

## **Multimodal Surface Transportation Priorities Methodology**

### **Introduction**

The Broward MPO's Multimodal Transportation Priorities List contains projects, in a priority order, that are to be considered for the TIP when funding becomes available. The Multimodal Transportation Priorities List is based on the priorities set in the Cost Feasible Plan (CFP) component of the 2040 Long Range Transportation Plan (LRTP). The 2040 LRTP served as an update to the 2035 LRTP which established the methodology for prioritizing projects in the Multimodal Transportation Priorities List.

### **Methodology Overview**

The 2035 LRTP set a new paradigm to provide a balanced transportation system with greater investments toward alternative modes such as mass transit, bicycle and pedestrian facilities, and smart growth policies. With this established paradigm, a ranking process was developed to reflect the increased emphasis on transit, mobility hub concepts, and multimodal transportation. The 2035 plan prioritized projects by mode separately. Given the MPO Board direction to develop a transit-focused plan, the premium transit corridors identified in the 2035 LRTP were used as a starting point for prioritizing all modes and grouped/tied projects such as mobility hubs, bike, pedestrian, greenways and roadway projects into high priority transit corridors as well as mainline transit corridors.

At the direction of the Broward MPO Board, the 2040 LRTP updated the Multimodal Transportation Priorities List while taking into account a more realistic funding picture for the future; recognizing the lack of an additional revenue source to fund annual operations and maintenance (O&M) costs for new premium transit service. In other words, the 2040 LRTP overlaid the existing 2035 LRTP, but removed projects requiring O&M from the proposed LRTP financially feasible plan and ultimately the Multimodal Transportation Priorities List. Only capital projects remained to improve existing transit service along the specified corridors. Associated transit capital improvements (bus bays, queue jumps, etc.) mobility hubs, pedestrian, bicycle, and roadway facilities were grouped to represent a complete transportation mobility project for a corridor. Roadway projects are associated with a transit corridor only if the project is directly located on that transit corridor. Otherwise, if no transit service is found, the roadway project is placed at the bottom of the list.

The Multimodal Transportation Priorities List also includes a high priority line item known as the Complete Streets and other Localized Initiatives Program (CSLIP). The 2040 LRTP consolidated eligible classes of small localized projects into this one overall Program. An annual process evaluates and funds these projects based on their consistency with the Plan's goals and objectives, safety improvements, demonstrated public support, EJ and Title VI requirements and other objective factors. Example projects include but are not limited to: complete Streets - Bicycle, pedestrian and transit facilities; education and traffic calming; mobility hubs and greenways; and technology advancement such as ITS and upgraded signalization. After an annual call for applications, these types of

projects are prioritized based on objective criteria such as connectivity, mobility, safety, and economic development/EJ. Of the possible eligible projects, funds are awarded based on the ranking/scoring. Funding equity among local jurisdictions is achieved by awarding available funding to the highest ranked project from each jurisdiction. If additional funding is available, then the next highest project from each jurisdiction is awarded funding and so on.

The Multimodal Transportation Priorities List was presented to the MPO Board last year for consideration and approval. A major shifting of priorities occurred based on program readiness, which required an adequate scope and local support. The MPO Board approved the following Multimodal Transportation Priorities List at their May 11, 2017 meeting.