



AGENDA
Regional Transportation Technical Advisory
Committee

Wednesday, December 8, 2021 1:30 p.m.

Virtual Workshop

https://us02web.zoom.us/join/register/WN_6RZ_d2z3QmS0I56U_DPv-Q

REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order and Roll Call
2. Review of Agenda
3. Public Comments
4. Comments from the Chair

NON-ACTION ITEMS

1. Transportation Regional Incentives Program (TRIP) FY23 - 28 List
2. 2050 Regional Transportation Plan Scope Review
3. South Florida Rail Corridor Sustainability Study Discussion
4. Federal Notice and Request for Information (RFI) on “Development of Guidance for Electric Vehicle Charging Infrastructure Deployment” Discussion

COMMITTEE REPORTS - no discussion

ADMINISTRATIVE ITEMS

1. Member Comments

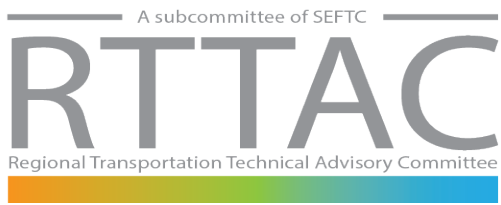
NEXT RTTAC MEETING: February 9, 2022

NEXT SEFTC MEETING: February 25, 2022

ADJOURN

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Hannah Bourgeois, Title VI Coordinator at (954) 876-0033/0053 or bourgeois@browardmpo.org (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Hannah Bourgeois, Title VI Coordinator at the numbers or e-mail above.



**Regional Transportation Technical Advisory
Committee (RTTAC)**

1.

Meeting Date: 12/08/2021

SUMMARY:

