

MULTIMODAL SURFACE TRANSPORTATION PRIORITIES METHODOLOGY

Introduction

The Broward MPO's Multimodal Surface Transportation Priorities List contains projects that were not included in the current year's Transportation Improvement Program due to the limitations on available funds. This list serves to identify projects, in a priority order, that are to be considered when funding becomes available. The Multimodal Surface 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 Surface 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 concept, and multimodal transportation. The 2035 plan prioritized projects by mode separately, as noted above. Given the MPO Board direction to develop a transit-focused plan, 10 premium transit corridors were identified in the 2035 LRTP and were used as a starting point for prioritizing all modes. The methodology involved the removal of funded projects from the 2035 LRTP and establishing an association of projects such as mobility hubs, bike, pedestrian, greenways and roadways projects to studied high priority transit corridors, proposed new BCT local routes and the Tri-Rail corridor.

At the direction of the Broward MPO Board, the 2040 LRTP updated the Multimodal Surface 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 the proposed Multimodal Surface Transportation Priorities List. Only capital projects remained to improve existing transit service along the specified corridors. As with past lists based on the same past methodology, associated transit capital improvements (bus bays, queue jumps, etc.) mobility hubs, pedestrian, bicycle, and roadway facilities are grouped to represent a complete transportation mobility project for a corridor. Roadway projects were associated with a transit corridor only if the project was directly located on that transit corridor. Otherwise, it was ranked utilizing the criteria specified above from the 2035 LRTP and placed on the list according to the above methodology. If the roadway project was located in a road served by transit, the project was ranked based on the transit criteria. If no transit service was found, the roadway project was placed at the bottom of the list.

The Multimodal Surface Transportation Priorities List includes a high priority line item (#3) known as the Complete Streets and other Localized Initiatives Program. The *2040 LRTP* consolidates eligible classes of localized projects into one overall program in these four areas: Complete Streets, Safety and Security, Sustainability Initiatives and Technology Advancement. This program is intended to fast track the delivery of bicycle, pedestrian, transit and other local roadway improvements that are eligible for expedited Federal review. An annual process will evaluate and fund these projects based on their consistency with the plan's goals and objectives, demonstrated public support, and EJ and Title VI requirements. Examples of these projects are as follows: Complete Streets - Bicycle, pedestrian and transit facilities, Safety and security - Education and traffic calming, Sustainability initiatives - Mobility hubs and greenways, Technology advancement - ITS, upgraded signalization. Again, these type of projects will be prioritized based on an annual call for applications, review and ranking (based on a prioritization criteria such as connectivity, mobility, safety, and economic development/EJ) of possible eligible projects and funds will be awarded based on the ranking/scoring of the projects.

CONCLUSION

The Multimodal Surface Transportation Priorities List was presented to the MPO Board last year, for consideration and approval. The MPO Board approved the Multimodal Surface Transportation Priorities List at their September 2014 meeting. This resulted in the following adopted Multimodal Surface Transportation Priorities List:

http://www.browardmpo.org/userfiles/files/Priorities%20List%207_7_2015%20final.pdf