



AGENDA
Southeast Florida Transportation Council
Friday, February 25, 2022 10:30 a.m.
Miami-Dade Transportation Planning Organization
150 West Flagler Street
Suite 1900
Miami, Florida 33130

REGULAR ITEMS
(All Items Open for Public Comment)

1. Call to Order, Roll Call and Recognition of Quorum
2. [Approval of Minutes - 2021](#)
3. Approval of Agenda
4. Public Comments
5. Comments from the Chair

ACTION ITEMS

1. **MOTION TO ELECT OFFICERS**, Chair & Vice Chair to Serve for the Next Year, February 2022 through January 2023
2. **APPROVAL** of the FY 2023 - FY 2028 Transportation Regional Incentive Program (TRIP) List
3. **APPROVAL** of the 2050 Regional Transportation Plan Scope

NON-ACTION ITEMS

1. Legislative Update
2. Eastern Commuter Rail Update and Discussion

COMMITTEE REPORTS - no discussion

ADMINISTRATIVE ITEMS

1. Member Comments

NEXT MEETING: April 22, 2022

***MOTION TO ADJOURN**

* Motion Requested

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**Southeast Florida Transportation Council
(SEFTC)**

2.

Meeting Date: 02/25/2022

SUMMARY:

[Approval of Minutes - 2021](#)

Attachments

SEFTC Minutes - Feb 2021

SEFTC Workshop Minutes - Apr 2021



DRAFT
MEETING MINUTES
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
Friday, February 19, 2021, 11:00 a.m.
Virtual Meeting

Board Members Present

Chair Oliver G. Gilbert III, Miami-Dade TPO
Vice Chair Beam Furr, Broward MPO
Fred Pinto, Palm Beach TPA

Also Present

Sabrina Aubery, FDOT District 4
Aileen Boucle, Executive Director, Miami-Dade TPO
Bryan Caletka, Broward MPO
Paul Calvaresi, Broward MPO
David Clark, Broward MPO
Tewari Edmonson, Miami-Dade TPO
Wilson Fernandez, Miami-Dade TPO
Steven Grant, Mayor of Boynton Beach
Greg Stuart, Executive Director, Broward MPO
Nick Uhren, Executive Director, Palm Beach TPA
Jamie Opperee, Recording Secretary, Prototype, Inc.

Regular Items
(All Items Open for Public Comment)

1. Call to Order, Roll Call and Recognition of Quorum

Chair Gilbert called the meeting to order at 11:11 a.m. Roll was called and it was noted a quorum was present.

2. Approval of Minutes – October 30, 2020

Motion made by Mr. Furr, seconded by Mr. Gilbert, to approve the minutes. In a voice vote, the **motion** passed unanimously.

3. Approval of Agenda

Motion made by Mr. Furr, seconded by Mr. Gilbert, to approve the Agenda. In a voice vote, the **motion** passed unanimously.

4. Public Comments

Steven Grant, Mayor of Boynton Beach, advised that the city has recently added funding for a Brightline station to its Transportation Improvement Program (TIP). He requested that SEFTC take an active role in communications between different municipalities and counties to achieve this goal.

Mr. Grant also addressed the proposed New River bridge crossing, stating that this is a multi-billion dollar project to move commuters across this bridge and recommending that the three South Florida transportation entities work together toward this goal. He concluded by noting Florida Statute 334.0.44, Section 26, which requires the state to put 1.5% of any new costs into landscaping; however, the state does not necessarily use these funds to immediately replace trees that have been removed for the construction of roads.

5. Comments from the Chair

None.

ACTION ITEMS

1. MOTION TO ELECT OFFICERS, Chair & Vice Chair, to Serve for the Next Year, February 2021 Through January 2022

Mr. Furr nominated Mr. Gilbert for Chair. In a voice vote, Chair Gilbert was unanimously reelected.

Mr. Gilbert nominated Mr. Furr as Vice Chair. In a voice vote, Vice Chair Furr was unanimously elected.

2. APPROVAL of the FY 2021-FY 2026 Transportation Regional Incentive Program (TRIP) List

Paul Calvaresi of Broward MPO Staff showed a PowerPoint presentation on the fiscal year (FY) 2021-2026 Transportation Regional Incentive Program (TRIP) list. He noted a number of formatting changes to the document, advising that all three county transportation entities are providing funds for South Florida Regional Transportation Authority (SFRTA) rolling stock. The Regional Transportation Technical Advisory Committee (RTTAC) has created an ad hoc committee to consider how the TRIP process, including communications between the three transportation entities as well as the Florida Department of Transportation (FDOT) and regional transit partners, can be improved.

Vice Chair Furr observed that SFRTA may develop its Coastal Link, in which case there will need to be significantly more rolling stock than what is funded in the current TRIP list. He asked if there have been any estimates on this amount so far. Aileen Boucle, Executive Director of the Miami-Dade TPO, stated that this organization is currently in negotiations with the Miami-Dade Board of County Commissioners. Information may be released once those negotiations are complete.

Vice Chair Furr pointed out that the Coastal Link will be a major joint effort among the three counties, and strongly recommended considering economies of scale so the counties can help one another. He spoke in favor of both dividing the costs between the three agencies and apply together for federal funds toward the project. He asked if there is a mechanism through which the agencies may work toward this goal together.

Ms. Boucle estimated that Miami-Dade can bring information to SEFTC and work collectively to share this information with the other agencies. Thus far, Miami-Dade County estimates that the total capital costs for the Miami-Dade portion of rolling stock will be approximately \$345 million, which includes commuter rail infrastructure, park and ride facilities, and maintenance facilities. She reiterated that the breakdown of rolling stock costs will be forthcoming.

Ms. Boucle continued that Miami-Dade's estimated annual costs for operations and maintenance will be roughly \$16 million per year, not including access fees, which are being negotiated at present. These costs, and the costs of rolling stock, apply from the Miami-Dade terminus through Aventura.

Greg Stuart, Executive Director of the Broward MPO, noted that the Broward segment of this link will be longer and more expensive than Miami-Dade's, and the Palm Beach portion will be the longest and most expensive of the three. He suggested that FDOT provide some background to SEFTC of where they were before progress on this project was halted to accommodate Brightline, as well as what is being done in Miami-Dade County to advance this project.

Vice Chair Furr emphasized the importance of being ready to proceed with this project once the Biden administration makes federal funding available. Mr. Stuart advised that the three counties should be in position to seek Infrastructure for Rebuilding America (INFRA) grant funds in 2022. If the counties miss the 2022 window, he felt it would be much more difficult to secure this funding, as elections may change the dynamic within the U.S. House and Senate. The transportation agencies will need to encourage FDOT Districts 4 and 6 to move more quickly through the Project Development and Environmental (PD&E) process in advance of a possible funding request. He recommended bringing FDOT into the next SEFTC meeting for further discussion.

Vice Chair Furr noted that the South Florida region is eligible for funds that single transportation agencies would not be able to access. Mr. Stuart confirmed this,

explaining that the entities receive a certain amount of funding together through a formula that divides these dollars between agencies. Their combined population provides more bargaining authority when making requests for federal funds.

Ms. Boucle advised that Miami-Dade, not FDOT, is leading the effort on environmental documentation, although FDOT is closely aligned with the TPO and will support federal grant requests submitted by Miami-Dade.

