

An aerial photograph of a coastal city at sunset. The sun is low on the horizon, casting a golden glow over the water and buildings. A ferry boat is moving across the water, leaving a white wake. In the background, several high-rise apartment buildings are visible along the coast. The sky is filled with soft, white clouds.

STATE OF THE SYSTEM REPORT



Yvette Colbourne
Chair

I am proud to serve as Commissioner of the City of Miramar and Chair of the Broward Metropolitan Planning Organization (MPO). This dual role has provided me with a unique understanding of the needs not only of my own city but also of our broader region. Building a robust transportation system requires the collective efforts of all thirty-one cities, Broward County, the South Florida Regional Transportation Authority, and the Florida Department of Transportation. Our MPO has garnered national and international recognition for developing partnerships, not just with fellow MPOs nationwide, but also with advanced transportation

associations in Europe and Southeast Asia, focusing on technology, resilience, and artificial intelligence. With a shared vision, our MPO continues to make significant steps in enhancing safety, accessibility, and technological advancement. Our ongoing triumphs stem from the cohesive efforts of our thirty-eight elected officials comprising the MPO's Governing Board, alongside support from the United States Department of Transportation and our Federal and State delegations. Together, we have transformed Broward into a thriving community, enriching lives now and for generations to come.

“Through unity of vision, our MPO continues to make significant gains on safety, accessibility, and technological advancement!”



Gregory Stuart
Executive Director

At the Broward Metropolitan Planning Organization (MPO), commitment, dedication, and enthusiasm define each part of our organization from Board Members to Team Members. The 2024 “State of the System” report offers insight into the MPO’s activities in planning, programming, and influencing Federal and State investments that shape our region’s future. Significant is the MPO’s focus on safety through the implementation of complete streets, resulting in a decline in vehicular, bicycle, and pedestrian accidents and fatalities. Our community benefits from improved accessibility to employment, healthcare, and education, because of investments in last-mile connectivity to

transit systems. Embracing innovation, the MPO is improving our transportation infrastructure with cutting-edge technology to tackle forthcoming challenges. The Sawgrass Expressway / Interstate 95 connector project, vital for completing our highway network, will integrate state-of-the-art vehicle communications and real-time signalization to mitigate potential traffic delays. I encourage you to explore the “State of the System” report to gain insights into our region’s strengths, weaknesses, and opportunities. Join us in collaborative decision-making to shape the future of Broward and become a part of our collective effort.

“The 2024 “State of the System” report provides a snapshot of what the MPO is doing when it comes to planning, programming and influencing our Federal and State investments which shapes the future of our region.”

CONTENTS











INTRODUCTION

 Purpose and Approach	1
 Key Components of the Transportation System	2

OVERVIEW OF THE REGION

 Land Use and Population	3
 Employment	4
 Housing	5
 Commuting	5
 Housing + Transportation Affordability	6

SYSTEM CONDITIONS AND FACTS

 Roadway	7
 Transit	11
 Transit Asset Management	14
 Public Transportation Agency Safety Plan (PTASP)	15
 Biking and Pedestrian	16
 Airports	18
 Seaport and Waterway	20
 Land Freight	21

APPENDIX

Glossary of Terms	23
Summary of Data Sources	24

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Purpose and Approach

The purpose of the State of the System Report is to provide a data-driven “snapshot” that assists us in our planning efforts and those of our regional planning partners. This report contains the most recent and available baseline transportation and land use data about Broward County and its multimodal transportation system. Having this data available and ready each year will improve our ability “to plan, prioritize, and fund the delivery of diverse transportation options,” as our *Strategic Business Plan’s* Mission Statement has specified.

Equipped with the most current conditions and key characteristics of Broward County, we can do more to identify mobility issues and align them with the current *Strategic Business Plan* Goals and Objectives, such as:

- Identify projects with the highest expected positive impacts;
- Fund projects that deliver diverse transportation options;
- Improve Board meetings and informational materials; and
- Expand staff technical skills and support services.

Within this report, there are two major sections:

1. **Overview of the Community**, which provides demographic and socioeconomic summaries of the County, and
2. **System Conditions and Facts**, in which each major transportation component and mode is discussed regarding facility conditions, traffic characteristics, performance, and financial conditions.

In general, this report highlights data attributes that will be important to all of our Core Product planning efforts, especially the *Metropolitan Transportation Plan (MTP)*, the *Transportation Improvement Plan (TIP)*, and the *Multimodal Priorities List (MMPL)*.

The U.S. Census Bureau’s 2022 American Community Survey (ACS) 5-Year Estimates Profile¹ serves as the primary data source for the Overview of the Community section. All other statistical summaries in this report used the most recent and available data from other sources including the Broward MPO, Florida Department of Transportation (FDOT), Federal Railroad Administration (FRA), National Transit Database (NTD), Bureau of Transportation Statistics (BTS), and individual transportation providers.

¹For more information about the U.S. Census Bureau’s 2020 ACS 5-Year Estimates Profile, please visit data.census.gov.



Key Components of the Transportation System

Roadway System

- National Highway System
- Local Roadways
- Bridges

Transit System

- Broward County Transit
- Tri-Rail South Florida Regional Transportation Authority (SFRTA)
- Park & Ride Termini

Biking and Pedestrian Systems

- Bicycle Lanes
- Sidewalks and Shared Use Paths
- Bike-Share Systems
- Dockless Bike Share and Scooter Share
- Parks for Recreational Biking

Airports

- Fort Lauderdale–Hollywood International Airport (FLL)
- Pompano Beach Airpark
- Fort Lauderdale Executive Airport (FXE)
- North Perry Airport

Seaports and Waterways

- Port Everglades
- Waterways (e.g., canals)

Land Freight

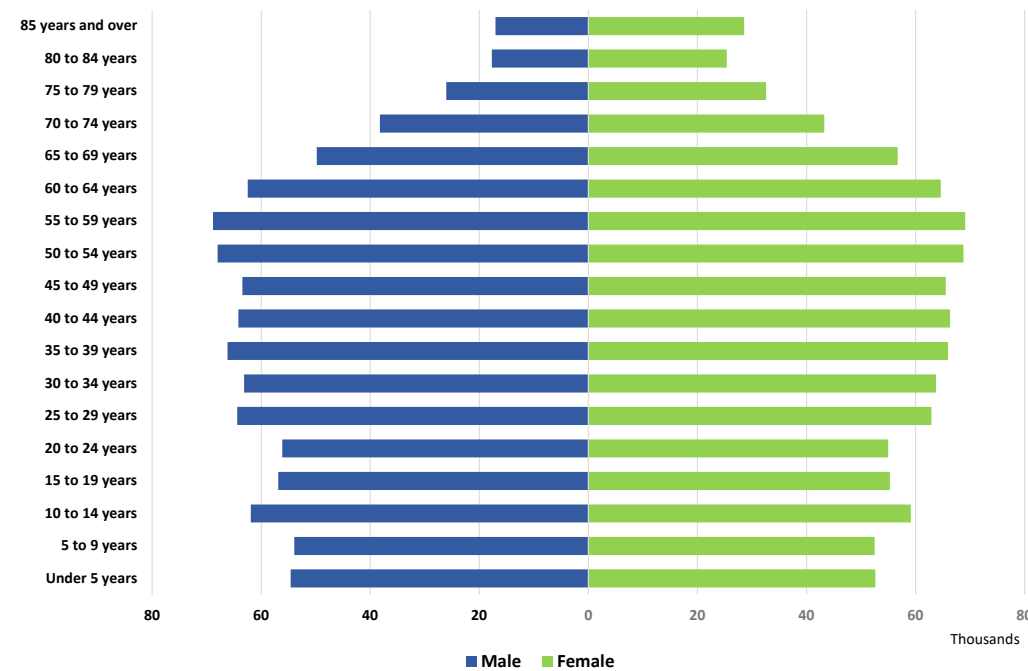
- Freight Railways
- National Freight Highway Network
- Intermodal and Transload Facilities
- Truck Parking Facilities



Land Use and Population

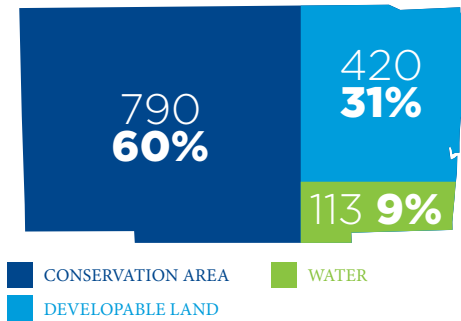
Broward County is continuing to grow. **The population has continued to increase by 0.9% annually since 2010 and was estimated to be 1.94 million in 2022** (1.73 million in 2010). The chart below shows the 2022 population by age cohort.

POPULATION BY AGE COHORT, BROWARD COUNTY, 2022



Source: U.S. Census 2022 ACS 5-Year Estimates

TOTAL AREA OF BROWARD COUNTY (SQUARE MILES)



DEVELOPABLE AREA 2045 LAND USE



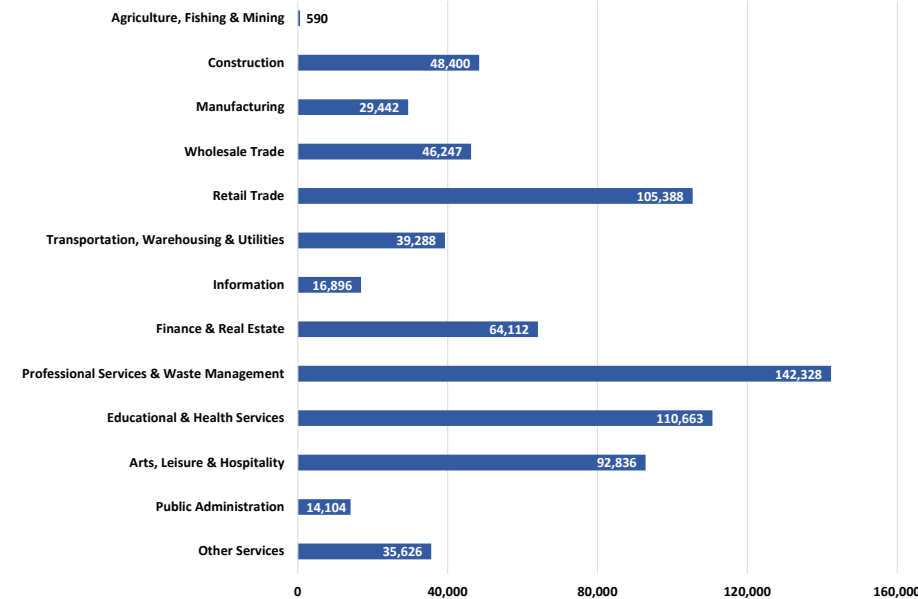
Source: Broward County Land Use Plan (Amendment 2018)



Employment

Approximately 985,000 employed people are working within many different industries in Broward County. Fort Lauderdale, Sunrise, Hollywood, Pompano Beach, Plantation, and Pembroke Pines provide over 50% of all job opportunities in the County. Workers living in these areas are located closer to employment centers, suggesting that a portion of them may have shorter commuting distances.

