AMPO Workshop

What is the Broward MPO?

April 3, 2013 - Fort Lauderdale, FL

www.browardMPO.org
Broward MPO

Introduction/Context

• Role of the MPO

• 2035 LRTP Cost Feasible Transit Plan, with Premium Transit corridors and Mobility Hubs.

• Congestion Management Process/Livability Planning studies
Broward MPO Mission

The mission of the Broward MPO is to influence the expenditure of federal and state funds to provide a regional transportation system that ensures the safe and efficient mobility of people and goods, optimizes transit opportunities, and enhances our community’s environmental and economic well-being.

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Who governs the Broward MPO?

38 Member Board:

14 - Largest Cities (Census population).
3 - County Commissioners.
1 - School Board.
1 - South Florida Regional Transportation Authority (SFRTA).
19 – Alternates – voting rights when others are absent.

Three (3) Advisory Boards:

Technical Coordinating Committee (TCC).
Community Involvement Roundtable (CIR).
Broward County Coordinating Board (BCCB).

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Roles and Responsibilities of the MPO

• Federally mandated to oversee the expenditure of federal funds.
• Sponsors and conducts transportation studies.
  – Business Plan (UPWP)
  – Long-Range Transportation Plan (LRTP)
  – Transportation Improvement Program (TIP)

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Broward Metropolitan Planning Organization
A forum for interagency coordination and public input into transportation funding decisions.
Prehistory to 1700s
1930s
1940s
1965
Galt Ocean Mile, Fort Lauderdale 1972

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1980s
1990s
Urban Design Study (Created 1972) for the Broward County Area Planning Board

- Multi-Purpose Centers
- Rapid Transit System
- Airport to the west
Urban Design Study (Created 1972) for the Broward County Area Planning Board

- Centers interconnected
- High density in east
- Very low density in west
MOBILITY HUBS

Gateway Hubs $8.2M

Anchor Hubs $1.9M

Community Hubs $57K

PREMIUM TRANSIT

2035 TRANSIT COST FEASIBLE PLAN

High Capacity

Rapid Bus

Community Hubs $57K

Gateway Hubs $8.2M

Anchor Hubs $1.9M

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Premium Transit

High Capacity Transit
• Operates in dedicated Right-of-Way
• Signal priority
• Shorter headways
• Real Time Passenger Information

Rapid Bus
• Operates in Mixed Traffic
• Signal priority
• Shorter headways
• Real Time Passenger Information

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Modes of Transportation

Premium Bus

Modern Streetcar

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Corridor Studies

Congestion Management / Livability Planning Projects

Mobility Improvements Study

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Building a network of premium transit.

- District 1
- District 2
- District 3
- District 4
- District 5

A partnership of:

- Broward County
- RTA
- Broward Transit
- MPO
- City of Fort Lauderdale
- State of Florida Department of Transportation
- Broward Metropolitan Planning Organization
- DDA (Downtown Development Authority)
Building a network of premium transit.

- High Capacity Transit
- Rapid Bus Transit
- New local bus route
- People Mover - Sunport
Building a network of premium transit.

- High Capacity Transit
- Rapid Bus Transit
- New local bus route
- People Mover - Sunport
- The Wave Streetcar
- FEC
Building a network of premium transit.

- High Capacity Transit
- Rapid Bus Transit
- New local bus route
- People Mover - Sunport
- The Wave Streetcar
- FEC
- Griffin Rd Alternative
- SR 7/Broward Blvd Alternative
- Oakland Park
- Phase 1: Glades Rd/SR 7
- Phase 2: Glades Rd/SR 7
- University Drive
Hubs
- Gateway Hub
- Anchor Hub
- Community Hub
# Mobility Hubs