Motion made by Vice Chair Furr, seconded by Chair Gilbert, to approve the TRIP list. In a voice vote, the **motion** passed unanimously.

Mr. Pinto asked if the TRIP list has been finalized or if there is a timeline for its finalization. Nick Uhren, Executive Director of the Palm Beach TPA, explained that the list includes new projects from each of the transportation agencies seeking TRIP funding between FY 2022 and FY 2026. The amount of funding requested significantly exceeds the funding available in the TRIP program. Entities may pursue additional discretionary grant funds whether or not their projects are on the TRIP list.

Mr. Stuart stated that when the 2045 Regional Transportation Plan (RTP) was finalized, it requested that the State Legislature give the region its share of funding and allow them to distribute these dollars among themselves. If the agencies' advocates to state government are successful, this would allow the amount of funding coming to SEFTC to increase. Ms. Boucle confirmed that regional needs will always exceed funding levels in every category, including not only TRIP but other discretionary funding sources.

Mr. Pinto asked if the TRIP list could be approved today and modified at a later date. Mr. Stuart replied that while this is technically done once per year, SEFTC may meet again to take additional action as needed. Mr. Calvaresi added that this is the purpose of the ad hoc committee, as the expectations for programs on the TRIP list are not clearly defined.

Mr. Pinto noted that three criteria must be satisfied for a project to be funded through the state's TRIP program:

- Project must be on the TRIP list
- Project must submit an application for TRIP funding to FDOT by Friday, February 26, 2021
- Project must have a bona fide commitment of local or SU matching funds

Mr. Pinto pointed out that the first two of these three criteria appear to be out of sequence, as the list being adopted prioritizes projects that may not have been submitted to the state's funding program(s) until next week. He felt it would be more practical to wait until after the submittal deadline to review the submitted projects for quality and constructability, and then put forward a prioritized list for adoption.

Mr. Pinto continued that SEFTC should meet again in March 2021 and see a presentation of the projects submitted to TRIP, including review and determination of those projects' constructability. Ms. Boucle advised that the agencies are very aware of the projects in their respective areas that are eligible for TRIP funds, as this funding category is restrictive and requires projects to include a regional aspect. Mr. Stuart added that while the TRIP list may be amended in the future, it is necessary to submit something to state funding sources now.

Mr. Pinto asked if it would be possible to postpone approval of the TRIP list until SEFTC's meeting in March 2021. Mr. Calvaresi stated that if approval is postponed, SEFTC would miss the deadline to submit TRIP projects.

Sabrina Aubery, representing FDOT District 4, explained that the 2021 cycle application for the TRIP list ends on March 1. This is the due date each year for projects to be submitted to the TRIP list. Local agencies should be working with their MPOs to submit projects for the TRIP list by this deadline.

Mr. Uhren observed that he has heard some local applicants for TRIP funding state that they will submit projects by the deadline, and that these projects be included on the TRIP list. He suggested that if SEFTC wishes to adopt the TRIP list at today's meeting, these applicants should still be afforded the opportunity to present their projects at next month's meeting.

Chair Gilbert asked if a project must be included on the TRIP list before an application is submitted, or if it can be added to the list after application. Ms. Aubery stated that a project must both be on the approved list and an application must be submitted before the March 1 deadline.

Mr. Uhren advised that he can make "placeholder" line item additions to the TRIP list if necessary to provide for greater flexibility, but would prefer at least one more week to work with prospective applicants. Mr. Stuart pointed out that the only years listed in the Work Program that are solid at this point are years one, two, and possibly three; projects in the later years could be added next year, as they are not imminent.

Mr. Uhren requested that the following two projects be added to the TRIP list:

- Flavor Pict Road from Lyons Road to Hagen Ranch: \$5 million is requested in FY 2024 and potentially additional funds in FY 2026 for construction
- State Road (SR) 80 street lighting from Belle Glade to County Road 880: \$6.5 million is requested in FY 2026, with the possibility of advancing this project into an earlier timeline

Motion made by Mr. Pinto, seconded by Chair Gilbert, [to add] these two projects. [The **motion** passed by unanimous consent.]

Motion made by Chair Gilbert, seconded by Vice Chair Furr, [to adopt] the TRIP list as amended. In a voice vote, the **motion** passed unanimously.

Ms. Boucle stated that the Strategic Miami Area Rapid Transit (SMART) Plan was endorsed by SEFTC as a regional plan, as four of the six SMART Plan corridors cross regional boundaries to the north and south. Miami-Dade would like to program a regional demonstration project on the North and Northeast Corridors through Miami Gardens Drive and further west. They will work closely with FDOT to submit joint prioritization on their priority list later in 2021, and welcomes the opportunity to amend the TRIP plan as this project is developed. The demonstration project is currently in the planning stage.

NON-ACTION ITEMS

1. 2045 Regional Transportation Plan Outreach Update

Mr. Calvaresi recalled that over summer 2020, FDOT adopted a Florida Transportation Plan (FTP) which includes their policy statements. These policies are significantly more comprehensive than SEFTC's plans, although there are several aspects of the SEFTC plan that line up with the FTP.

The 2045 RTP update takes a targeted approach to address specific items with specific organizations and/or individuals. The message is tailored toward each potential audience, with individualized PowerPoint presentations and a website, MoveFloridaForward.org. He emphasized the importance of continuing the momentum of outreach efforts through 2021, including use of communications technology to meet with Florida legislators.

ADMINISTRATIVE ITEMS

1. Member Comments

There being no further business to come before the Council at this time, the meeting was adjourned at 11:58 a.m.

NEXT MEETING: April 30, 2021



DRAFT
MEETING MINUTES
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
COASTAL LINK WORKSHOP
Friday, April 30, 2021, 9:30 a.m.
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

Board Members Present

Chair Oliver G. Gilbert III, Miami-Dade Transportation Planning Organization (TPO)
Vice Chair Beam Furr, Broward Metropolitan Planning Organization (MPO)
Fred Pinto, Palm Beach Transportation Planning Agency (TPA)

Also Present

Steve Abrams, South Florida Regional Transportation Authority (SFRTA)
Aileen Boucle, Executive Director, Miami-Dade TPO
Steve Braun, Florida Department of Transportation (FDOT) District 4
Paul Calvaresi, Broward MPO
Bill Cross, Broward MPO
Patrick Goddard, Brightline
Jimmy Morales, Miami-Dade Department of Transportation and Public Works (DPTW)
Gerry O'Reilly, FDOT District 4 Secretary
Dean Trantalis, Mayor of Fort Lauderdale
Nick Uhren, Palm Beach TPA
Randall Vitale, Broward Workshop
Chris Walton, Broward County Transit (BCT)
Vanessa Mutchnik, Recording Secretary, Prototype, Inc.

REGULAR ITEMS
(All Items Open for Public Comment)

Opening Remarks

Chair Gilbert called the meeting to order at 9:31 a.m. The Board members introduced themselves at this time.

Broward Workshop

Randall Vitale, Co-Chair of the Broward Workshop's Transportation Committee, urged all of today's participants to be engaged in today's discussion, which pertains to economic development and housing as well as transportation and congestion. More information on the Coastal Link Coalition is available at BrowardWorkshop.com/rail. Several business organizations have committed to support this initiative.