NUMBER OF EMPLOYEES BY INDUSTRY SECTOR, BROWARD COUNTY, 2022

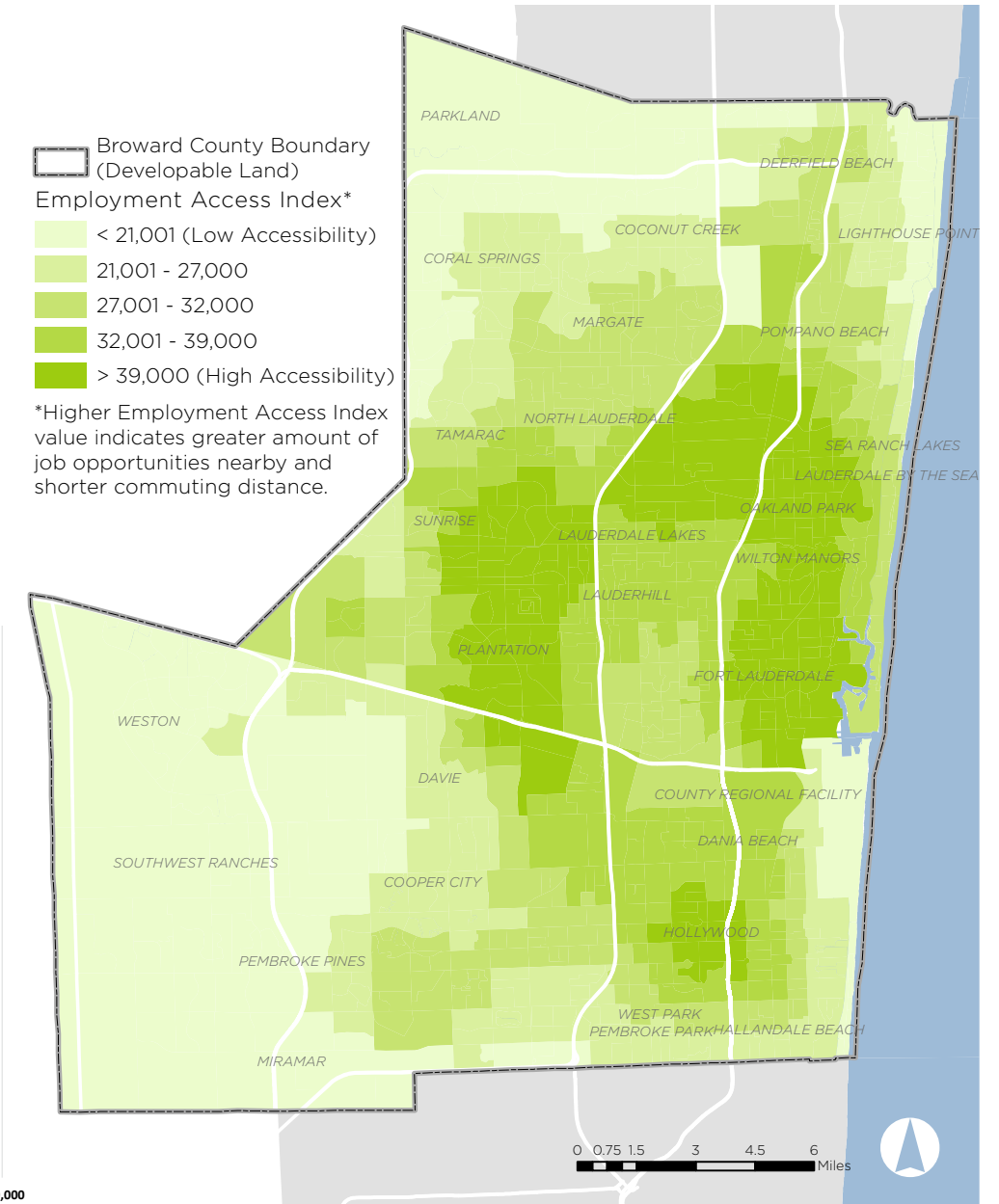


Source: U.S. Census 2022 ACS 5-Year Estimates

Employment Access Index*

- < 21,001 (Low Accessibility)
- 21,001 - 27,000
- 27,001 - 32,000
- 32,001 - 39,000
- > 39,000 (High Accessibility)

*Higher Employment Access Index value indicates greater amount of job opportunities nearby and shorter commuting distance.

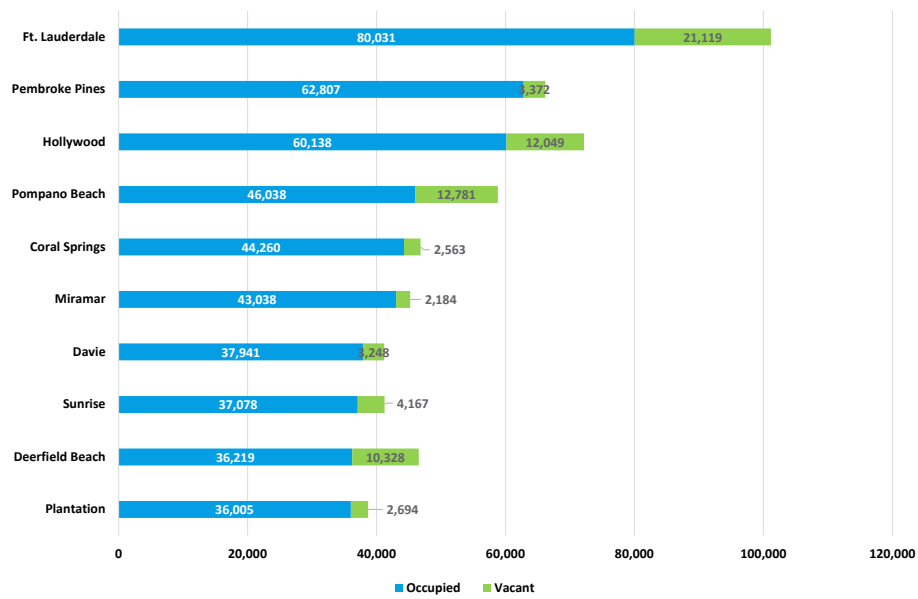


Source: LAI (Version 2.0), HUD

Housing

Broward County contains an estimated 860,000 housing units, with an average density of 2,047 units per square mile. **13.7% of these housing units are vacant, which is higher than the national housing vacancy rate of 9.7%.** In general, municipalities located by the ocean have higher development density but lower occupancy rate than those located inland.

HOUSING STOCK (UNIT) BY MUNICIPALITY, BROWARD COUNTY, 2022

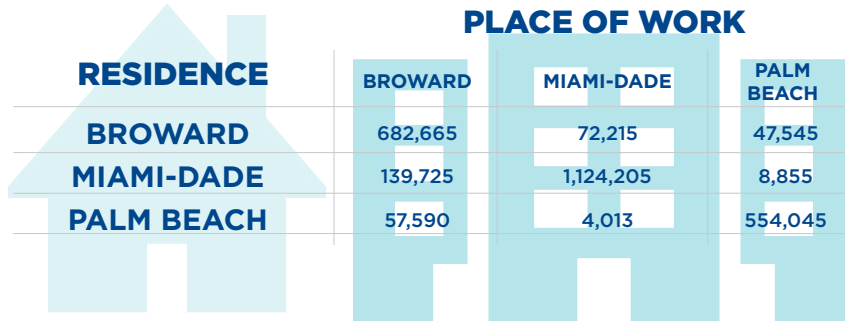


Source: U.S. Census ACS 2022 5-Year Estimates

Commuting

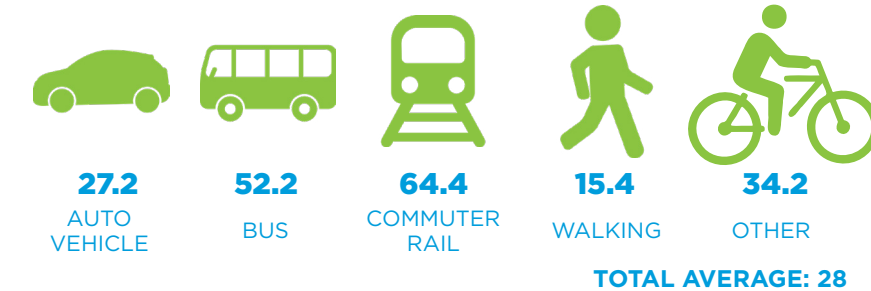
Broward County has 965,176 resident workers. 106,439 of these workers (11%) work from home, the other 858,737 commute within the region (South Florida) including 77% working in Broward, 16% working in Miami-Dade, and 7% working in Palm Beach. **Approximately, 93.4% of commuters rely on a personal automobile or carpool to get to work. On average, people spent 28.9 minutes commuting to work per trip in 2022.**

COMMUTING FLOW IN SOUTH FLORIDA



Source: U.S. Census ACS 2012-2016 Commuting Flows

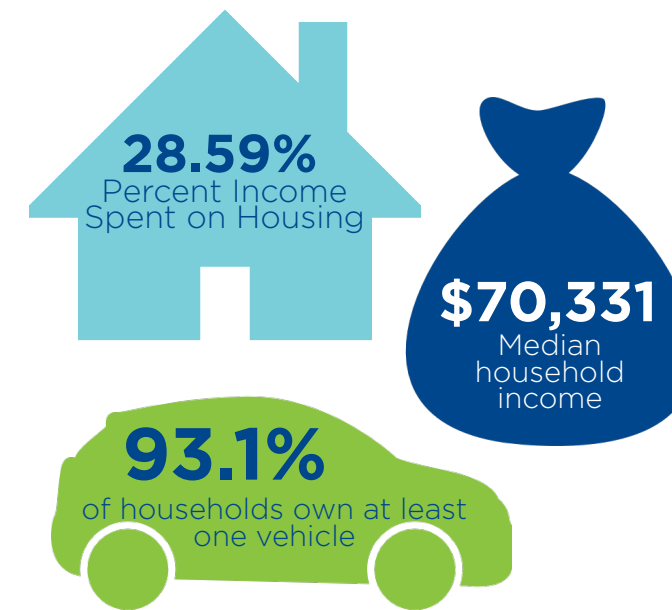
COMMUTING TIME (AVERAGE MINUTES) BY MODE