Transportation Regional Incentives Program (TRIP) FY23 - 28 List

Attachments

DRAFT 23-28 TRIP List

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

Fiscal Years (FY) 23-28

Broward MPO, Miami-Dade TPO, and Palm Beach TPA

DRAFT

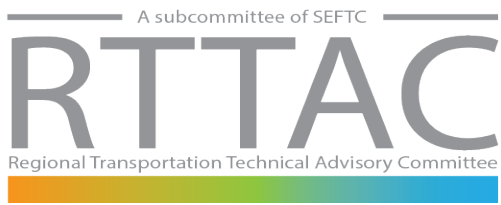
County-Rank	Proj. #	Project	Location	Improvement	(All values in \$1,000's)							Notes		
					Current Year		Next Year		Upcoming Transportation Improvement Programs					
					FY 22	FY 23a	FY 24	FY 25	FY 26	FY 27	FY 28			
MDC		SMART Plan NE Corridor Midtown Station	FEC Corridor between NE 27th and NE 39th Street	Construction of a new permanent Tri-Rail Station	LF \$2,339 TRIP \$2,339	LF \$3,678 TRIP \$3,678							Design is Fully Funded in FY 21 and Construction is Fully Funded in FY 22 and 23	
MDC	440856-1	SMART Plan Corridors* (South Dade Transitway Station Enhancements)	South Dade Transitway and SW 112 Ave/Marlin Marlin Rd/Southland Mall/296 St (Avocado Dr)/264 St (Bauer Dr)/Sw 344 St (Palm Dr)	Station enhancements including drop off/pick up areas, park-and-ride and intermodal transit facilities	LF \$1,184 TRIP \$1,184		LF \$3,838 TRIP \$3,838	LF \$2,619 TRIP \$2,619					Funding Allocated to PE, ROW and Construction Phases of various SMART Projects	
MDC	435381-1	Palmetto Intermodal Terminal*	Palmetto Metrorail Station	ROW Acquisition for expansion of Palmetto Metrorail Station			LF \$256 TRIP \$256							
MDC		Mount Sinai Transit Terminal - SMART Terminal	I-195 (SR 112)/SR 907 (Alton Rd)	Construct Transit Terminal with six bus bays	LF \$103 TRIP \$103	LF \$348 TRIP \$348	LF \$340 TRIP \$340	LF \$875 TRIP \$875					PE and Construction Phases of Project Funded. Not ROW	
MDC		Unity Station (TOD) - SMART Terminal	SR 852 (NW 215 St) & NW 27 Ave	Construct Terminal for North Corridor Rapid Transit with 350 Parking Spaces and Transit oriented development (TOD) opportunities				LF \$1,344 TRIP \$1,344	LF \$1,153 TRIP \$1,153				Need \$1,153 more in FY 26 for construction to be fully funded	
MDC	447413.1	SOUTH DADE TRANSITWAY SW 112 AVE PARK & RIDE LOT	SW 112 Ave	Park and Ride Lot			LF \$2,249 TRIP \$1,138 TRWR \$1,111							
MDC	447414.1	SOUTH DADE TRANSITWAY SW 296 ST PARK & RIDE LOT				LF \$892 TRIP \$892								
MDC	447416.1	SOUTH DADE TRANSITWAY SW 296 ST PICKUP/DROP OFF LOCATIONS FROM SW 344 ST TO DADELAND					LF \$2,224 TRIP \$2,224	LF \$1,614 TRIP \$1,614						
MDC	447417.1	SOUTH DADE TRANSITWAY - MARLIN RD PARK & RIDE LOT					LF \$1,765 TRIP \$442 TRWR \$1,323							
MDC	447418.1	SOUTH DADE TRANSITWAY SW 264 ST/BAUER DR PARK & RIDE LOT					LF \$893 TRIP \$893							
MDC	447419.1	MULTIMODAL SMART TERMINAL				LF \$1,555 TRIP \$1,555								
MDC	449501.1	SOUTH DADE TRANSITWAY PARK & RIDE LOT DADELAND SOUTH						LF \$2,480 TRIP \$2,080 TRWR \$400						
MDC	449641.1	UNITY STATION TRANSIT-ORIENTED DEVELOPMENT TERMINAL					LF \$1,344 TRIP \$720 TRWR \$624							
BC	446200.1		SR-820/PINES BLVD FROM W NW 142ND AVE/SW 145 AVE TO E OF NW 118TH AVE	Resurfacing			SU \$749 TRIP \$341 TRWR \$407							
BC	448102.1	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				TRIP \$322	SU \$2,500 TRWR \$1,781 TRIP \$397					
BC	431756.1	University Drive	NW 40th St to Sawgrass Expressway	Widen from 4 to 6 lanes	SU \$100	LF \$59 SU \$56	TRWR \$205 CM \$13						Fully funded	
BC	436980.1	Pembroke Rd	Douglas Rd to University Dr	Widen from 4 to 6 lanes			SU \$116 SA \$596 TRIP \$777	SU \$500					\$2.756M TRIP funding will be applied to unfunded amount in FY24	
BC	448104.1	Griffin Rd. Bus Service	Griffin Rd. Tri-Rail (Dania Beach) to Sunrise (Sawgrass Mills Mall)	New local bus route along Griffin Rd., operating seven days a week. TRIP request supports purchase of five new buses needed for new service.			LF \$1,695 TRIP \$1,695						BCT Request 2020	
BC	448105.1	Sunrise Blvd. Enhanced Bus Service	Sunrise (Sawgrass Mills Mall) to A1A	Weekday and Weekend headway improvements. TRIP request supports purchase of five new buses needed to operate expanded service.			LF \$1,695 TRIP \$1,695						BCT Request 2020	
BC		Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.							SU \$2,500 TRIP \$2,500		SU \$2,500 TRIP \$2,500	
PBC-01	448103.1	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.					SU \$2,500 TRIP \$2,500					
PBC-02	446098.1	US 1	Camino Real to Indiantown Road	Purchase electric buses and charging stations to add transit capacity and support introduction of corridor-based BRT			SU \$2,168 TRWR \$2,168						Full SU priority is \$3,772,000. Provide full match amount of TRIP. Additional funding would go towards purchase of more buses.	
PBC-03	438386.4	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 22 enhanced transit shelters within existing ROW					SU \$2,276 TRIP \$1,165 TRWR \$1,028					
Notes:														
1. For each project, the TRIP funding request is equal to the identified matching funds in each year.														
2. Underlined text = request for new project and/or new funding														
3. LF - Local Funds; SU - Surface Transportation Funds (STP), Urban Areas > 200K														
					Total TRIP Funding Request		\$3,626	\$6,473	\$16,196	\$10,777	\$10,503	\$0	\$2,500	