<table>
<thead>
<tr>
<th></th>
<th>Gateway</th>
<th>Anchor</th>
<th>Community</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boardings &amp; Alightings (forecast)</td>
<td>High &gt; 2,200.</td>
<td>moderate to high (1,500 to 2,200)</td>
<td>&lt; 1500</td>
</tr>
<tr>
<td>Development</td>
<td>Surrounded by high density mixed use developments: TOCs, TODs, Downtowns</td>
<td>Located by Regional Activity Centers or Local Activity Centers: Employment Centers, Town Centers, Major Institutions.</td>
<td>Attracts more local trips than regional trips</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Provide connections for two or more high capacity lines</td>
<td>Provide connection to at least one high capacity line</td>
<td>Area is served by Rapid Bus</td>
</tr>
<tr>
<td>Estimated investment</td>
<td>around $8.2 million per hub.</td>
<td>around $1.9 million per hub.</td>
<td>around $57 thousand per hub.</td>
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</tbody>
</table>

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Livability Principles

• Provide more transportation choices
• Promote equitable, affordable housing
• Enhance economic competitiveness
• Support existing communities
• Coordinate policies and leverage investment
• Value communities and neighborhoods

- From the Partnership for Sustainable Communities
  US Department of Transportation (USDOT)
  Housing and Urban Development (HUD)
  Environmental Protection Agency (EPA)

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Gateway Hub – Prototype

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Complete Streets

Focus on moving people

• Complete streets can maintain volume, reduce speeds and accommodate bike and pedestrians
Broward 2040
Long Range Transportation Plan Update

www.Commitment2040.org
Changes Since the 2035 Plan
MAP-21 Emphasis

- Shortened Project Delivery Schedule
- Rely Less on Forecasts, More on Today’s Need
- Encourage Public-Private Partnerships
- Focus on Performance-based Planning and Results
- Emphasis on Goods Movement, Transit and Environmental Considerations
Changes Since the 2035 Plan
Other Considerations

• Updated Florida Transportation Plan
• Changing Picture of Revenues & Costs
  – Lower Gasoline Sales
  – Lower Gas Tax Revenues
  – TIFIA and Low Cost of Borrowing
• WAVE and I-595 Projects Advancing
Funding Issues Remain

Lack of dedicated local funding to:

- Operate and maintain local transit
- Leverage federal capital programs
- Invest in transit infrastructure to encourage transit-oriented development

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Transit Systems Plan / Public Education Strategy

Explore with the public what they are willing to pay for and how

Find new revenues sources

- Sales Tax (most common)
- VMT - Vehicle Miles Travelled (future of mobility taxes)
- TIFD - Tax Increment Financing District (supports Mobility Hub concept)
- TRID - Transit Revitalization Investment District
- BID - Business Improvement District
- Public / Private Partnership (P3)

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<table>
<thead>
<tr>
<th>Location</th>
<th>Population</th>
<th>Light Rail</th>
<th>BRT</th>
<th>Commuter Rail</th>
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<tbody>
<tr>
<td>Portland</td>
<td>1.6 Million</td>
<td>94</td>
<td>4</td>
<td>15</td>
</tr>
<tr>
<td>Eugene, OR</td>
<td>0.1 Million</td>
<td>11.8</td>
<td></td>
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<tr>
<td>Minneapolis</td>
<td>2.4 Million</td>
<td>24</td>
<td></td>
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<tr>
<td>Pittsburgh</td>
<td>1.8 Million</td>
<td>47</td>
<td>16</td>
<td></td>
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<tr>
<td>Charlotte</td>
<td>1.7 Million</td>
<td>9.6</td>
<td></td>
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<tr>
<td>Cleveland</td>
<td>1.8 Million</td>
<td>9.4</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Austin</td>
<td>1.6 Million</td>
<td>32</td>
<td></td>
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<tr>
<td>Broward County</td>
<td>1.8 Million</td>
<td>0</td>
<td>0</td>
<td>25</td>
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<tr>
<td>San Jose</td>
<td>1.5 Million</td>
<td>81</td>
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Broward Metropolitan Planning Organization

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