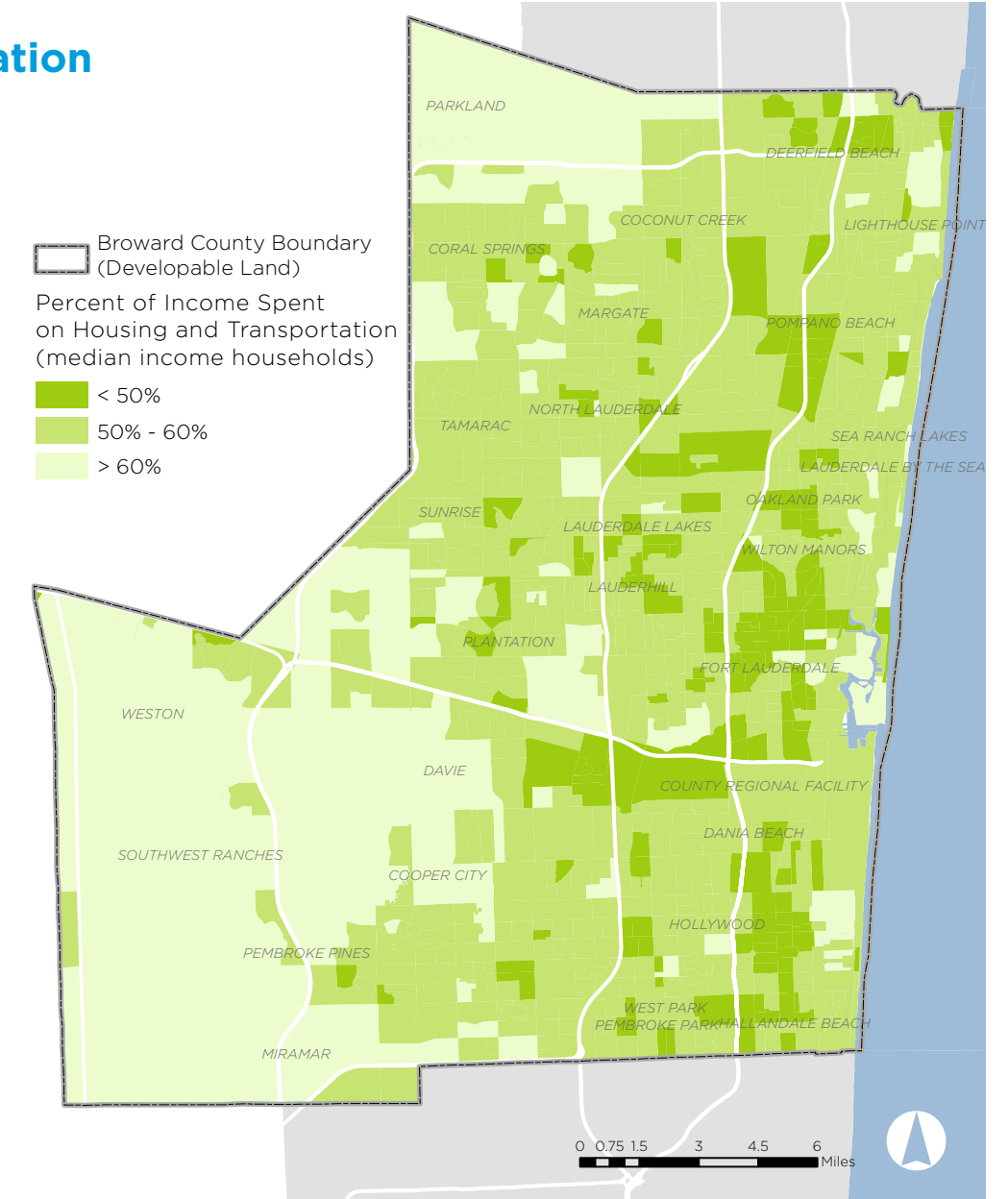
Source: U.S. Census ACS 2016 5-Year Estimates

Housing and Transportation Affordability

Housing and Transportation (H+T) encompass a significant portion of the median household income. The map on the right shows the percent of income spent on H+T by median-income households. Below are some facts that directly affected Broward residents' perception of average housing and transportation costs.



Source: U.S. Census 2022 ACS 5-Year Estimates



Source: LAI (Version 2.0), HUD

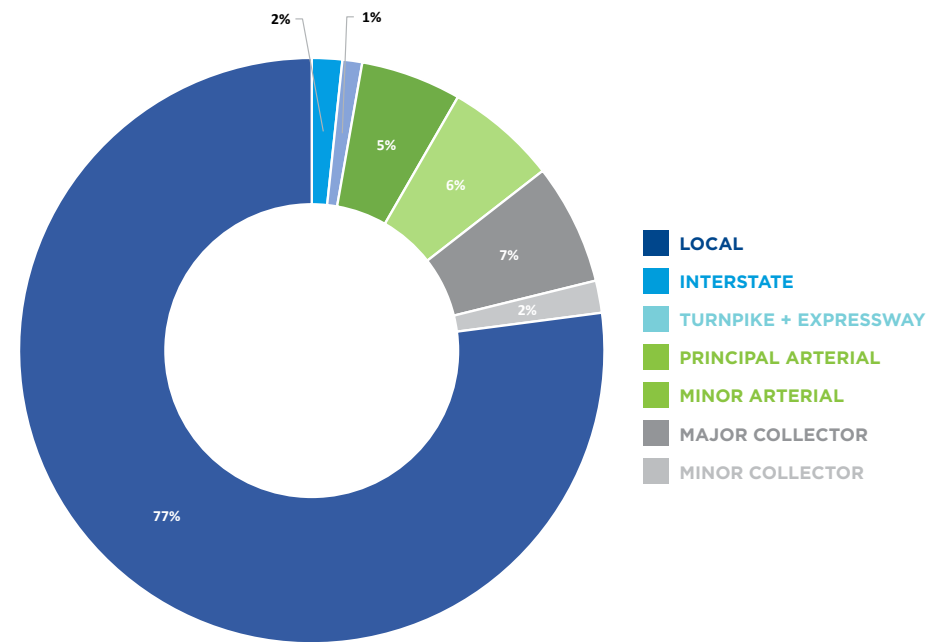


Broward County residents rely heavily on auto-oriented transportation, which creates demand for a well-designed, efficiently managed, and regularly maintained roadway system. In 2022, there were approximately 4,984 miles of roadways throughout the County which FDOT, Broward County, and the local municipalities maintained.

The County's major highway corridors, I-95, I-595, I-75, and the Florida Turnpike, carry long-distance intra- and inter-county traffic throughout the region. The arterials, collectors and local roadways connect communities to both major places of interest and larger transportation corridors.

4,984
TOTAL
ROADWAY
MILES

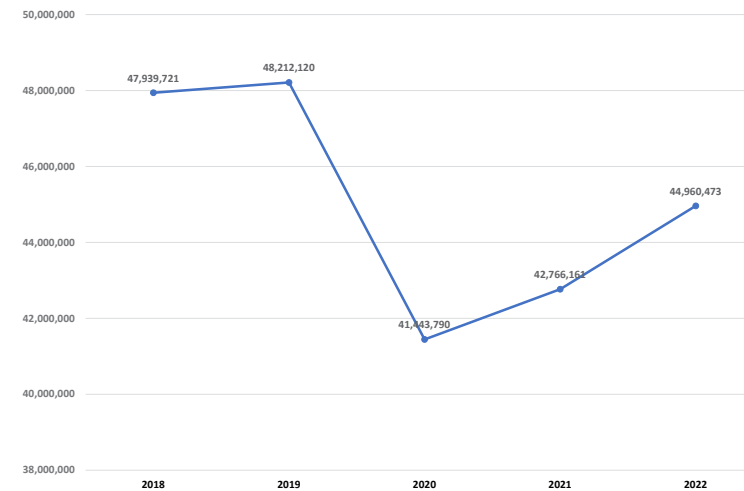
ROADWAY MILEAGE BY FUNCTIONAL CLASS, BROWARD COUNTY, 2022



Source: FDOT

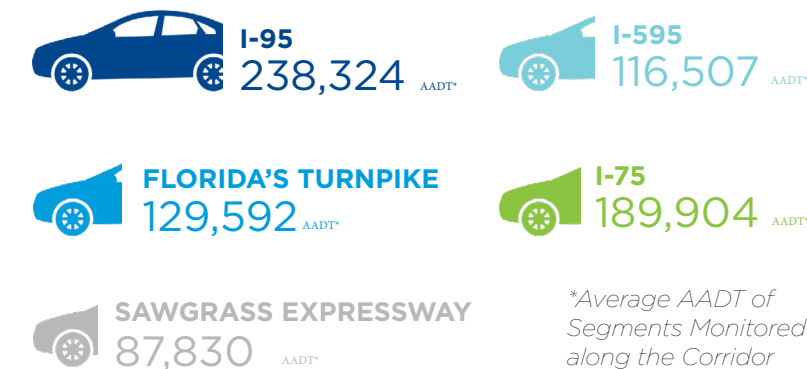
In 2022, Broward County's vehicle-based trips continued to recover from the Covid-19 pandemic decreases, and it was reported that the daily vehicle miles traveled (DVMT) on public roads reached 44.9 million.

DAILY VEHICLE MILES TRAVELLED BY YEAR, BROWARD COUNTY, 2018-2022



Source: FDOT

TOP FIVE TRANSPORTATION CORRIDORS WITH THE HEAVIEST TRAFFIC VOLUMES, BROWARD COUNTY, 2022



Source: FDOT

*Average AADT of Segments Monitored along the Corridor

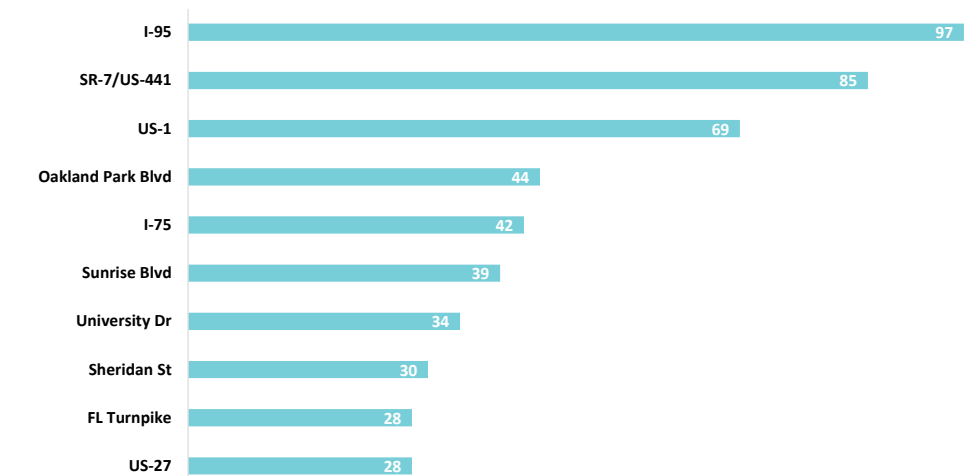
Roadway Safety Profiles

Safety is always a priority in Broward County. From 2018-2022, there were a total of:



The average crash death rate is 64.6 per 100,000 population per year. Approximately 40% of all these fatal crashes were concentrated on these 10 roadway corridors shown below.