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Fiscal Year	FY 22	FY 23a	FY 24	FY 25	FY 26	FY 27	FY 28b	TOTAL
FDOT D4		\$3,553	\$90	\$2,442	\$344	\$8,732	\$8,732	\$23,893
FDOT D4 419282.1 Reserves: TRIP		\$690	\$0	\$1,119	\$264	\$5,835	\$5,835	\$13,742
FDOT D4 419282.1 Reserves: TRWR		\$2,862	\$90	\$1,323	\$81	\$2,897	\$2,897	\$10,151
FDOT D6			\$10,801	\$0	\$3,254	\$5,904	\$5,904	\$25,863
Total	\$0	\$3,553	\$10,892	\$2,442	\$3,598	\$14,635	\$14,635	\$16,887

*a. FY 23 reserves cannot be programmed.
 b. FY 28 projection based on FY 27 allocations*



**Regional Transportation Technical Advisory
Committee (RTTAC)**

2.

Meeting Date: 12/08/2021

SUMMARY:

2050 Regional Transportation Plan Scope Review

Attachments

DRAFT 2050 RTP Scope With Comments

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

Formatted: Body Text, bt, Body Txt, body text, Body Tx, bt

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

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

tasks identified in the scope of services.

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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](#) 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](#) websites as instructed by the PPS.

Task 3.1.1 Deliverable: *Update the [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

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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

Commented [o4]:

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 ~~flood~~[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
- 4th - 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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2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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.

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.

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.

2050 Regional Transportation Plan – [notes from RTTAC 10/13/2021 – TCRPC \(Kim DeLaney\)](#)

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 4th quarter of each calendar year.

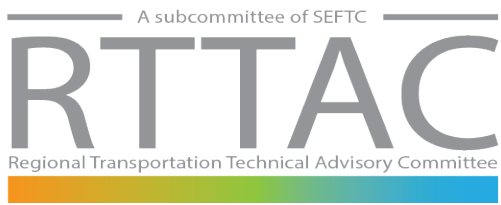
The Consultant will host and maintain the SEFTC website during the life of the contract, and is responsible for on-going maintenance and posting of relevant materials such as meeting notices, schedules, 2050 RTP materials, etc. The Consultant will transfer all existing SEFTC web-related materials from 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.](#)



**Regional Transportation Technical Advisory
Committee (RTTAC)**

4.

Meeting Date: 12/08/2021

SUMMARY:

Federal Notice and Request for Information (RFI) on “Development of Guidance for Electric Vehicle Charging Infrastructure Deployment” Discussion

Attachments

86 FR 67782, Nov. 29, 2021

regulations. (UP Reply 2–3; AAR Reply 3–6.)⁵ AAR, CSXT, and UP contend, moreover, that the proposed regulations are unnecessary because carriers have sufficient incentives to move cars efficiently, as delayed cars hinder operations and reduce revenue. (CSXT Reply 3–4; UP Reply 7–8, Aug. 30, 2021; AAR Reply 8–9, Aug. 30, 2021.) They also argue that the proposed regulations will have a negative impact on the overall efficiency of the rail network by incentivizing carriers to move private freight cars inefficiently to avoid the charges and by reducing cooperation between carriers during periods of network stress. (CSXT Reply 6; UP Reply 9, Aug. 30, 2021; AAR Reply 16, Aug. 30, 2021.) Other respondents contend that the proposed regulations would provide appropriate financial incentives for Class I carriers to use private freight cars more efficiently, (NCTA Reply 1–2; PRFBA Reply 1; FRCA Reply 1), and offer reciprocity for demurrage charges (ISRI Reply 4; NACD Reply 1; AFPM Reply 2; COPA Reply 1–2). Furthermore, Joint Shippers ask the Board to solicit comments on how the proposed regulations would be implemented, including whether carriers would be responsible for monitoring private freight car delays and crediting amounts owed under the proposed regulations against their demurrage invoices. (Joint Shippers Reply 5.)