Broward MPO

Bill Cross, Deputy Executive Director of Planning and Policy for the Broward MPO, provided some history on rail service in South Florida, emphasizing the role of passenger rail in moving people. In the past, rail service has served to open up the development of land, which led to significant economic rewards. Up to \$2 billion in economic activity can be associated with the development of passenger rail.

Another key issue is equity, as the FEC corridor includes several historic Downtown areas, some of which are historically economically underserved. These communities would benefit from the addition of passenger rail.

Discussion of the Coastal Link began in the early 2000s when a series of studies led Palm Beach County to consider adding a Jupiter extension to Tri-Rail, which would require the service to cross over to the FEC line. In 2002, Miami-Dade County passed a half-cent sales tax, which led them to consider expanding into the FEC corridor as well. The three transportation agencies agreed that FDOT would be the correct entity to lead this consolidated effort.

From 2004 to 2010, FDOT developed an overall System Master Plan, based on input from over 400 public meetings. Key findings included the determination that a local bus system on US 1 was not sufficient for longer regional trips. While the bus system could provide local service, rail service on the FEC corridor could provide regional trips that were time-competitive with auto travel.

From 2011 to 2012, FDOT determined that they had identified too many potential stations in their master plan and reduced the number of proposed stations to approximately 25. At the same time, All Aboard Florida began providing commuter service from Miami to Orlando, and SFRTA presented their Fast Start plan for Tri-Rail coastal service. In 2013, a memorandum of understanding (MOU) was agreed to by FDOT, SFRTA, the Regional Planning Councils, and the three transportation organizations on how to move forward with a regional study. Again, FDOT assumed the lead role in early project development, while SFRTA focused on funding and the regional planning councils addressed public outreach.

In 2014, the agencies initially authorized FDOT and SFRTA to request entry into the project development phase with the Federal Transit Administration (FTA); however, this entry was put on hold to avoid any confusion with the efforts of All Aboard Florida.

Shortly thereafter, All Aboard Florida, now known as Brightline, began revenue service from Miami to West Palm Beach.

During this period, SFRTA successfully negotiated with FEC to provide access on their rail corridor into Downtown Miami. While this service is not yet operational, agreements for rail access are in place. Miami-Dade continues to explore service on their northeast corridor.

In 2018, Broward County passed a one-cent transportation surtax. This was a major step, as funding continues to be the most significant challenge, particularly for operations costs.

Mr. Cross concluded that FTA has stated the proposed Coastal Link is the best opportunity for new commuter rail service in the United States. He felt this remains true in the present day.

Brightline

Patrick Goddard, President of Brightline, explained that Phase 1 began in 2012, completing construction in 2017 and commencing operations in 2018. Although service shut down early in 2020 due to the COVID-19 pandemic, they plan to reopen later in 2021. During closure, construction was advanced between West Palm Beach and Orlando. Brightline will have invested over \$4 billion in this corridor, which is expected to be 100% complete in 2022.

Discussions on the possibility of commuter rail on the FEC corridor have been ongoing for some time. The proposed project will add five stations between the existing Miami Central station and the planned Aventura station. A framework has been established with Miami-Dade County, with a similar agreement planned with Broward County. Brightline's intent is to create more connectivity with its system. Miami-Dade County will pay an access fee rather than investing billions of dollars in the corridor: Brightline is essentially leasing the corridor to the counties so they can use its capacity. There will also be capital costs involved for the purchase of trains and construction of stations.

Brightline agrees with Tri-Rail that there should be a combined regional operation so system users understand that the two services are connected. Over the last 18 months, Brightline has conducted ridership studies, modeling, design, track charts, and other station elements with Miami-Dade County. Because the project has been difficult to achieve in the past, Brightline has taken the approach of working with one county at a time. Mr. Goddard emphasized that Brightline's infrastructure improvements have been completed, and the ongoing infrastructure work is expected to help with economic recovery after the pandemic.

Broward County is approximately two months behind Miami-Dade County, but is now fully engaged in the process, including selection of station locations, determination of service levels, and coordination with the freight railroad to ensure its business is not negatively affected. Opportunities include an additional New River Bridge crossing, as the current structure cannot accommodate more trains. It is crucial to allow marine traffic to continue to travel the New River, as it is a key element of the Broward economy.

A project development and environmental (PD&E) study was commissioned by FDOT and is underway with the intent of catching up to Miami-Dade County. Broward County is also expected to pay an access fee, development costs for improvements, and costs associated with infrastructure, platforms, rolling stock, and operations. Mr. Goddard emphasized the importance of synergy between Miami-Dade and Broward: while the intent is not to combine these two counties' projects, coordination is necessary for smooth operations and economies of scale. It is hoped that Palm Beach County will be able to join this effort as well.

There is significant momentum for the Coastal Link project at present, with interest from the business community. The extension will improve transportation options for commuters and tourists. The region can make a case to both the Florida Legislature and the U.S. government that this project is critically important. As the owner of the passenger easement on the FEC corridor, Brightline is prepared to collaborate with all the entities participating in today's workshop, and can work toward faster delivery as a private entity.

Tri-Rail / SFRTA

Steven Abrams, Executive Director of SFRTA, advised that the original Tri-Rail Coastal Link vision embraced by the three South Florida counties is for a single interconnected one-seat commuter rail service shared between the interconnected FEC and Tri-Rail corridors. As Tri-Rail operates the existing commuter rail system, they hope to operate the connecting service under their brand. This will avoid rider confusion, provide a one-seat ride, and prevent duplicate regional rail bureaucracy.

As other counties join this system, there is a need for a public entity to implement system-wide policies and protect the interests of each county. Mr. Abrams asserted that the SFRTA Board is already in place as this entity and is staffed with rail expertise. They can operate and administer the system at a lesser cost by leveraging the existing contracts and workforce without markup for subcontracting or other services, and can use the existing Hialeah yard for rolling stock storage and maintenance.

The vision of the Coastal Link is for the counties to identify a single operator and brand of this one-seat commuter rail service. SFRTA is prepared to assist the counties in

completing this integrated system with a seamless connection to Tri-Rail, resulting in truly regional commuter rail.

Break / Questions and Answers

Mayor Pinto requested clarifications of the next steps in the strategy to bring the Coastal Link to fruition. It was noted that Mr. Abrams would follow up individually with the Mayor on this question.

Mayor Josh Levy of Hollywood asked when SFRTA would begin providing train service to Downtown Miami. Mr. Abrams replied that at present, SFRTA is finalizing acceptance of the platform constructed at Tri-Rail's Miami Central Station, as well as awaiting Brightline's installation of a positive train control (PTC) system. PTC is a federally mandated GPS-based collision avoidance system. Brightline would be the host railroad, with Tri-Rail acting as a tenant on their system. Tri-Rail would also have to perform its own testing to satisfy the requirements of the Federal Railroad Administration (FRRA) for interoperability.

Mayor Levy also requested clarification of when Broward County negotiations are expected to begin. Mr. Goddard replied that these are ongoing: the MOU with Broward was signed in late 2020, and an appraisal is underway for the value of the corridor. A PD&E study is underway and will include ridership studies, identify station locations, and evaluate different methodologies for crossing the New River. He expected that the economic aspect of the Broward agreement and a more substantive pre-development agreement would be in place by fall 2021.