NUMBER OF FATAL CRASHES BY ROADWAY CORRIDORS, BROWARD COUNTY, 2018-2022



Source: FDOT

National Highway System

The National Highway System (NHS) is a strategic highway network of the United States. The pavement conditions (measured by the International Roughness Index), of the NHS in Broward County, roadways and bridge conditions (rated based on National Bridge Inspection Standards) can be seen below:

Interstate NHS Pavement Conditions

Broward MPO 4-Year Target: **60%** of Lane Miles Rated as "Good"

Current Conditions = **75.5% Good**

Non-Interstate NHS Pavement Conditions

Broward MPO 4-Year Target: **40%** of Lane Miles Rated as "Good"

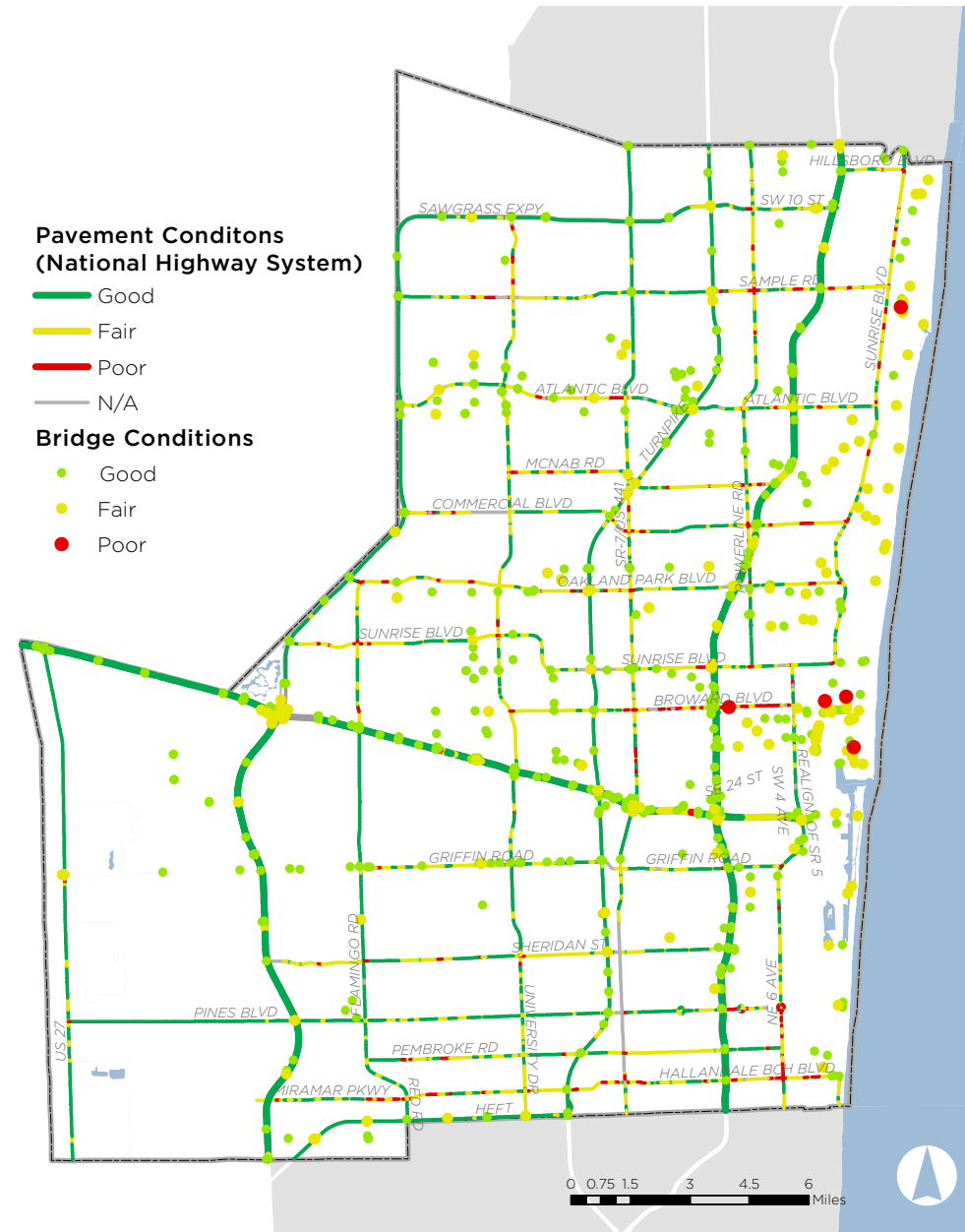
Current Conditions = **37.2% Good**

NHS Bridges

Broward MPO 4-Year Target: **50%** of Deck Area Rated as "Good"

Current Conditions = **64.3% Good**

Source: FDOT (2022)



Source: FDOT and National Bridge Inventory

The Level of Travel Time Reliability (LOTTR), for a particular roadway segment on the Interstate or non-Interstate NHS, is defined as the consistency or dependability in travel times, as measured from day-to-day and/or across different times of day. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles are used because they take into account the users of the NHS, whether on bus, auto, or truck.

Interstate NHS LOTTR

Broward MPO 4-Year Target: **70%** Person-Miles Traveled are Reliable

Current Conditions = **84.5% Reliable**

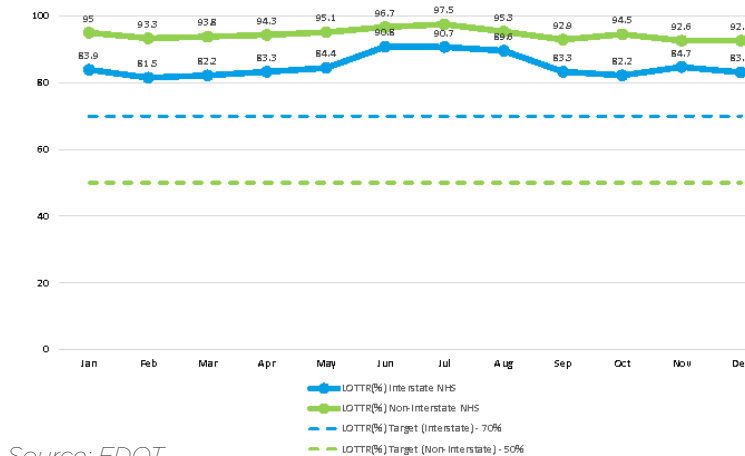
Non-Interstate NHS LOTTR

Broward MPO 4-Year Target: **50%** of Person-Miles Traveled are Reliable

Current Conditions = **94.1% Reliable**

Source: FDOT (2022)

LEVEL OF TRAVEL TIME RELIABILITY, BROWARD COUNTY, 2022



Source: FDOT

Current Roadway Construction Projects

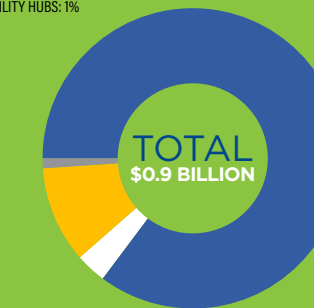
The 2045 MTP is organized by six funding programs including: Roadway, Transit, System Management/Safety, Complete Streets & Localized Initiatives, and the Mobility Hub Program. **Currently, there are 16 major roadway projects under construction in Broward County.** These projects are estimated to cost a total of \$741 million, 82% of which are associated with two (2) interstate highway improvements.

Existing Roadway Planning Efforts

The Metropolitan Transportation Plan (MTP) is one of the Broward MPO's Core Products and is considered the "cost feasible" blueprint of the County's transportation system over the next 20 years. **In our current MTP, Commitment 2045 (Adopted Dec.12, 2019; Amended Feb 9, 2023), 72 roadway projects were selected for future investments,** worth a total of \$5.6 billion. Compared to the FDOT projects that are under construction, Commitment 2045's projects focus on capacity expansion and reconstruction of non-interstate arterials.

DISTRIBUTION OF COST BY 2045 MTP PROGRAM FOR PROJECTS UNDER CONSTRUCTION

ROADWAY: 85%
TRANSIT: 0%
SYSTEM MANAGEMENT/SAFETY: 3%
COMPLETE STREETS: 11%
MOBILITY HUBS: 1%

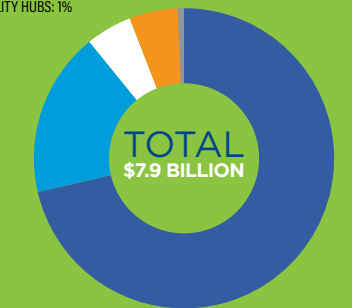


ROADWAY: 85%
TRANSIT: 0%
SYSTEM MANAGEMENT/SAFETY: 3%
COMPLETE STREETS: 11%
MOBILITY HUBS: 1%

Source: FDOT and Broward MPO

DISTRIBUTION OF COST BY PROGRAM FOR BROWARD MPO PROJECTS IN COMMITMENT 2045

ROADWAY: 71%
TRANSIT: 18%
SYSTEM MANAGEMENT/SAFETY: 5%
COMPLETE STREETS: 5%
MOBILITY HUBS: 1%

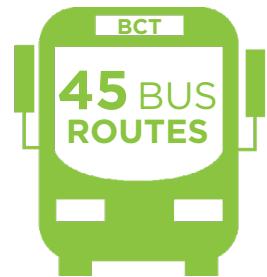




Transit

The transit system in Broward mainly consists of Broward County Transit (BCT; an urban bus system with paratransit service), Tri-Rail (a commuter rail line that serves about 3.1% of commuters in the area), Brightline (privately owned intercity rail), and AMTRAK (interstate rail).

Tri-Rail, which is operated by the South Florida Regional Transportation Authority (SFRTA), connects Mangonia Park in Palm Beach County to Miami International Airport with 71-miles of tracks including seven rail stations located in Broward.