Petitioners' proposal and the responses to date raise important issues of interest to the Board. Therefore, to further consider Petitioners' proposal and the responses, the Board will open a proceeding. Procedures for further public comment will be established in a subsequent decision.

It is ordered:

1. Petitioners' motion for leave to file a surrey is granted.
2. Petitioners' petition is granted to the extent that it requests that the Board open a proceeding.
3. Notice of this decision will be published in the **Federal Register**.
4. This decision is effective on its service date.

Decided: November 22, 2021.

By the Board, Board Members Begeman, Fuchs, Oberman, Primus, and Schultz.

Eden Besera,

Clearance Clerk.

[FR Doc. 2021–25916 Filed 11–26–21; 8:45 am]

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⁵ Additionally, CSXT states that it joins AAR's comments. (CSXT Reply 2.)

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2013–0259–2245]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: FAA Aircraft Noise Complaint and Inquiry System (Noise Portal)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA Regional Administrators' Offices and the FAA Noise Ombudsman will use the information voluntarily reported, on the occasion of a complaint, by the public in the FAA Noise Portal to prepare responses to their noise complaints or inquiries. The required FAA Noise Portal fields represent the minimum amount of information the FAA needs to address the public's noise complaint or question and includes: Name, email, address or cross street and a description of the noise complaint or inquiry. It is important to know the person's name and email address to respond and track the complaint. The FAA will not respond to the same complaint from the same person more than once. The address or cross street is needed for the FAA to determine potential sources of the aircraft noise issues as most people complain about aircraft in the vicinity of their residence. The description is used to provide additional details for the FAA to better address the complaint or question.

DATES: Written comments should be submitted by December 29, 2021.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT: Idurre L. Isasa-Cowan by email at: idurre.cowan@faa.gov.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this

information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–0773.

Title: FAA Aircraft Noise Complaint and Inquiry System (Noise Portal).

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: Although the FAA already receives aircraft noise complaints and inquiries from the public, the FAA's voluntary collection of the information from the public invokes the PRA process. The FAA must receive approval from the Office of Management and Budget (OMB) to collect the information in the Noise Portal. The FAA will summarize the public comments from the 60-day comment period (February 1, 2021 to April 2, 2021), and address these in a 30-day **Federal Register** notice inviting further comments. OMB has 60-days from the date of the 30-day notice to approve the FAA's voluntary collection of information in the Noise Portal. We expect the entire process will be completed by March 2022.

Respondents: The public.

Frequency: As needed.

Estimated Average Burden per

Response: 15 minutes.

Estimated Total Annual Burden: 11,250 hours.

Issued in Washington, DC, on November 23, 2021.

Idurre L. Isasa-Cowan,

Community Engagement Officer, FAA Office of the Environment and Energy (AEE).

[FR Doc. 2021–25944 Filed 11–26–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2021–0022]

Development of Guidance for Electric Vehicle Charging Infrastructure Deployment

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice; request for information (RFI).

SUMMARY: The recently enacted Bipartisan Infrastructure Law invests in the deployment of electric vehicle (EV) charging infrastructure as one of many important ways to confront the climate crisis. Through a National Electric Vehicle Formula Program (EV Charging Program), the law provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. The law also establishes a discretionary grant program for Charging and Fueling Infrastructure (Charging and Fueling Infrastructure Program) to strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that are accessible to all drivers of such vehicles. The law directs DOT, in coordination or consultation with the Department of Energy (DOE), to develop guidance for both programs. Through this notice, FHWA invites public comments to inform the development of the guidance. FHWA is especially interested in comments suggesting ways that the guidance could promote equity in the deployment of EV charging infrastructure under these programs.

