA/QC review of the three counties LRTP Cost Feasible project information. The Consultant will code the 2050 Regional Cost Feasible Plan, run the SERPM model, and supply the model outputs to the local MPOs and their consultants for review. Revisions and updates will be made where necessary.

The local MPOs will review the 2050 Regional Cost Feasible model outputs.

The Consultant will prepare and summarize the 2050 Regional Cost Feasible Plan network model statistics for performance measure reporting. The 2050 Regional Cost Feasible Plan will be

Commented [o18]: Up to 4

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presented to the RTTAC for approval and the SEFTC for endorsement.

The Consultant will prepare interim year networks based upon the project prioritization and phasing from the adopted Cost Feasible Plans.

Any changes related to the modeling portion of this project must be approved by the RTP PM and the RTTAC Modeling Subcommittee prior to conducting the work.

***Task 8.3.1 Deliverable:*** *Cost Feasible Network and Model Statistics Report*

### **Task 9. 2050 Regional Transportation Plan**

The purpose of this task is to create the final RTP document that includes:

- SEFTC Organization History and Structure
- Summary of Population, Demographic, and Employment Trends
- Transportation and Travel Trends
- Regional Transportation System and Regional Network Map
- Public Participation
- Goals, Objectives, and Policies
- Desires Plan and Scenarios with Summary of System Performance
- Financial Resources and Revenue
- Cost Feasible Plan and System Performance
- Implementation Plan

The purpose of this task is to combine and integrate the results of the “final” 2050 RTP scenario analysis with other regional [analysis/analyses](#), plans by others including the MPOs’ L RTPs, other modes, strategies, and funding issues that cannot be adequately captured by traditional long range transportation demand modeling. This is to develop a comprehensive and inclusive 2050 RTP, which is consistent to the extent possible with the three MPO L RTPs. The development of the 2050 RTP will consider the effects of programs to implement Transportation Demand Management (TDM) and Transportation System Management and Operations (TSM&O) programs at the regional level. The 2050 RTP will incorporate highways, transit, rail, waterway, pedestrians, bicycles, and other relevant modes recommended by RTTAC when determining movement of people and goods. The development of the 2050 RTP will also consider measures to reduce transportation pollution (e.g., greenhouse gas emissions) and mitigate future impacts of extreme weather and coastal and inland flooding on the transportation system.

The 2050 RTP for Southeast Florida will be based upon transportation and mobility solutions consistent with the approved regional GOM/PMs. Input from the Regional Freight Plan, as updated in the 2050 RTP, the Regional Greenways and Trails Plan, and other regional planning activities, as per the RTTAC, will be included in the development of the 2050 RTP. The recommendations from the Southeast Florida Regional Climate Change Action Plan, including associated transportation system vulnerability assessments, will be consulted in evaluating needs. The Consultant will identify the recommendations impacting the development of the 2050 RTP and present the results to the RTTAC. Scenario development and regional modeling will be closely coordinated and linked with this task.

The Consultant must consider the following during the development of the 2050 RTP Plan:

#### *Transit*

In identification of potential regional transit improvements to support the various scenarios, the Consultant will focus on, but is not exclusively limited to, existing transit plans such as the [2050 2045 RTP](#), the Miami-Dade TPO’s SMART Plan, Broward MPO’s Vision 2100 Plan, Palm Beach TPA’s 561 Plan, SFRTA Strategic Regional Transit Plan, Transit Development Plans, [BCT Transit Systems Plan](#), [Palm tran RPM](#), [MDT Better Bus Network](#), and other documents and plans identified in Task 4. The Consultant will consider regional transit solutions appropriate for the various scenarios with a focus on addressing service deficiencies defined by travel markets, land use, and ability to

**Commented [o19]:** Broward (Cross) – add BCT Transit System Plan  
Also – Palm Tran RPM  
MDT – Better Bus Network

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maximize overall system GOM/PMs for a particular scenario.

#### *Regional Non-Motorized Transportation and Micromobility*

The Consultant will incorporate non-motorized and micromobility transportation modes into the overall 2050 RTP. Various local and regional planning activities for [bicycles-bicyclists](#) and pedestrians are under development or have been completed, including the 2050 RTP. The Consultant will update the 2050 RTP to incorporate the latest non-motorized and micromobility transportation plans into the 2050 RTP and, as necessary for specific scenarios, identify new needs.

#### *Freight*

The Consultant will [develop a regional level 2050 Southeast Florida Freight Plan, primarily by looking at project updates from partner agencies identified in Task 4, analyze big truck data, specifically truck movement and truck parking, as well as technology advancements such as platooning. This data and documentation should be reflected in the freight section.](#) The Consultant may be asked to supplement and/or modify the freight section to support individual scenarios.