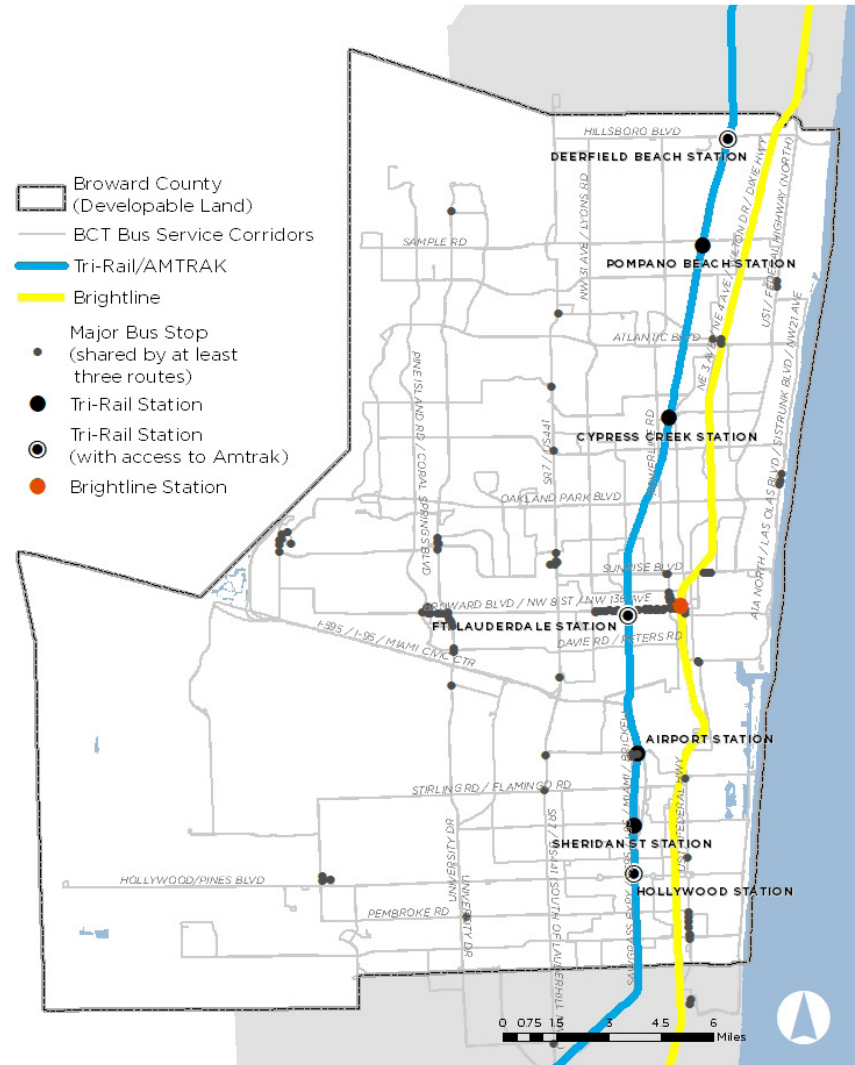
ONE
COMMUTER
RAIL LINE
(TRI-RAIL)

ONE
INTERCITY
PASSENGER
RAIL LINE
(BRIGHTLINE)

ONE
INTERSTATE
PASSENGER
RAIL LINE
(AMTRAK)

7
STATIONS
3
STATIONS
1
STATIONS

Transit Systems in Broward County



Source: FDOT and BTS

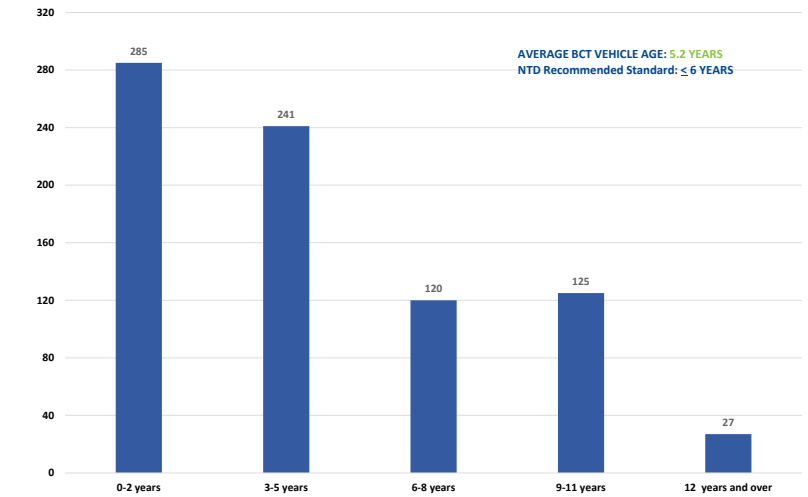
Per 2022 data, BCT operated a mixed fleet of 799 public and privately owned vehicles. Their vehicles operated for maximum service (509 vehicles) had an average age of 5.2 years. BCT's bus fleet consisted of articulated buses, buses, cutaway buses and over-the-road buses. Their demand response fleet consisted of cutaway buses, minivans, and vans.

BCT had 5.8 mechanical breakdowns per vehicle in 2021, which was higher than its neighboring peer (Miami-Dade Transit, 5.2, and Palm Tran, 3.1).

In the past five years, BCT's ridership has declined by 27.4%. In 2022, BCT recorded 20.8 million passenger trips. The average trip length was 4.9 miles/passenger trip. According to their financial reports, BCT had \$189 million of total operating expenses. 59% of these expenses were from vehicle operations.

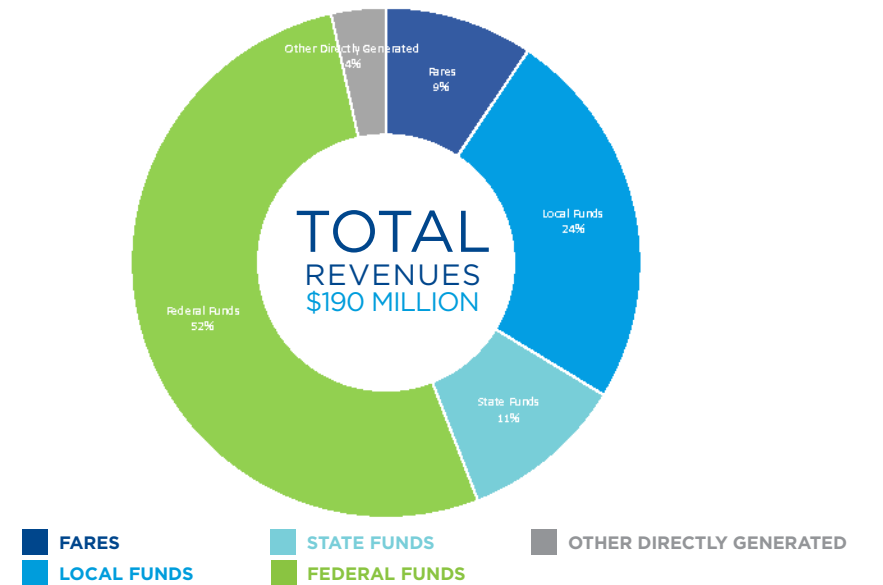


NUMBER OF FLEET VEHICLE BY AGE, BCT, 2022



Source: NTD

BCT OPERATING REVENUE SOURCES, 2022



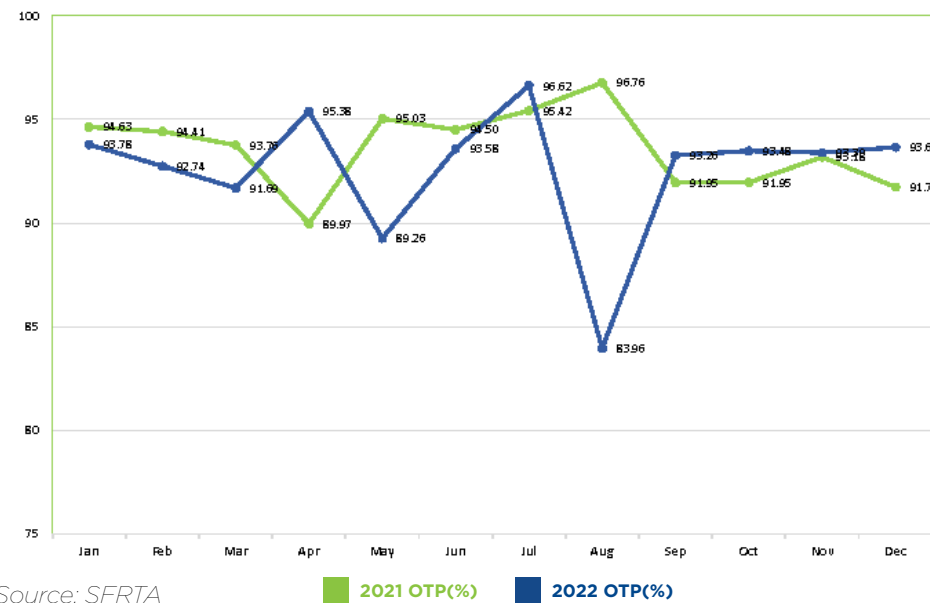
Source: NTD

In 2022, there were 3.3 million passenger trips made on Tri-Rail. Compared to BCT, passengers tend to use commuter rail services for longer trips (average trip length: 25 miles/passenger trip).

Reliable commuting travel time ensures efficient transfers between modes. The average on-time performance (OTP, measured by the percentage of on-time services) of Tri-Rail was 96.2% in 2022, 1% lower compared to 2021. Common factors for service delays include regular facility maintenance, right-of-way conflicts with other track users, and mechanical breakdowns.

SFRTA had \$113.3 million of total operating expenses (mostly spent on vehicle operations and facility maintenance). State funds and federal funds were the primary revenue sources for recovering these expenses.

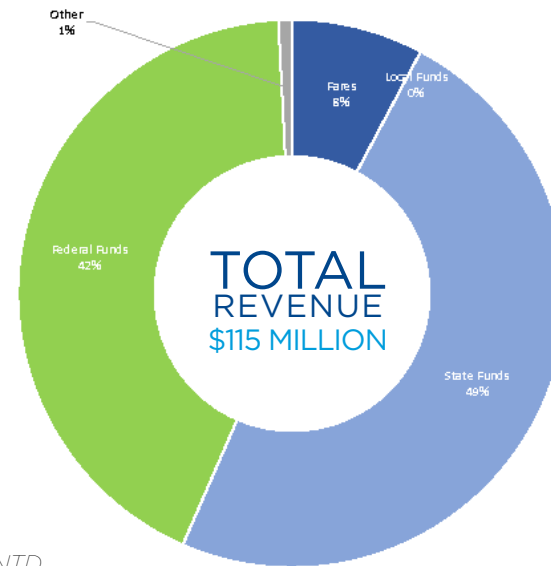
TRI-RAIL ON-TIME PERFORMANCE (OTP) BY MONTH, 2021 AND 2022



Source: SFRTA



SFRTA OPERATING REVENUE SOURCES, 2022



Source: NTD



Transit Asset Management (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. The rule introduces requirements for new State of Good Repair (SGR) performance

measures and Transit Asset Management (TAM) Plans. Transit agencies and MPOs are required to set targets on a yearly basis.

Performance Measure	Asset Class/Type	Useful Life Benchmark (ULB)	Adopted Regional Targets
Rolling Stock— Percentage of Revenue Vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Cutaway Bus (CU)	10 years	0%
	Paratransit Mini Van (MV)	8 years	0%
	40 Foot Bus (BU)	14 years	0%
	60 Foot Articulated Bus (AB)	14 years	0%
	45 Foot Bus (BR)	14 years	0%
	Commuter Rail Locomotive (RL)	39 years	30%
	Commuter Rail Passenger Coach (RP)	39 years	30%
	Commuter Rail self-propelled passenger car (RS)	39 years	30%
Equipment — Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their (ULB)	All non-revenue vehicles	8 years	50%
	Other rubber tire vehicles	14 years	0%
Facilities — Percentage of facilities rated below Condition 3 on the FTA Transit Economic Requirements Model (TERM)	Passenger, maintenance, parking and administrative facilities	Condition Rating 3.0	5%
Infrastructure — Percentage of track segments with performance restrictions	Rail fixed guideway, track and signals	Performance Restrictions	4%



Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) rule from the Federal Transit Administration (FTA) became effective on July 19, 2019. The rule introduces requirements for certain recipients and sub-recipients of FTA grants that operate public transportation to develop and implement a PTASP based on a safety management systems approach.