DATES: Comments would be most useful if they are received on or before January 28, 2022 to allow for their consideration during development of the EV Charging Program guidance. FHWA will consider comments received after the due date to the extent practicable.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit comments by only one of the following means:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001;
- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays. The telephone number is (202) 366-9329;
- *Instructions:* You must include the agency name and docket number at the beginning of your comments. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Kerry Rodgers, Office of the Chief Counsel, (202) 366-1376, or via email at kerry.rodgers@dot.gov. FHWA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m. e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

A copy of this Notice, all comments received on this Notice, and all background material may be viewed online at <http://www.regulations.gov> using the docket number listed above. Electronic retrieval help and guidelines are also available at <http://www.regulations.gov>. An electronic copy of this document also may be downloaded from the Office of the Federal Register's website at www.FederalRegister.gov and the Government Publishing Office's website at www.GovInfo.gov.

Confidential Business Information

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this RFI contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this RFI, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 CFR 190.343, you may ask FHWA to give confidential treatment to information you give to the Agency by taking the following steps: (1) Mark each page of the original document submission containing CBI as "Confidential"; (2) send FHWA, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, FHWA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this RFI. Submissions containing CBI should be sent to Kerry Rodgers, FHWA Office of the Chief Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590. Any comment submissions that FHWA receives that are not specifically designated as CBI will be placed in the public docket for this matter.

Background

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment

and Jobs Act (IIJA), Public Law 117-58 (Nov. 15, 2021), includes important new programs to address climate change by reducing carbon emissions. Among these programs is a national EV Charging Program to provide funding that FHWA shall distribute among the States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Funds must be used for: (1) The acquisition and installation of EV charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; (2) proper operation and maintenance of EV charging infrastructure; and (3) data sharing about EV charging infrastructure to ensure the long-term success of investments made under the program. The Federal share payable for projects funded under the EV Charging Program is 80 percent. EV Charging Program funds may be used to contract with a private entity for acquisition and installation of publicly accessible EV charging infrastructure, and the private entity may pay the non-Federal share of the project cost. However, funds must be used for projects directly related to vehicle charging and only for EV charging infrastructure that is open to the general public or to authorized commercial motor vehicle operators from more than one company. Further, any EV charging infrastructure acquired or installed with program funds must be located along a designated alternative fuel corridor, unless a State determines, and the Secretary of Transportation (Secretary) certifies, that the designated alternative fuel corridors in the State are fully built out. In that case, the State could use the funds for EV charging infrastructure on any public road or in other publicly accessible locations.

The Bipartisan Infrastructure Law also requires that a State, by a deadline to be set by DOT, provide a plan to DOT describing how the State intends to use the funds it receives under the EV Charging Program for each fiscal year in which funds are made available. No later than 120 days after the deadline for submittal of the State plans, DOT is required to issue a publicly available report on its website summarizing each State plan submitted and assessing how the State plans to make progress towards the establishment of a national EV charging infrastructure network. If a State fails to submit the required plan, or if DOT determines that a State has not taken action to carry out its plan, DOT may, as applicable, withhold or

withdraw funds made available under the EV Charging Program for the fiscal year after providing notice to and consulting with the State and providing an opportunity for the State to address any concerns and implement its plan or to appeal DOT's decision to withhold or withdraw funds. In such situations, DOT may award such funds on a competitive basis to local jurisdictions within the State for use on projects that meet the EV Charging Program's eligibility requirements. If DOT determines that such withheld or withdrawn funds cannot be fully awarded to local jurisdictions within the State, DOT is required to distribute any remaining funds among other States that have not had funds withheld or withdrawn under the program as the law provides.

Another new program is the Charging and Fueling Infrastructure Program, a competitive grant program to strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure (eligible fueling infrastructure) along designated alternative fuel corridors or in certain other locations that are accessible to all drivers of such vehicles. Through this program for corridor and community charging, the Secretary will award grants to eligible entities that include States or political subdivisions, metropolitan planning organizations, local governments, special purpose districts or public authorities with a transportation function, Indian tribes, U.S. territories, authorities or agencies owned by one or more of these eligible entities, or groups of eligible entities. Eligible entities must use grants to contract with a private entity for acquisition and installation of publicly accessible EV charging infrastructure or eligible fueling infrastructure that is directly related to vehicle charging or fueling. Publicly accessible EV charging infrastructure or eligible fueling infrastructure installed with grants under this program must be located along a designated alternative fuel corridor, except in the case of the community grants described below.