Sue Leven, Planner for the town of Lauderdale-By-The-Sea, asked if Brightline plans to extend service to the Port of Miami. Mr. Goddard stated that Brightline has engaged in dialogue with the Port of Miami for approximately the last year and expects to reengage in this discussion after summer 2021, as the Port determines how to move forward with the cruise industry after the pandemic. Infrastructure is already in place on the FEC corridor to the Port.

Mayor Rex Hardin of Pompano Beach and City Manager Bambi McKibbon-Turner of Lake Park asked what type of support is needed from municipalities along the proposed Coastal Link corridor to keep the project moving forward. Mr. Goddard felt local governments need more support and guidance in solving funding issues. There are a number of state and federal funding programs, as well as Community Redevelopment Agencies (CRAs) and local developers seeking to implement transit-oriented development (TOD), who can help bring different groups together to make a project of this magnitude a reality. He emphasized that the greatest need is for a capable and engaged counterpart.

Mr. Abrams cited the work between Brightline and the city of Boca Raton as an example, as the city and the rail service worked together to obtain a federal grant and design a system that would benefit all parties. Mr. Goddard urged strong preparation when applying for grant funding, as this will be sought by multiple municipalities along the corridor.

A question was asked from the Greater Fort Lauderdale Alliance regarding where Brightline might expand after Tampa. Paul Calvaresi of MPO Staff also noted that a number of parties regularly commute to and from Tallahassee, and have expressed interest in this potential inter-regional aspect as well. Mr. Goddard advised that once the infrastructure for this system is in place, other agencies will begin to look for ways to connect with it; however, additional infrastructure assets are difficult to implement in a rapid timeline. Connections to Tallahassee or Florida's West Coast are less attractive investments for a private company at present, as there is less population and greater environmental hurdles. Federal assistance may make future connections more likely.

Miami-Dade Dept. of Transportation & Public Works

Jimmy Morales, Chief Operations Officer and Interim Director of DPTW for Miami-Dade County, recalled that some years ago, the Miami-Dade TPO decided to expand into six different corridors through the Strategic Miami Area Rapid Transit (SMART) Plan. The Northeast Corridor is part of this plan.

In 2019, Miami-Dade County partnered with Brightline and paid \$76 million for a station and park-and-ride lot in Aventura. In March 2021, the TPO adopted a locally preferred alternative (LPA) for passenger/commuter rail service on this corridor. The Northeast Corridor will provide links to Brightline at the Downtown Miami and Aventura stations and will offer weekday and weekend commuter service between those two stops. Park-and-ride lots will be provided at each station along the 13-mile corridor.

While no definitive agreements have been entered into thus far, Miami-Dade has been in negotiations with Brightline since summer 2020 and have developed a framework for infrastructure and vehicles, including site work, track work, station locations, maintenance facilities, systems, and rolling stock. The framework and access fee will not exceed a \$50 million up-front payment and \$12 million access fee per year over a 30-year term.

Mr. Morales continued that no decision has been made thus far on operations and maintenance (O&M) costs. Miami-Dade has received estimates from both Brightline and Tri-Rail for these costs. He reviewed priority station locations that were identified by Resolution, as well as other locations the County is asked to consider. They have also requested letters of interest from private developers who may be interested in TOD near these potential stations, and have received six proposals at this time.

Miami-Dade has submitted an Infrastructure for Rebuilding America (INFRA) grant request for \$12.5 million in funding from the U.S. Department of Transportation (USDOT). There is also the possibility of seeking a Capital Investment Grant (CIG) through the FTA. A NEPA checklist will be submitted to the FTA in the short term. The expected funding structure is 50% federal, 25% state, and 25% local. The County Commission has been active in working to create tax increment funding (TIF) for transit zones.

Next steps include the National Environmental Policy Act (NEPA) and project development processes, followed by a pre-development agreement with Brightline to further refine cost estimates for infrastructure along the corridor and further negotiations on the access and operation fees. The engineering phase would be underway in 2022 through 2024, followed by a full funding grant agreement in 2024-2025. Other short-term plans include a mid-year budget amendment to program local funding to cover activities required within the project development phase, as well as continued meetings with Brightline to discuss usage.

Broward Commuter Rail

Vice Chair Furr introduced his fellow speakers who would address commuter rail in Broward County:

- Chris Walton, BCT Director
- Steven Braun, Engineer with FDOT District 4
- Vincent Reddy, negotiator with Broward County

Mr. Walton stated that in March 2021, Broward County engaged a consultant to perform a transit system-wide study. In collaboration with FDOT's PD&E study on the FEC corridor, this study will rely on extensive public engagement to define the future vision for high-capacity transit in Broward County over the next 30 years. This study has four major components:

- Define and separate corridors into bus rapid transit or rail corridors
- Take the top-rated bus rapid transit (BRT) corridor through the 30% design phase, identifying where additional transit investments should be placed on all corridors
- Take the top-rated rail segment through 30% design as well
- Seek assistance in project management and technical support to help guide County Staff through this long-range process

Mr. Walton noted that Broward County's surtax plan calls for 26 miles of light rail and 150 miles of bus rapid transit on seven corridors. He briefly reviewed aspects of rail service for Broward and Palm Beach Counties, to which commuter rail service will be relatively new. Light rail routes are typically 5 to 15 miles in length and have an average speed of 10 to 30 miles per hour (mph), while commuter rail routes are 20 to 50 miles in length and have an average speed of 30 to 50 mph. This system has a central core and

serves suburban employees traveling to and from that core. It will require wider spacing of stations from 2.5 to 5 miles to accommodate higher speeds. High speed rail serves significantly longer routes at higher speeds and stations that are farther apart.

Mr. Braun of FDOT emphasized that this state agency is a fully engaged partner with Broward County. FDOT is managing the PD&E study, which provides a technical and environmental analysis of commuter rail on the FEC line. The intent of this study is to maintain eligibility for federal funding. FDOT is also taking the lead on primary public involvement, with Broward County leading stakeholder outreach for input on prospective station locations. The County is overseeing discussions on track access, design and construction, and O&M agreements. Broward County is also responsible for identifying a financial plan and putting together strategies and an approach for these costs.

Once a preferred alternative has been identified, next steps will be design and construction, as well as various agreements among partner entities. In addition to FTA, other key federal agencies include the U.S. Coast Guard, which will be involved due to the issue of a New River crossing. Broward municipalities and the three South Florida transportation agencies represented in SEFTC are also key stakeholders. At present, these partners are collecting data that will help them develop alternatives to meet the project's needs, culminating in the recommendation of an LPA. Mr. Braun emphasized that station locations take into account factors such as land use, economic development, connectivity to a broader system plan such as premium transit routes, ridership potential, distance between stations, parking, and walkability.

The feasibility study for the New River crossing is one of the foundations of the PD&E study. It was completed for the Florida Legislature in 2020 and involved extensive stakeholder and agency coordination. Major considerations included marine traffic, freight, and passenger operations. The alternatives considered included low (21 ft.) and medium height (56 ft.) bascule bridges, an 80 ft. fixed bridge, or a tunnel. The PD&E study will conduct environmental and engineering evaluations of these alternatives. Data collection efforts are underway, with the next step to include heavy technical analysis. A kickoff meeting is expected in August 2021, followed by a public workshop early in calendar year 2022. By that time recommendations may be available to present to the public for feedback.