The PTASP is anticipated to help ensure that public transportation systems are safe nationwide. Transit agencies and MPOs are required to set transit safety targets on a yearly basis.

Performance Measure	Mode	Adopted Targets
Fatalities	Fixed Route Bus	0
	Community Bus	0
	Paratransit	0
Fatality rate	Fixed Route Bus	0.0
	Community Bus	0.0
	Paratransit	0.0
Major Injuries	Fixed Route Bus	71
	Community Bus	9
	Paratransit	13
Major Injury Rate	Fixed Route Bus	0.876
	Community Bus	0.568
	Paratransit	0.148
Safety Events	Fixed Route Bus	69
	Community Bus	12
	Paratransit	21
Safety Event Rate	Fixed Route Bus	0.851
	Community Bus	0.946
	Paratransit	0.222
System Reliability	Fixed Route Bus	4,200
	Community Bus	3,420
	Paratransit	82,000

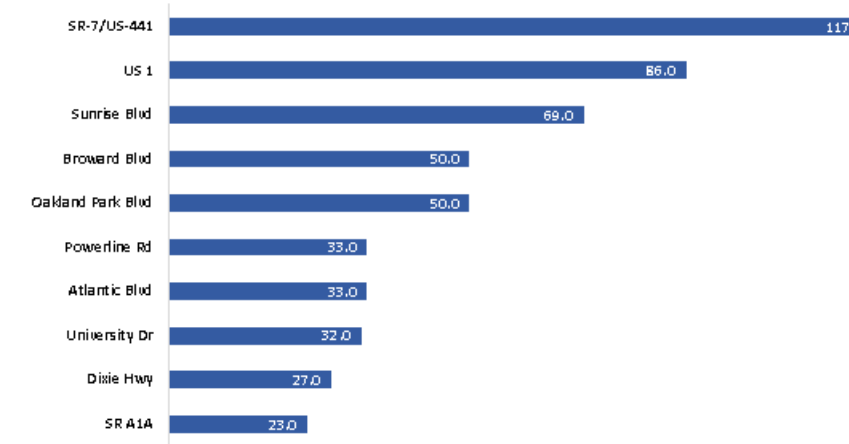


Biking and Pedestrian

Compared to auto and transit users, bicyclists and pedestrians are considered the most vulnerable group of people on the roadway. Between 2018 and 2022, there were 1,338 fatalities and serious injuries in Broward County involving bicyclists and pedestrians. Broward has seen a decline in fatalities and serious injuries involving bicyclists and pedestrians from 2018 to 2022.

A good transportation system should be planned and designed for all users. In recent years, state, county, and local governments have been working to improve bicycle and pedestrian facilities in Broward County. In 2017, 49.7% of roadways featured sidewalks, and 5% had installed designated bike lanes.

TOP 10 HIGH INJURY NETWORK CORRIDORS FOR BIKING & PEDESTRIAN FATALITIES & SERIOUS INJURIES BROWARD COUNTY, 2018-2022



Source: FDOT

2,511
TOTAL
MILES OF
SIDEWALKS

254
TOTAL
MILES OF
BIKE LANES

88.6
TOTAL
MILES OF
GREENWAYS

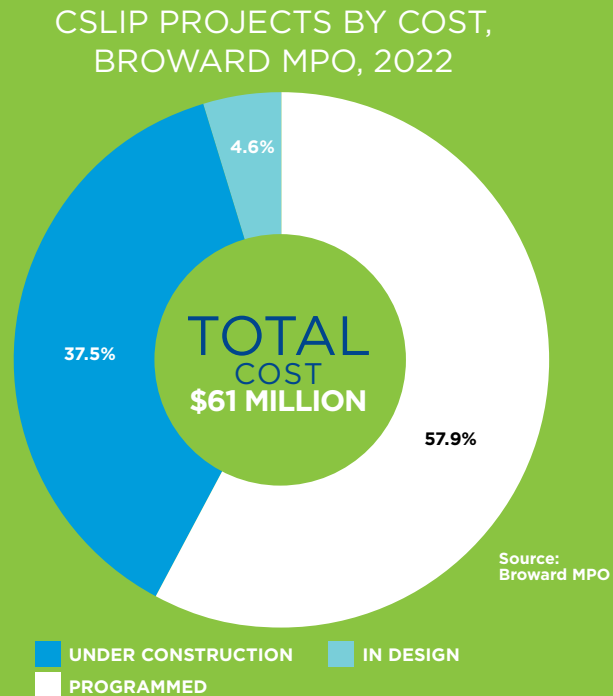
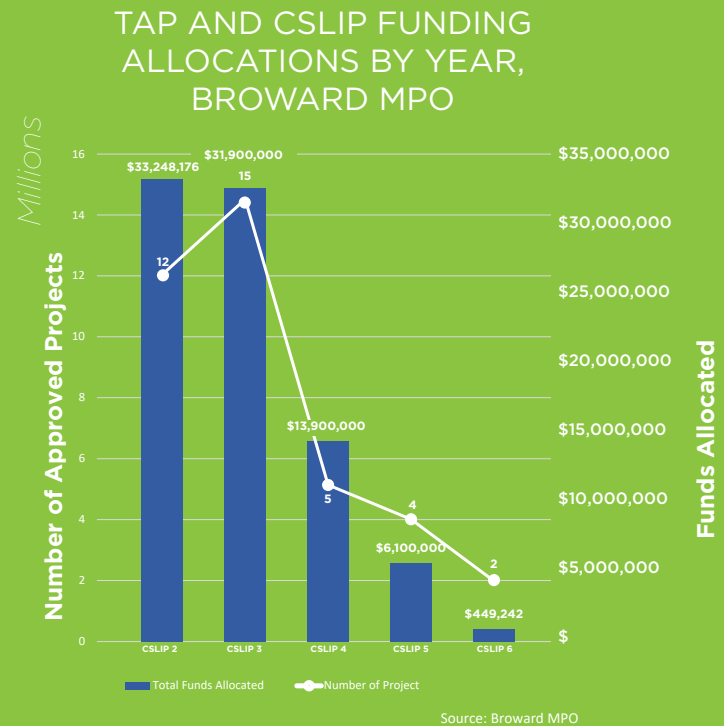
22
BIKE-SHARING
STATIONS
(FORT LAUDERDALE)

14
PARKS WITH
PATHS FOR
RECREATIONAL
BIKING

Existing Planning Efforts (Biking & Pedestrian)

Between 2018 and 2022, the Broward MPO's Transportation Alternative Program (TAP) and Complete Streets and Other Localized Initiatives Program (CSLIP; the replacement for TAP) helped fund 46 smaller, non-regionally significant transportation projects. These projects cost approximately \$61 million of total capital expenses.

The Broward Complete Streets Initiative was developed to assist local governments in creating a transportation system that serves all users. As the implementation arm of the Complete Streets Initiative, the Broward MPO's Mobility Program identifies and implements new projects improving active transportation.



Airports

Broward County currently has 19 airfields serving the aviation industry, including four major airports (i.e., Fort Lauderdale-Hollywood International Airport, Fort Lauderdale Executive Airport, Pompano Beach Airpark, and North Perry Airport). In total, they generated approximately 756,513 flights (departures and arrivals) in 2022.

In 2022, Fort Lauderdale-Hollywood International Airport (FLL) ranked 17th among all major U.S. airports with 30.8 million passengers served (includes arrivals and departures). Miami International Airport (MIA), Palm Beach International Airport (PBI), shown below and, FLL all experienced increases in their passenger traffic in 2022 continuing the recovery from the Covid-19 pandemic downturns.

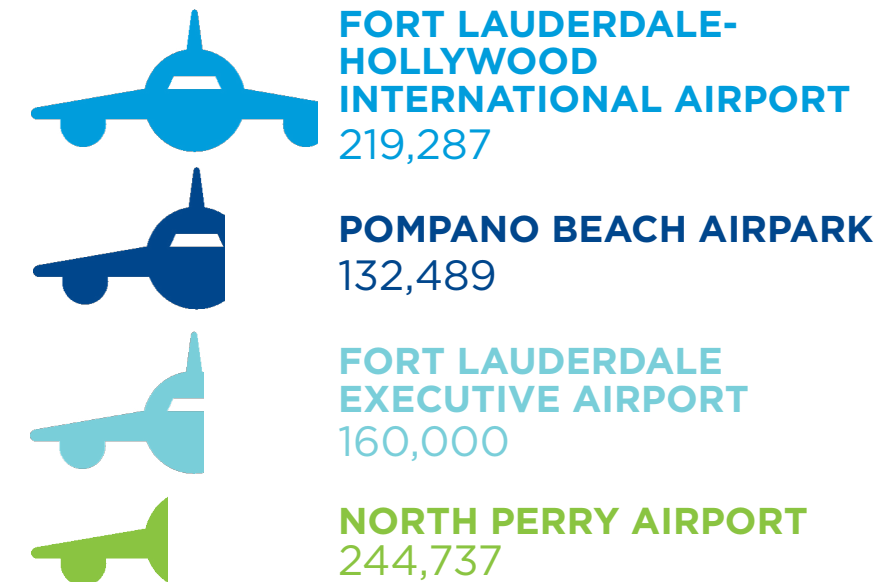
FLL AIR TRAFFIC, 2022

PASSENGERS	
Domestic	24,569,915
International	6,254,401
Arrival	15,462,257
Departure	15,362,059