The Bipartisan Infrastructure Law requires that the Secretary reserve 50 percent of the amounts made available each fiscal year to carry out the Charging and Fueling Infrastructure Program to provide community grants to eligible entities. Eligible entities include those previously described and State or local authorities that own publicly accessible transportation facilities. The Secretary may award community grants for projects that are expected to reduce greenhouse gas emissions and to expand

or fill gaps in access to publicly accessible EV charging infrastructure or eligible fueling infrastructure, including certain development phase activities and the acquisition or installation of such infrastructure that is directly related to vehicle charging or fueling, including any related construction or reconstruction and the acquisition of real property directly related to the project. Projects that receive community grants may be located on any public road or in other publicly accessible locations such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.

The law requires the Secretary, in awarding community grants, to give priority to projects that expand access to EV charging and eligible fueling infrastructure in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multi-unit dwellings to single family homes. The Secretary also must consider the extent to which a project contributes to geographic diversity among eligible entities, including a balance between urban and rural communities, and meets current or anticipated market demands for charging or fueling infrastructure.

The Federal share of the cost of a project carried out with a grant under the Charging and Fueling Infrastructure Program shall not exceed 80 percent of the total project cost. Projects carried out under the program are treated as projects on a Federal-aid highway and are subject to certain other requirements.

Development of Guidance

The Bipartisan Infrastructure Law directs DOT, in coordination with DOE and within 90 days of the law's enactment, to develop guidance for States and localities to strategically deploy EV charging infrastructure through the EV Charging Program, based on the consideration of nine factors. The law also directs DOT, during the redesignation of alternative fuel corridors under 23 U.S.C. 151, to issue a report that summarizes best practices and provides guidance, developed through consultation with DOE, for project development of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure at the State, Tribal, and local levels to allow for the predictable deployment of that infrastructure. The guidance we develop also may be relevant to EV charging infrastructure that receives

funding from other Federal funding sources.

Request for Comments and Information

As we begin to develop the guidance for the EV Charging Program and for project development of EV charging infrastructure, and we prepare to implement the Charging and Fueling Infrastructure Program, FHWA requests comments and information from the public. In particular, FHWA requests comments to inform its development of the statutorily required EV Charging Program guidance. Please indicate in your written comments the number(s) of the considerations(s) you are commenting on and provide specific examples or information to illustrate your comments where possible. The statutory considerations for the EV Charging Program are:

1. The distance between publicly available EV charging infrastructure;
2. Connections to the electric grid, including electric distribution upgrades; vehicle-to-grid integration, including smart charge management or other protocols that can minimize impacts to the grid; alignment with electric distribution interconnection processes, and plans for the use of renewable energy sources to power charging and energy storage;
3. The proximity of existing off-highway travel centers, fuel retailers, and small businesses to EV charging infrastructure acquired or funded under the Program;
4. The need for publicly available EV charging infrastructure in rural corridors and underserved or disadvantaged communities;
5. The long-term operation and maintenance of publicly available EV charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure;
6. Existing private, national, State, local, Tribal, and territorial government EV charging infrastructure programs and incentives;
7. Fostering enhanced, coordinated, public-private or private investment in EV charging infrastructure;
8. Meeting current and anticipated market demands for EV charging infrastructure, including with regard to power levels and charging speed, and minimizing the time to charge current and anticipated vehicles; and
9. Any other factors, as determined by the Secretary.

In connection with question 9, please describe any other factors that you suggest that we consider in developing the EV Charging Program guidance.

FHWA also requests comments to inform the implementation of the Charging and Fueling Infrastructure Program to provide discretionary grants for corridor and community charging. Specifically:

10. Please provide examples of best practices relating to project development of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure at the State, Tribal, and local levels.