Mr. Ruddy noted that part of Broward County's leadership on the financial planning aspect of the project includes outreach to developers who may wish to submit TOD proposals for potential station locations. The plan is to move from an ad hoc approach to a more structured set of opportunities as the PD&E study progresses. Options may include TIF, special assessments, joint development efforts, public/private partnerships, and other alternative delivery approaches. The more private funding that goes into this effort, the more attractive any grant applications will be to the federal government: the FTA requires at least 50% funding from local sources in order to achieve a medium score.

The one-cent surtax budget is predicated on the implementation of 26 miles of light rail transit (LRT) and seven BRT corridors. These are expected to increase ridership for the Coastal Link. Cost-effective approaches are also important. The break points used by the FTA for application evaluation combine annualized capital and operational costs per trip, with a medium score required in order to move on to the next stage of funding consideration. This score would fall between \$4 and \$6 for combined costs per trip. Mr. Ruddy emphasized the need to avoid embracing overly complicated or expensive technical and design solutions in order to maintain cost-effectiveness.

Break / Questions and Answers

It was asked if the number of tracks along the Broward County corridor will need to be expanded in order to expand service. Mr. Goddard replied that the existing infrastructure was built to accommodate 36 passenger trains and up to 24 freight trains within specific on-time performance metrics, which are slightly higher for passenger travel than for freight. If another 50 trains are added to this, additional areas must be created where the trains can pass one another. There is not sufficient infrastructure to operate another 50 trains on time or at optimum speed. He estimated that another \$300 million will need to be added to accommodate this new service in Miami-Dade County and a similar amount is anticipated in Broward County, not including costs associated with the New River Bridge. Broward's expenses may be slightly higher, as its corridor is longer than Miami-Dade's and would require more real estate.

Mr. Goddard continued that the New River crossing is a separate consideration. There are criteria for the bridge that must be met due to the needs of the marine community and the Coast Guard for the efficient passage of marine traffic. The addition of a large number of trains would mean this bridge would have to remain closed most of each day. The railway is already at capacity for the number of times the bridge may be closed. These would be additional costs to the infrastructure needed on the existing corridor.

With respect to station locations, Mr. Calvaresi noted that each of the three counties may have different answers on this topic due to where they are in the process. Mr. Goddard advised that some obvious locations have been identified in previous studies. Other considerations include sufficient distance between stations, whether there may be too many or too few stations, engineering viability and availability of right-of-way, and stations that can accommodate platforms and two main lines.

From a mobility perspective, how the most important east/west corridors will interface with the Coastal Link system is considered. A number of community workshops and ridership studies were conducted to examine population density around the proposed station locations, as well as the number of jobs that would be created through access to a station. Mr. Braun added that the information gathered in previous corridor studies will

be updated when the partner agencies work with communities and municipalities and further examine the criteria listed above.

It was also asked what the cities could do, while analysis of station location is ongoing, to meet these criteria and prepare the area for a station. Mr. Braun noted that outreach has begun with some cities, with development and land use changes already underway. The connectivity of stations to other transit routes and other modes of transportation, including first and last mile connections, is an important factor.

Mr. Braun also briefly addressed the New River Bridge, stating that the feasibility study conducted in 2020 considers maintenance of the freight line as well as passenger service and use of the New River itself by the marine industry. The context of Downtown Fort Lauderdale is another major consideration. All of these uses could potentially place constraints on the Coastal Link project.

Commissioner Andrea McGee of Pompano Beach asked if fare interoperability has been explored between SFRTA and Brightline. Mr. Goddard replied that the goal is a transportation ecosystem, with a number of intermodal systems for mobility, including heavy and light rail, BRT, ride sharing, micromobility, and other options. He felt technology was the best way to enable a car-free lifestyle in the South Florida community, including the ability to plan and purchase a ticket for a trip in one location. The discussion of how all the systems involved can work together, and how individuals can plan reliable trips from their homes, has not yet been held.

Mr. Goddard continued that Brightline will always be priced as a private operator and for-profit business, with no subsidies and no intent of providing short local trips. The subsidized systems within each county are intended to provide these trips. Brightline may be able to put together affordable packages in conjunction with these agencies, but their pricing structure is not subject to the same criteria as public agencies.

Mr. Abrams noted that the Broward MPO has recently offered a grant to SFRTA to coordinate with BCT, MDT, and Palm Tran on fare interoperability technology. Much of the technology is easier to address now that transactions can be coordinated within the cloud. Mr. Walton also confirmed that BCT has been in extensive discussions with MDT and Palm Tran. The three entities hope to debut a regional pass for their systems.

Fort Lauderdale New River Crossing

Mayor Dean Trantalis of Fort Lauderdale addressed options to accommodate the Coastal Link, which will add approximately 35 to 40 more trains per day to existing travel routes. This is likely to frustrate east/west travel, as well as travel on the New River. During discussion of these issues, FDOT recommended that a bridge be considered.

Mayor Trantalis advised that adding another bridge across the New River could result in a number of consequences Fort Lauderdale is unwilling to accept, such as the additional demographic divide created by more train tracks, as well as interference with redevelopment areas.

Other options include a tunnel, which FDOT had characterized as having an approximate cost of \$1 billion per mile; however, in further researching this topic, Mayor Trantalis learned that this may have been a highly inflated estimate. He has met with at least one company that has built tunnels in the U.S. and seen the products they have created in other cities, determining that creating a tunnel to bring railroad tracks below grade may be a less expensive option than a new bridge. Not only would a tunnel be expected to enhance the rail system, ridership may be appreciative of the avoidance of other modes of traffic.

Mayor Trantalis continued that Fort Lauderdale is excited about the possibility of a train tunnel, and hopes to continue to work with other stakeholders to make it a reality. He felt the majority of the Board of County Commissioners is also in agreement with this approach.

Palm Beach Transportation Planning Agency

Nick Uhren, Executive Director of the Palm Beach TPA, emphasized that while many discussions are occurring at the county levels, this is because most of the funding for transit investments will come from that level. He characterized the counties' working with Brightline as a public/private partnership.

Thus far, the Northwood crossover in West Palm Beach, which was recently completed by FDOT, provides a connection between the FEC corridor and the SFRTA corridor. This allows trains on the SFRTA corridor to access northern and eastern Palm Beach County. There is also a connection to the Brightline layover facility, with a Tri-Rail layover facility planned for construction to the northwest.

Brightline is currently double-tracking on the existing FEC line between West Palm Beach and Cocoa Beach. 26 rail crossings in northern Palm Beach County are being upgraded to establish the ability to designate the corridor as a continuous quiet zone, with the Palm Beach TPA as a funding partner for this effort. Mr. Uhren also emphasized the importance of Brightline's investment in rail infrastructure on the south side of the 528 corridor. This will be constructed as a Class 7 track, which means there will be no at-grade crossings along this entire corridor and enables greater speeds.

The average cost of Brightline stations is \$46 million. The Boca Raton station is the result of a public/private partnership in which Brightline invested \$20 million and the City made its contribution in the form of land. One key component of this land was the continuously accessible frontage along the railway, which extended for at least 1000 ft.

This is the kind of distance that rail service hopes to see in order to designate a stop. Boca Raton also contributed \$10 million toward the construction of the station, and partnered with Brightline on an application for a discretionary federal grant that brought in \$16 million for the purpose of fully funding construction.