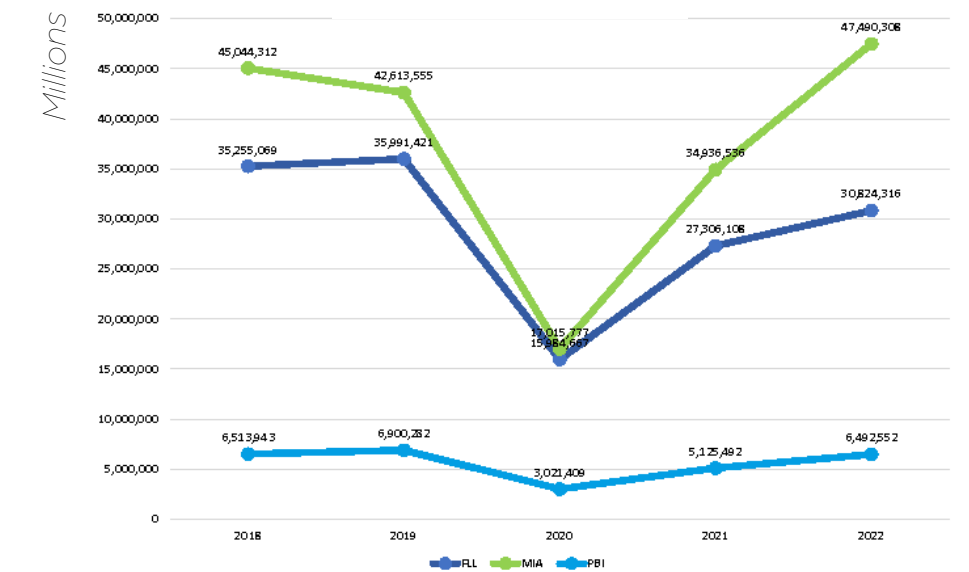
AIR CARGO	
506 lb. of landed weight	

Source: BTS

NUMBER OF FLIGHTS BY MAJOR AIR FIELDS IN BROWARD COUNTY, 2022



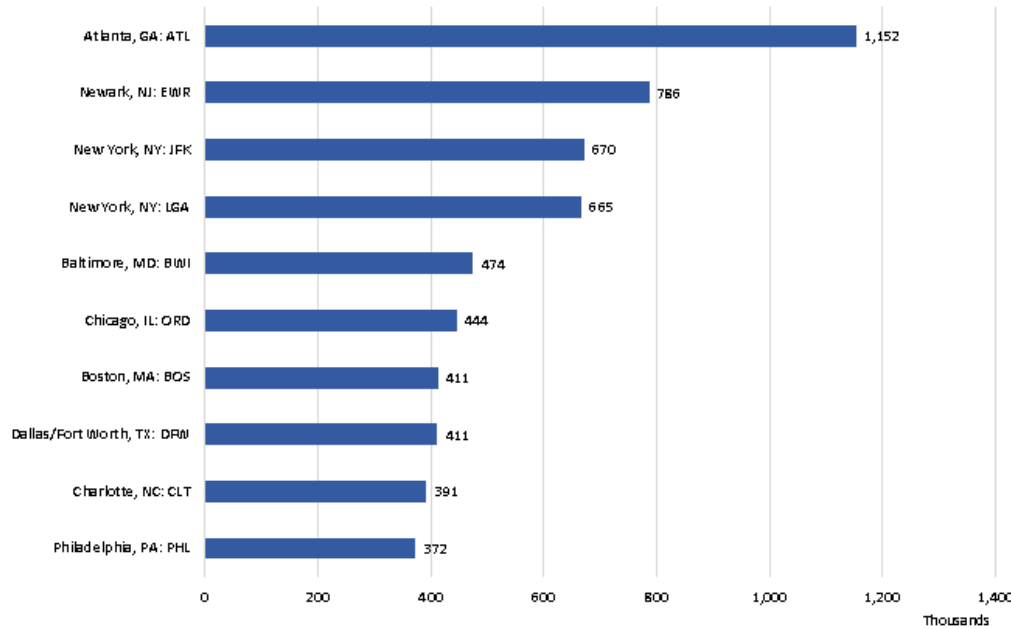
TOTAL NUMBER OF PASSENGERS BY YEAR, FLL, MIA AND PBI



In 2022, Hartsfield-Jackson Atlanta International Airport (ATL) received the most number of flights from FLL, compared to other major destinations. Southwest, JetBlue, Spirit, Delta, and United airlines provide more than 85% of flights coming to and from FLL. The on-time rate of FLL departed flights was 70% (ranked 30th in the nation) with an average delay of 68.4 minutes (ranked 18th in the nation).

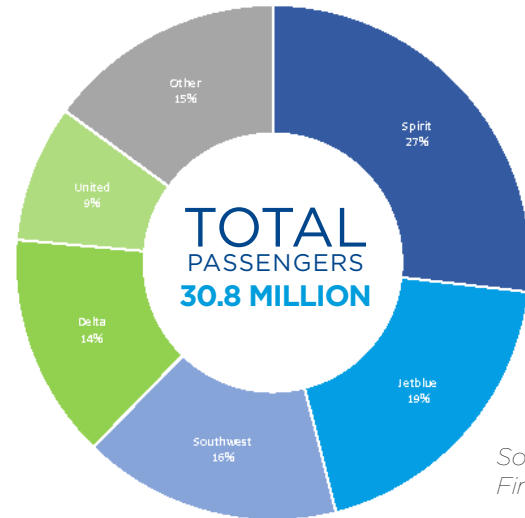
In 2022, FLL's operating revenue were \$313.8 million, 82% of which were from passenger airline revenues, and parking and ground transportation. FLL's annual operating expense was \$216.9 million.

TOP 10 DESTINATIONS (FOR FLIGHTS DEPARTING FROM FLL) BY NUMBER OF PASSENGERS, 2022



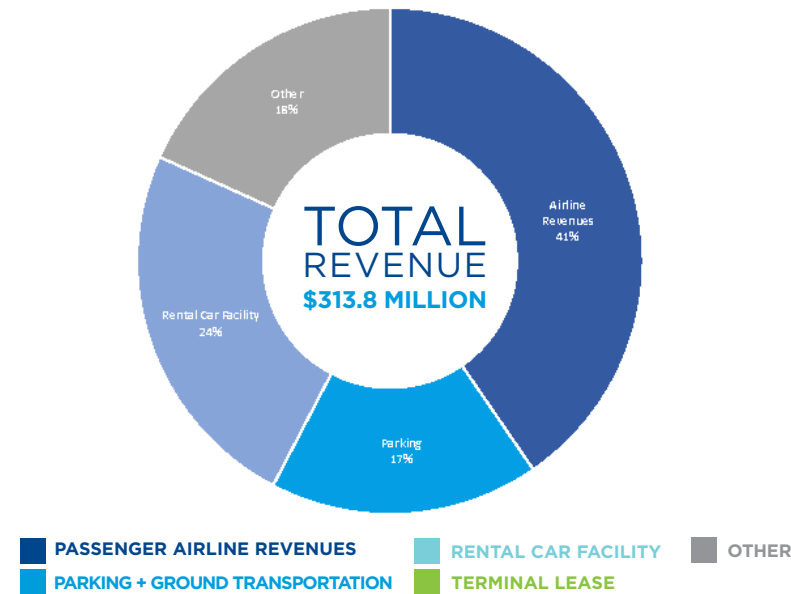
Source: BTS

NUMBER OF PASSENGERS BY AIRLINE, FLL, 2022



Source: FLL 2022 Financial Statements

FLL OPERATING REVENUE SOURCES, 2022



Source: BTS

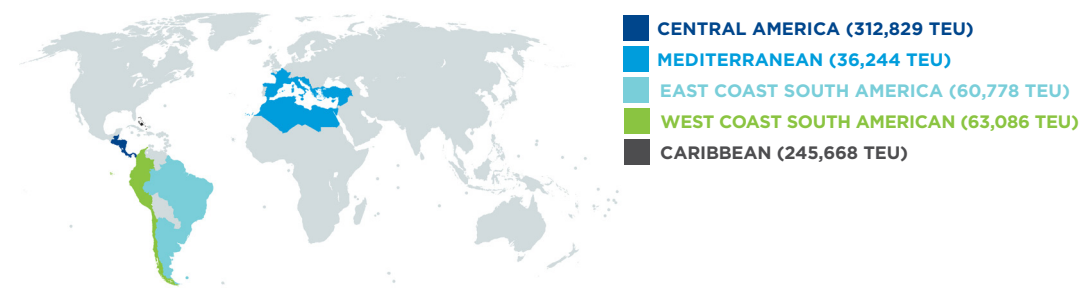


Seaports and Waterways

Broward County is well-known for its water-related assets. In total, there are 286 marina facilities and 94 port facilities (71 of them serve Port Everglades). These facilities are distributed between Port Everglades Harbor, the Intercoastal Waterway, and Broward County's major rivers and canals (e.g., New River and Dania Cut Off Canal).

In 2022, Port Everglades remained one of the busiest container ports in the nation, serving 7.3 million tons of containerized cargo and 19.3 million tons of petroleum and other cargo. Port Everglades' operating revenue was \$151.7 million, and operating expenses were \$97.9 million.

TOP 5 MARKETS OF CONTAINERIZED CARGO



TOP 5 COMMODITIES OF CONTAINERIZED CARGO



Source: Port Everglades

TOTAL SHIP CALLS
3,900

(2018-2022 growth: -7.5%)

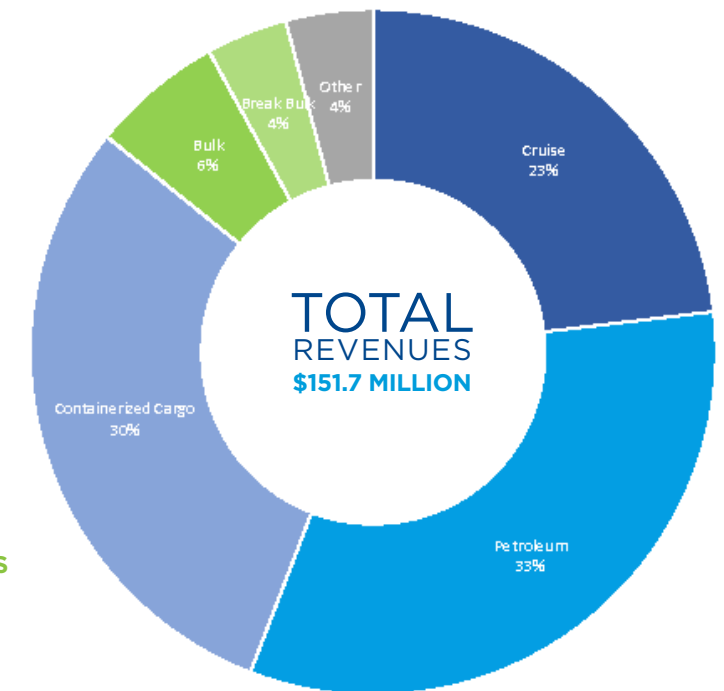
TOTAL CRUISE PASSENGERS
1.7 million

(2018-2022 growth: -55.6%)

TOTAL CARGO MOVEMENTS
26.7 million tons

(2018-2022 growth: 3.6%)