11. What topics do you suggest that we address in guidance on project development of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure at the State, Tribal, and local levels to allow for the predictable deployment of that infrastructure?

12. Please provide any suggestions to inform the administration of competitive grants under the Charging and Fueling Infrastructure Program for corridor and community charging.

Authority: Public Law 117–58; 49 CFR 1.81.

Signed in Washington, DC.

Stephanie Pollack,

Deputy Administrator, Federal Highway Administration.

[FR Doc. 2021–25868 Filed 11–26–21; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[OST Docket No. DOT–OST–2011–0022]

Notice of Submission of Proposed Information Collection to OMB Agency Request for Reinstatement of a Previously Approved Collection: Online Complaint Form for Service-Related Issues in Air Transportation

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Notice and request for comments; reinstatement of an OMB control number.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 this

notice announces the Department of Transportation’s intention to reinstate an OMB control number for an online complaint form by which a consumer can electronically submit a service-related complaint against an airline and other sellers of air transportation.

DATES: Comments on this notice must be received by January 28, 2022.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit them by only one of the following means:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for submitting comments;
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building Ground Floor, Room W–12/140, Washington, DC 20590–0001; or
- *Hand Delivery:* West Building Ground Floor, Room W–12/140, 1200 New Jersey Ave. SE, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–366–9329.

FOR FURTHER INFORMATION CONTACT: Daeleen Chesley, Office of the Secretary, Office of Aviation Consumer Protection (C–70), U.S. Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590, 202 366–6792 (voice) or at Daeleen.Chesley@dot.gov.

SUPPLEMENTARY INFORMATION:
OMB Control Number: 2105–0568.
Title: Reinstatement of Office of Aviation Consumer Protection Online Complaint Form.

Abstract: The Department of Transportation’s (Department) Office of Aviation Consumer Protection (OACP, formerly the Office of Aviation Enforcement and Proceedings) has broad authority under 49 U.S.C., subtitle VII, to investigate and enforce consumer protection and civil rights laws and regulations related to air transportation. OACP monitors compliance with and investigates violations of the Department of Transportation’s aviation

economic, consumer protection, and civil rights requirements.

Among other things, the office is responsible for receiving and investigating service-related consumer complaints filed against airlines and other sellers of air transportation. Once received, the complaints are reviewed by the office to determine the extent to which these entities comply with federal aviation consumer protection and civil rights laws and what, if any, action should be taken.

This request is to enable consumers to continue to submit comments, including complaints, to the Department using an online form, whether via their personal computer or on a mobile/electronic device. If the online comment form is not available, the Department may receive fewer complaints/comments from consumers. The lack of consumer-driven information could inhibit the office’s ability to effectively investigate both individual complaints against airlines and other sellers of air transportation. It would also impact OACP’s ability to become aware of patterns and practices that may develop in violation of our rules. The information collection continues to further the objectives of 49 U.S.C. 41712, 40101, 40127, 41702, and 41705 to protect consumers from unfair or deceptive practices, to protect the civil rights of air travelers, and to ensure safe and adequate service in air transportation.

Filing a complaint using a web-based form is voluntary and minimizes the burden on respondents when compared with other methods of submitting complaints. In recent years, consumers have submitted the vast majority of complaints online versus contacting the Department using regular mail or telephone. Approximately ninety percent of the submissions received by OACP during calendar years (CYs) 2017 through 2019 were filed using the web-based form as shown in the table below.¹

Calendar year	Total number of complaints filed	Total number of complaints filed online	Percentage of complaints filed online
2017	18,155	16,067	89
2018	15,546	13,964	90
2019	15,342	14,107	92
Average Total per Year (above)	16,348	14,713	90

¹ In 2020, the Department received an unusually high number (100,613) of online submissions to our office, primarily complaints, largely due to flight

cancellations and refund issues that resulted from the Covid–19 pandemic. Using the average number of submissions from the three previous CYs more

accurately reflects the annual number of submissions received by our office historically.