There has been discussion of a potential station at Palm Beach Gardens, which was included in that city's adopted Mobility Plan. It is included in the Palm Beach TPA's Long Range Transportation Plan, which makes it eligible for state and federal funding and resources. A mobility fee has also been adopted by Palm Beach Gardens, which allows them to capture contributions from new development as it is permitted within the city. This could be a potential capital funding source for the construction of a station.

One reason discussions on the Coastal Link are advancing rapidly in Miami-Dade and Broward Counties is because both counties have elected to collect a transportation surtax, which provides designated local funding to advance projects and provide both capital and operating dollars. One key next step in Palm Beach County is to facilitate discussion on whether or not they wish to follow suit. Other nearby counties have implemented or considered similar surtaxes as well.

A question was asked regarding how South Florida sees itself preparing for federal funding. Mr. Uhren replied that the best way to proceed is to know what the area wishes to build and to have local matching funds for any requested federal assistance. If the Biden administration expands the opportunity for earmarks and other discretionary funds, including grants, the counties with local funding initiatives, such as Broward and Miami-Dade, will be well-positioned to secure federal funds when they are available.

Vice Chair Furr added that local entities will have to have a clear idea of what they are asking for: they will need to know potential station locations and have a plan for traversing the New River. Mr. Morales noted that while FTA counsels caution in making early agreements, there is a need to make determinations on station locations and other commitments so Brightline has a comfort level that the project can continue without placing potential federal dollars in jeopardy.

Mr. Ruddy suggested that due to the complexity of the Coastal Link project, there is significant confusion among the public; providing information that distinguishes between the Coastal Link and Tri-Rail will provide clarity of the current and potential future roles of all partner agencies. The public may also benefit from seeing the parallel nature of the two rail corridors. Expectations at the municipal level regarding the potential for stations should be tempered, and clarification should be provided between commuter rail, BRT, light rail, and other modes of transportation.

Mr. Vitale advised that one way to proceed may be to secure a MOU on the roles and responsibilities of each partner agency so there is a clear understanding of what is

expected of each partner. He suggested that a larger group could engage local businesses and divide these responsibilities as well as the partners.

Vice Chair Furr addressed the New River crossing, asking if there is anything FDOT needs from SEFTC or any of the three county agencies to help with this part of the project. Mr. Braun replied that FDOT has committed to providing technical expertise for the project, and recommended considering multiple alternatives.

Mr. Calvaresi suggested a follow-up SEFTC meeting in six months to determine what progress has been made and any changes in plans for the Coastal Link.

Closing Remarks

Aileen Boucle, Executive Director of the Miami-Dade TPO, emphasized the importance of unifying regional efforts and pursuing federal and state funding, as well as public/private partnerships. She pointed out that when Miami-Dade's SMART Plan is discussed at the regional level, it is referred to as the SMART region, as four of its six corridors extend to Broward, Palm Beach, and Monroe Counties. The region cannot pursue all its funding opportunities, including the following, without a place in the federal pipeline:

- The Biden administration's Build Back Better Plan
- Capital investment grants
- New starts program
- INFRA grant program
- Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant program
- Surtax allocations

Ms. Boucle concluded that she welcomed opportunities to engage on not only the Coastal Link project but other regional projects that the agencies would like to pursue.

FDOT District 4 Secretary Gerry O'Reilly stated that a great deal of work has already been done, with the remaining focus on continued outreach as well as the New River crossing. He noted that Miami-Dade County and Brightline are both close to completion on their portion of the project, and that Broward County is moving along and should progress quickly toward completion as well.

The workshop was adjourned at 12:05 p.m.

NEXT SEFTC MEETING: July 30, 2021



**Southeast Florida Transportation Council
(SEFTC)**

1.

Meeting Date: 02/25/2022

REQUESTED ACTION:

MOTION TO ELECT OFFICERS, Chair & Vice Chair to Serve for the Next Year, February 2022 through January 2023

WHAT THIS ACTION ACCOMPLISHES:

This action is necessary to satisfy section 4 of the interlocal agreement creating the Southeast Florida Transportation Council.

SUMMARY EXPLANATION/BACKGROUND:

Section 4 of the enabling interlocal agreement states, "The Chair and Vice-Chair shall be elected annually during the first meeting of each calendar year and shall serve for one-year terms." This is the first meeting of the calendar year.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions, please contact Paul Calvaresi at (954) 876-0037 or calvaresip@browardmpo.org.



**Southeast Florida Transportation Council
(SEFTC)**

2.

Meeting Date: 02/25/2022

REQUESTED ACTION:

APPROVAL of the FY 2023 - FY 2028 Transportation Regional Incentive Program (TRIP) List

WHAT THIS ACTION ACCOMPLISHES:

This action provides a prioritized list of projects for the Florida Department of Transportation to apply Transportation Regional Incentive Program (TRIP) funding, freeing up local dollars for other projects.

SUMMARY EXPLANATION/BACKGROUND:

The Transportation Regional Incentive Program (TRIP) provides funding to improve regionally significant transportation facilities in "regional transportation areas," providing incentive for local governments and the private sector to help pay for critically needed projects.

The Florida Department of Transportation covers up to 50% of the project cost. Match waivers may be available.

TRIP notification is sent to the Regional Transportation Area. The Department has created an application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The regional entity, Southeast Florida Transportation Council (SEFTC), submit a priority list of projects for consideration to the FDOT District.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions, please contact Paul Calvaresi at (954) 876-0037 or calvaresip@browardmpo.org.