PORT EVERGLADES OPERATING REVENUE SOURCES, 2022



Source: Port Everglades

Land Freight

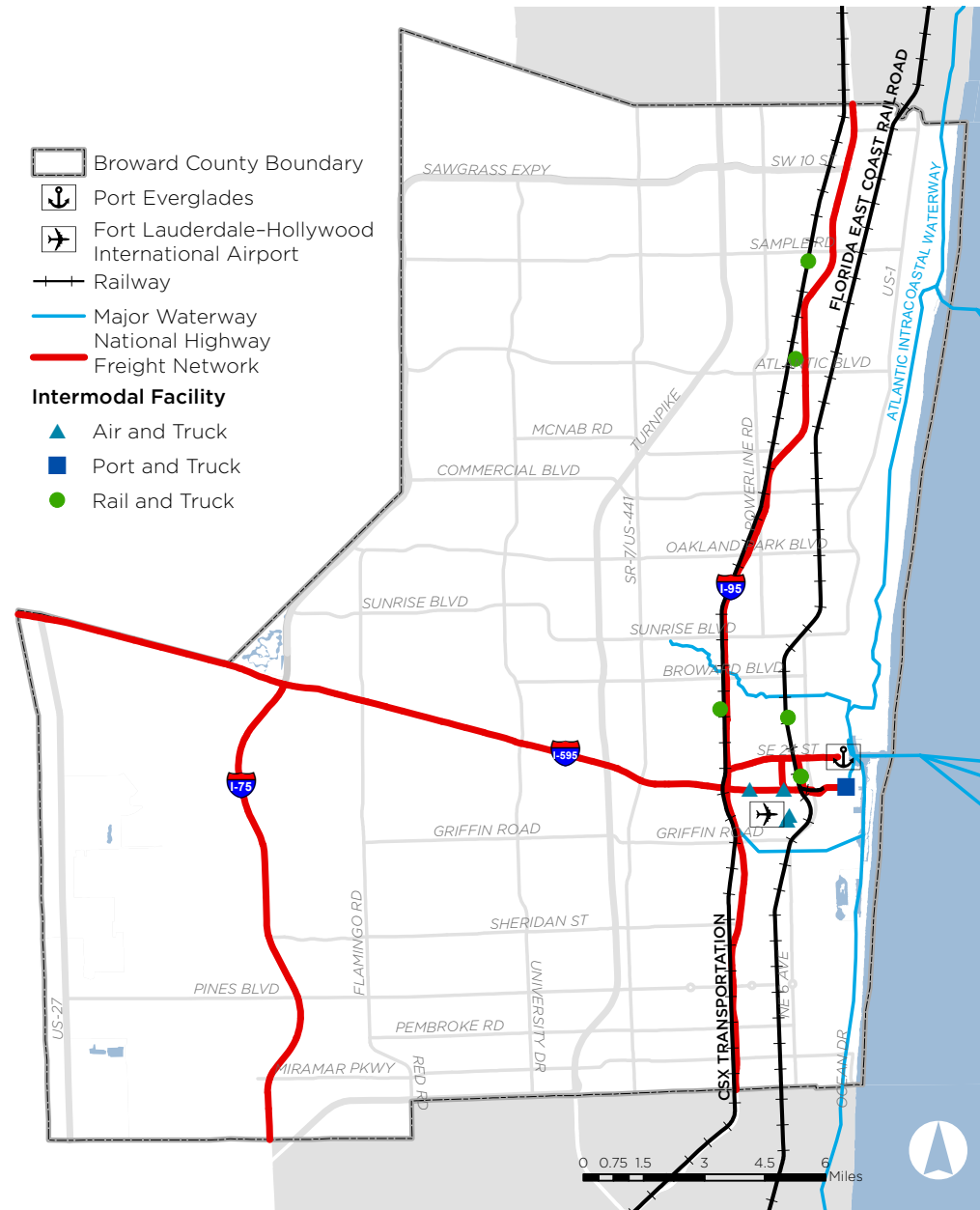
Broward County freight network consists of the roadways for trucks and railways for freight trains. Various intermodal and transload facilities connect these two components throughout the region.

I-95, I-595, and I-75 are designated as parts of National Highway Network (90.1 total miles in Broward County). This does not exclude other roadway corridors that have also been known to serve as alternative routes for large truck movements.

PERCENTAGE OF TRUCK TRAFFIC ON MAJOR FREIGHT CORRIDORS

Corridor	TRUCK % OF ALL TRAFFIC
FLORIDA'S TURNPIKE	12.5%
I-95	9.0%
I-75	8.0%
SAWGRASS EXPRESSWAY	6.2%
I-595	6.7%

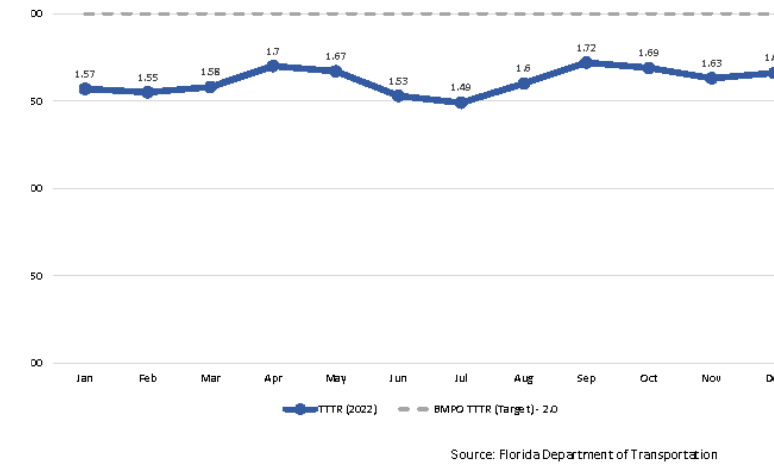
Source: FDOT



Source: FDOT and BTS

The Truck Travel Time Reliability (TTTR) Index is the metric used to assess truck movement reliability on the Interstate system. In 2022, the average TTTR was 1.62, which exceeded the Broward MPOs' 4-year target (i.e., below 2.0).

TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX, BROWARD COUNTY, 2022



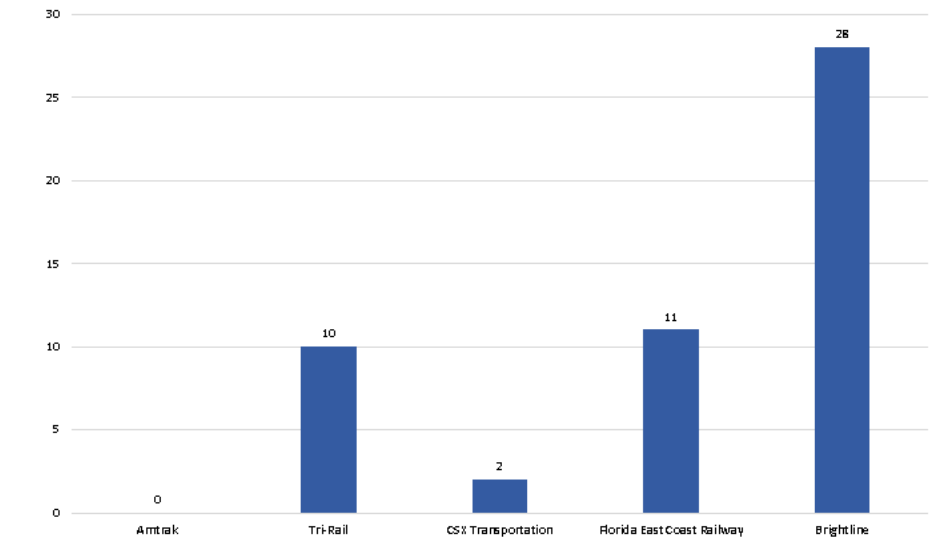
Source: Florida Department of Transportation

Broward County's rail freight and passenger system includes the Florida East Coast (FEC) Corridor whose tracks are shared by FEC Railway and Brightline and the South Florida Rail Corridor (SFRC) whose tracks are shared by CSX Transportation, Tri-Rail and Amtrak. Between 2020 and 2022, the rail freight and passenger system recorded 51 grade crossing accidents (39 on the FEC Corridor and 12 on the SFRC).

50.5
MILES OF
RAIL TRACKS

80
RAILWAY
GRADE
CROSSINGS

RAILWAY GRADE CROSSING CRASHES BY REPORTING AGENCY/COMPANY, 2020-2022



Source: FRA

Existing Planning Efforts (Freight)

The Broward MPO's Freight Transportation Advisory Committee (FTAC) provides a forum for the freight community and the MPO to improve decision-making regarding project selection, prioritization, and implementation as well as potential impacts and/or benefits to freight movement. At its quarterly meetings, FTAC members provide the MPO with valuable insights into the development of its core products including the Metropolitan Transportation Plan and the Transportation Improvement Program.

The Broward MPO worked with FEC, CSX, Brightline, Tri-Rail and eight Broward municipalities to create a Quiet Zone along the FEC railway corridor. This effort culminated in the establishment of a 26-mile Quiet Zone which is the largest continuous Quiet Zone in the country. This Quiet Zone brought about a decrease in noise levels from train horns for the eight communities along the FEC rail corridor. The MPO is currently working with freight and passenger rail entities and the municipalities to enhance safety along the FEC rail corridor.

Glossary of Terms

Annual Average Daily Traffic (AADT)

The total volume of traffic on a highway segment for one year, divided by the number of days in a year.

Daily Vehicle Miles Traveled (DVMT)

A measure of daily total vehicle activity. It is calculated by multiplying the number of vehicles (traffic volume) on a given roadway segment during a day by its length.

Employment Access Index (EAI)

Number of jobs in area block groups divided by squared distance of block groups. EAI is used in Location Affordability Index to measure the job accessibility of a particular area. Higher EAI indicates more jobs nearby and shorter commuting distances.

International Roughness Index (IRI)

Required by the Federal Highway Administration, IRI is a standard index for consistently expressing pavement smoothness.

Location Affordability Index (LAI)

Developed by U.S. Department of Housing and Urban Development (HUD), LAI is a user-friendly source of standardized data on combined housing and transportation costs to help consumers, policymakers, and developers make more informed decisions about where to live, work, and invest. LAI Version 2.0 uses 2008-2012 American Community Survey Data.

Level of Travel Time Reliability (LOTTR)

LOTTR is a ratio calculated by dividing the 80th percentile travel time of a reporting segment by the 50th percentile travel time of a reporting segment occurring throughout one full calendar year. Broward MPO reports the percentages of person-miles traveled on NHS structures that are considered reliable.

National Bridge Inspection Standards (NBIS)

Established by Federal Highway Administration, NBIS is used to inspect and rate the conditions of publicly owned bridges greater than 20 feet in length.

Twenty-Foot Equivalent Unit (TEU)

TEU is an standardized unit (20-foot long) of containerized cargo. It can be easily transferred between different freight transportation modes (e.g. ships, trains and trucks).

Truck Travel Time Reliability (TTTR) Index

TTTR is the metric used to assess the movement of trucks on the Interstate system. It is a ratio calculated by dividing the 95th percentile time by the 50th percentile for each segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Summary of Data Sources

BROWARD MPO

<http://www.BrowardMPO.org/>

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) - TRAFFIC AND FACILITY

<http://www.fdot.gov/statistics/gis/>

AMERICAN COMMUNITY SURVEY, U.S. CENSUS BUREAU

<https://www.census.gov/programs-surveys/acs/>

FEDERAL HIGHWAY ADMINISTRATION (FHWA) - BRIDGE

<https://www.fhwa.dot.gov/bridge/nbi.cfm>

FEDERAL RAILROAD ADMINISTRATION (FRA) - SAFETY

<https://safetydata.fra.dot.gov/OfficeofSafety/default.aspx>

NATIONAL TRANSIT DATABASE (NTD)

<https://www.transit.dot.gov/ntd/ntd-data>

BUREAU OF TRANSPORTATION STATISTICS (BTS) - AIRLINES AND AIRPORTS

<https://www.bts.gov/topics/airlines-and-airports-0>

PORT EVERGLADES

<http://www.porteverglades.net/>



APPENDIX





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