**Commented [o20]:** Broward MPO (Flavien) – revise to indicate analysis of big data, truck movements. Task will be to compile updated plans to date as a research element.  
Geis – truck parking, technology scenario to include truck platooning. Last regional freight plan was adopted in 2014 with a 2040 forecast (produced by FDOT with the 3 MPOs); for 2045, lack of interest in conducting update.  
Flavien – new documents would include truck parking action plan, new improvements.

#### *Automated Connected Electric and Shared Vehicles (ACES)*

The Consultant will investigate how the integration of emerging technologies could impact and benefit the regional transportation system. The Consultant will also consider infrastructure needs and improvements required to support such technologies.

#### *Resiliency, Climate Change, and Environmental Impacts*

With the Atlantic Ocean to the east and the Everglades to the west, one of Southeast Florida's largest risks is sea level rise. Therefore, the implementation of resilient infrastructure and practices is key for the region. The Consultant will consider resilient infrastructure, CO2 emissions, extreme weather impacts, and best practices when mitigating for climate change throughout the development of the 2050 RTP.

#### *Equity*

Title VI of the Civil Rights Act of 1964 states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance." This plan should incorporate Title VI into all aspects of the plan. The plan should also seek input from all interested parties, regardless of cultural identity, background, or income level to ensure a process for true inclusive decision-making.

#### *Other Considerations*

The Consultant will consider Transportation Demand Management (TDM) measures that reduce demand on the regional transportation network, Transportation System Management and Operations (TSM&O) measures that maximize the efficiency of the regional transportation network. New and emerging technologies, and other solutions that may support one or more scenarios will be considered by the Consultant. Coordination with the individual MPO LRTP teams will occur to ensure consistency and reduce duplication in relation to shared mobility and future technologies.

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*Regional Policy Considerations*

The Consultant will document, in the 2050 RTP, any policy considerations that helped shape the plan. Support and limiting policies will be identified and recommendations made for areas where specific policy changes would strengthen Southeast Florida’s ability to ensure a strong transportation future consistent with the adopted GOM/PMs.

The Consultant will prepare an executive summary and draft 2050 RTP final report with a prioritized list of projects fully consistent with that of the individual MPO LRTPs. Upon adoption of all MPO LRTPs, the Consultant will update and finalize the map.

***Task 9.0.1 Deliverable:*** 2050 RTP Final Plan – Draft

***Task 9.0.2 Deliverable:*** 2050 RTP Executive Summary

***Task 9.0.4 Deliverable:*** Adopted 2050 RTP - Final

### **Task 10. SEFTC Support Services**

The Palm Beach TPA, as the designated host MPO for the 2023-2027 five-year period and consistent with the Interlocal Agreement, will perform the administrative and meeting host support duties for SEFTC and its subcommittees. Duties include organizing, advertising, preparing for, and holding meetings for the SEFTC, RTTAC, and RTTAC subcommittees and may include the preparation of meeting agendas, coordination with presenters, ensuring necessary electronic equipment (i.e., laptops, recording materials, etc.) is available, providing a virtual/hybrid meeting platform, assisting with room reservations, and meeting notices. The Palm Beach TPA will prepare a “combined” annual meeting schedule for SEFTC, RTTAC, and RTTAC subcommittees for RTTAC’s approval in the 4<sup>th</sup> quarter of each calendar year.

The Consultant will host and maintain the SEFTC website during the life of the contract, and is responsible for on-going maintenance and posting of relevant materials such as meeting notices, schedules, 2050 RTP materials, etc. The Consultant will transfer all existing SEFTC web-related materials from the prior consultant team and ensure the domain name(s) are paid throughout the entire contract period without lapse. This maintenance will include adding appropriate infographics and other applicable content. The SEFTC website will provide links to each MPO website and FDOT website, as well as other applicable links, which may include specific projects links as deemed appropriate by RTTAC. An update of the website, including layout, color, schemes, etc. will be performed by the Consultant upon SEFTC endorsement of the 2050 RTP.

The Consultant is expected to attend SEFTC, RTTAC, and RTTAC subcommittee meetings, project management meetings, and other meetings as necessary throughout the life of the contract as budget allows, and as mutually agreed to by the Consultant and the RTP PM. Consultant attendance at meetings will be limited to those with an active role in the meeting.

The Consultant will support the Palm Beach TPA and SEFTC for other miscellaneous needs relevant to the 2050 RTP as mutually agreed to by the Consultant and the RTP PM.

#### **Task 10.0.1 Deliverable: Website Updates**

- [MD \(Wilson\) – timing for cost estimate? PBTPA \(Conor\) – anticipated to be at or below \\$900k prior cost. Cross – suggest raising estimate to \\$1M.](#)