Attachments

Draft FY 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. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs						Notes		
							Current Year	Next Year							
							FY 22	FY 23 ^a	FY 24	FY 25	FY 26	FY 27		FY 28	
MDC	443861-1	2022	New	Golden Glades Interchange Ped Bridge project	Golden Glades Interchange	Pedestrian Bridge over SR 9			LF \$ 2,500 TRIP \$2,500						This is for design and construction cost to replace the pedestrian bridge connecting the GGMTF over SR 9. The PD&E phase of the project will be done under 443861-1 (Golden Glades Bike and Pedestrian Connector "Sunshine Station" Project)
MDC		2022	New	SMART Signals Upgrades	Countywide	SMART signal upgrades throughout Miami-Dade County to improve systemwide mobility			LF \$7,701 TRIP \$7,701						
MDC		2022	New	Downtown Intermodal Terminal	Government Center Metrorail Station	To design and build a Downtown Intermodal Terminal to serve as the end-of-line terminal for existing bus routes as well as proposed premium BRT routes such as the SMART Plan East-West and Flagler Corridor BRT.						LF \$5,904 TRIP \$5,904	LF \$5,904 TRIP \$5,904		This terminal is proposed to be integrated with TOD development in the Government Center Area, which will also provide an intermodal connectivity with Metrorail, Metromover systems and MiamiCentral station. Total project cost is estimated to be \$35M. The project can use more state funding if available
MDC		2022	New	Beach Express North	I-195 (Sr 112)	Capital to purchase 6 40' electric buses and begin service					LF \$3,254 TRIP \$3,254				With planned implementation in 2027, buses will be procured in 2026. Need 18 articulated electric buses for this route. The total cost of the buses is \$23.4M. The project can use more state funding if available
MDC		2022	New	Waterborne Transportation	Haulover Park to Downtown Miami	Waterborne Transportation - NEPA and Design			LF \$600 TRIP \$600						
MDC		2022	New	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		
MDC	444622	2021	TIP	Bus on Shoulder I-195 (SR 112)	I-195 (Sr 112)	Temporary Project on Outside shoulder	LF \$3,189 TRIP \$3,189								
MDC	447413.1	2020	TIP	SOUTH DADE TRANSITWAY SW 112 AVE PARK & RIDE LOT	SW 112 Ave	Park and Ride Lot	LF \$608 TRIP \$434 TRWR \$174		LF \$2,249 TRIP \$1,138 TRWR \$1,111						
MDC	447414.1	2020	TIP	SOUTH DADE TRANSITWAY SW 296 ST PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SW 296 ST	PARK & RIDE LOT		LF \$892 TRIP \$892							
MDC	447415	2020	TIP	SOUTH DADE TRANSITWAY SOUTHLAND MALL PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SOUTHLAND MALL	PARK & RIDE LOT	LF \$1,073 TRIP \$1,073								
MDC	447416.1	2020	TIP	PICKUP/DROP OFF LOCATIONS FROM SW 344 ST TO DADELAND	SW 344 ST TO DADELAND	PICKUP/DROP OFF LOCATIONS	LF \$625 TRIP \$625		LF \$2,224 TRIP \$2,224	LF \$1,614 TRIP \$1,614					
MDC	447417.1	2020	TIP	SOUTH DADE TRANSITWAY - MARLIN RD PARK & RIDE LOT	SOUTH DADE TRANSITWAY & MARLIN RD	PARK & RIDE LOT				LF \$1,765 TRIP \$442 TRWR \$1,323					
MDC	447418.1	2020	TIP	SOUTH DADE TRANSITWAY SW 264 ST/BAUER DR PARK &	SOUTH DADE TRANSITWAY & SW 264 ST/BAUER DR	PARK & RIDE LOT				LF \$893 TRIP \$893					
MDC	447419.1	2020	TIP	MOUNT SINAI MULTIMODAL SMART TERMINAL	MOUNT SINAI	MULTIMODAL SMART TERMINAL	LF \$232 TRIP \$232	LF \$1,555 TRIP \$1,555							
MDC	449501.1	2021	TIP	SOUTH DADE TRANSITWAY PARK & RIDE LOT DADELAND SOUTH	SOUTH DADE TRANSITWAY & DADELAND SOUTH	PARK & RIDE LOT				LF \$2,480 TRIP \$2,080 TRWR \$400					
MDC	449641.1	2021	TIP	UNITY STATION TRANSIT-ORIENTED DEVELOPMENT TERMINAL	UNITY STATION	TRANSIT-ORIENTED DEVELOPMENT TERMINAL				LF \$1,344 TRIP \$720 TRWR \$624					

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. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs						Notes			
							Current Year	Next Year								
							FY 22	FY 23 ^a	FY 24	FY 25	FY 26	FY 27		FY 28		
BC	446200.1		DTWP	RESURFACING	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE	MPO ADDED SCOPE: SHARED USE PATH, PEDESTRIAN LIGHTING, AND TRANSIT FEATURES AT BUS STOPS. SAFETY FEATURES TO INCLUDE INTERSECTION WIDENING, SIGNALS, AND PED LIGHTING AT NW 142 AVE/SW 145 AVE			SU \$749 TRIP <u>\$341</u> TRWR <u>\$407</u>						2022 FDOT added TRIP/TRWR to this project DTWP.	
BC	448102.1	2021	DTWP	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				2022 TRIP Value increased from \$397 to \$719	
BC	431756.1	2018	TIP	University Drive	NW 40th St to Sawgrass Expressway	Widen from 4 to 6 lanes	SU \$100	SU \$56 TRIP \$3,801 TRWR \$2,741	TRWR \$205						Fully funded as of 2021. 2022 DTWP does not show funding.	
BC	436980.1	2019	TIP	Pembroke Rd	Douglas Rd to University Dr	Widen from 4 to 6 lanes			SU \$116 SA \$596 TRIP \$777	SU \$500 SA \$1,096 TRIP \$777					2022 funding moved to FY24 in 23-27 DTWP	
BC	448104.1	2020	TIP	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 \$3,408 TRIP \$3,408						TRIP funding combined from 448105 Sunrise Blvd Bus service. Sunrise Blvd TRIP request to be deleted.	
BC	448105.1	2020	TIP	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 BCT to implement EV vehicles. The cost is approximately double previous cost estimates. Project funding request to be combined, and other funding to be reapplied in out years.	
BC		2022	New	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 \$5,000 TRIP \$5,000	SU \$2,500 TRIP \$2,500		Added 2022 to utilize TRIP reserves in 2025, 2027, 2028	
PBC-01	448103.1	2020	TIP	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	2020	TIP	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	2018	TIP	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 14 enhanced transit shelters within existing ROW				SU \$2,276 TRIP \$1,165 TRWR \$1,028						
PBC-04	449850.1	2021	DTWP	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-05	438386.4	2018	TIP	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 14 enhanced transit shelters within existing ROW				SU \$2,276 TRIP \$1,165 TRWR \$1,028						
PBC-06		2022	New	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.							SU/LF \$2,500 TRIP \$2,500			
Notes:							Total TRIP Funding Request	\$5,727	\$8,989	\$24,276	\$9,216	\$14,797	\$13,404	\$13,404		
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																



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 SEFTC: Paul Calvaresi
 calvaresip@browardmpo.org

Fiscal Year	FY 22	FY 23 ^a	FY 24	FY 25	FY 26	FY 27	FY 28 ^b	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*



**Southeast Florida Transportation Council
(SEFTC)**

3.

Meeting Date: 02/25/2022

REQUESTED ACTION:

APPROVAL of the 2050 Regional Transportation Plan Scope

WHAT THIS ACTION ACCOMPLISHES:

Approval of this action allows staff to submit a scope of services to the Southeast Florida Transportation Council for approval.

SUMMARY EXPLANATION/BACKGROUND:

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 support identification and implementation of a unified vision. Updating of the RTP provides not only for adapting to changes but also for anticipating/shaping changes, pursuing opportunities, and addressing other influential activities occurring at the local, regional, state, and federal levels.

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 adopted unified policies.

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

ADDITIONAL INFORMATION/PREPARER:

If you have any questions, please contact Franchesca Taylor at (305) 375-1738 or franchesca.taylor@miamidade.gov.

Attachments

2050 RTP FINAL DRAFT Scope

EXHIBIT A

SCOPE OF SERVICES

DRAFT 7

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 support identification and implementation of a unified vision. Updating of the RTP provides not only for adapting to changes but also for anticipating/shaping changes, pursuing opportunities, and addressing 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, with a 2020 population estimate of over 6.2 million, an increase of 12% over the past decade. The region’s population is expected to 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 (such as rail transit or Bus Rapid Transit) and multimodal system 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 adopted unified policies.

By mutual agreement, responsibility to lead the RTP rotates between the three MPOs; the Miami-Dade TPO 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, ensuring transit supportive land uses, and more transportation options providing access to desired destinations. This Plan will summarize regional needs, gather support for adopted policies, and refine the blueprint for implementation. The RTP advocates for a flexible and equitable reallocation of funds to implement the priorities of the region.

DRAFT

Proposed 2050 RTP Process

The SEFTC is committed to continued improvement and innovation in delivery of the RTP 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 Miami-Dade TPO 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 with 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 Miami-Dade TPO will provide administrative support for SEFTC, the Regional Transportation Technical Advisory Committee (RTTAC) and its subcommittees for a period of five (5) years, starting January 1, 2023.

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. SEFTC will support implementation of the 2045 RTP during the development of the 2050 RTP. After its completion, SEFTC will support the 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 Miami-Dade TPO 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 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

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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 committees.

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.

Task 3. Public Participation

The Consultant will support a public participation program for the 2050 RTP that ensures citizen and private sector active participation by the general public in the Southeast Florida region. 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 develop applicable survey questions with guidance from both the PPS and RTTAC to engage the general public at key milestones during the development of the 2050 RTP. The survey questions will be provided via an approved online survey platform and hyperlinked on both the SEFTC.org and movefloridaforward.com websites.

Task 3.1.1 Deliverable: *Develop online surveys at key milestones and maintain both SEFTC websites.*

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 Templates

The Consultant will design and develop two presentation templates, 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

process, will summarize the 2050 RTP purpose and results. The purpose of these templates is for the Consultant and individual stakeholders to use while presenting the RTP.

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. This summary should analyze the effectiveness of regional public participation activities.

Task 3.7.1 Deliverable: *Regional Public Participation Summary*

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Task 4. Regional Goals, Objectives and Targets

Task 4.1: Transportation Policy and Plan Review

The Consultant will collect reports, plans, studies, state and federal statutes, guidance, and programs that pertain to 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, FHWA's and FTA's 2021 Planning Emphasis Areas, the Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Plans, the FDOT Source Book, airport master plans, seaport master plans, inland port/intermodal logistic center studies, 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, Broward County's Premium Mobility Plan (PREMO), the Southeast Florida Regional Climate Action Plan, other resiliency reports and action plans, transportation system management plans, etc.

The Consultant will provide a draft list of resources to TPO Staff for review. Once approved by TPO Staff, 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. A primary purpose of the summary is to provide a clear 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, reports, and plans 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 reflect the established vision developed by SEFTC. The Consultant will also place an emphasis on resiliency, accessibility, and equity while refining the Goals. 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

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 performances 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 emerging technologies are fully considered and incorporated. The Consultant shall also consider impacts to transportation equity, housing affordability, access, age-friendly initiatives, land use, freight/goods distribution, economic development, greenhouse gas emissions, extreme weather, and 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 will be quantitatively measured 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 4.3 Deliverable: *Regional Measurable Objectives and Targets (starting from pages 46-47 of 2045 RTP modified to be measurable objectives, supporting outcomes on page 65 of 2045 RTP modified to be measurable objectives, and federally required performance measures placed under appropriate regional goals)*

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 update 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, from both a county and regional perspective. 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 are not 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, revenue generated by Vehicles Miles

Traveled (VMT) based systems (e.g. VMT payment system, road user charge or fee), value capture, and local funding options, such as infrastructure surtax, toll revenues, bond issues, 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.

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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, critical infrastructure to improve resiliency, and infrastructure to focus on regionally connected, high-capacity transit system. 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*

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 Goals, Objectives, and Targets, 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 Goals, Objectives and Targets. 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:

- **ACES and Technology** - assumes the existing + committed transportation network but a percentage of VMT as autonomous, connected, electric, and/or shared.
- **Resiliency** - assumes the existing + committed transportation network but a certain level environmental impacts including but not limited to sea level rise, rising surface temperatures, storm surge, rising ground water levels and greenhouse emissions.
- **Disruptions and Opportunities** - assumes the existing + committed transportation network but with an assumed level of freight movements, as well as, telehealth, telecommute, and other forms of virtual accessibility.

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 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, coordinating freight movements, encouraging non-motorized travel, improving micro-mobility, enhancing 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

relationship of efficient transportation investments, land use, and socioeconomic growth.

The Consultant will prepare a Scenario Report that compares the various scenario strengths, weaknesses, 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 Goals, Objectives, and Targets.

Task 7.2.1 Deliverable: *Scenarios Report.*

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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 provide complementary 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 the RTP “trend” scenario, “alternative” scenarios, the final RTP scenario, and the roles and responsibilities of the modeling process unless specified otherwise.

Task 8.1: Accessibility

Accessibility refers to people’s ability to reach desired services and activities, and reflects the primary goal of most transportation activity and provides a contrast to the traditional approach of evaluating mobility. The goal of this subtask is to evaluate the use of accessibility measures as an alternative to the traditional modeling approach (LOS) in an effort to determine the performance of the transportation network from an accessibility lens. As a foundation, the CONSULTANT shall utilize the adopted Goal, Objectives, and Targets as well as the inputs from the Southeast Regional Planning Model (SERPM) to develop an automobile and transit accessibility measure for the model network. Additional measures to calculate bicycle and pedestrian accessibility should be explored, if possible. The CONSULTANT will be responsible for researching and developing measures of accessibility for the region, applying accessibility measures to the regional transportation network, and evaluating the final output. The CONSULTANT will coordinate with the RTTAC to ensure consistency at the TPA/MPO/TPO level.

Task 8.1.1 Deliverable: Accessibility Technical Memorandum

Task 8.2: 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 also review and coordinate with other transportation-related needs assessment efforts relevant to the Southeast Florida region (e.g., FDOT D4 2050 regional needs assessment supporting development of its section of the SIS 2050 Multimodal Unfunded Needs Plan).

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 four 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 three MPOs 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 8.2.1 Deliverable: “Trend” E+C Network Report

Task 8.2.2 Deliverable: Regional Demographic Profile report

Task 8.2.3 Deliverable: External Trips and Truck tables

Task 8.3: 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 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 8.3.1 Deliverable: “Alternative” Scenario Networks and Results Report

Task 8.4: 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 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 LRTP 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 8.4.1 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, Employment, and Other Trends
- Transportation and Travel Trends
- Regional Transportation System and Regional Network Map
- Public Participation
- Goals, Objectives, and Targets
- Needs 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 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 Goals, Objectives, and Targets. Input from the Regional Freight Plan, 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 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 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

maximize overall system Goals, Objectives, and Targets 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 bicyclists and pedestrians are under development or have been completed. The Consultant will 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 analyze commercial truck data, specifically truck movement/freight bottlenecks, truck parking supply and demand, as well as technology advancements such as platooning. This data and documentation should be reflected in the freight section. The Consultant will assess the current capacity at, and accessibility to existing inland ports and the feasibility for additional inland port terminals. 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. With the understanding of the compounding effects of storm surge, higher ground water, and the ever-increasing sea levels; 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, environmental justice, and transportation equity into all aspects of the plan, including performance measures, scenario planning, and cost feasible projects. 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, and 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.

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 Goals, Objectives, and Targets.

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.

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

Task 9.0.2 Deliverable: *2050 RTP Executive Summary*

Task 9.0.3 Deliverable: *Adopted 2050 RTP - Final*

DRAFT

Task 10. SEFTC Support Services

The Miami-Dade TPO, 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, creation of meeting minutes or summaries, 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 Miami-Dade TPO 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 the .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 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 Miami-Dade TPO 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