Last year, the Broward MPO celebrated 40 years of success in improving Broward County’s transportation system. This year, we have continued to build upon that success by developing tools that help fulfill our new Strategic Business Plan’s mission, goals, and success markers. On behalf of the Broward MPO, I would like to share with you our first State of the System Report which is one of those tools that will help us get a better sense of where the region’s transportation system is heading.

Our efforts to achieve the mission – to collaboratively plan, prioritize, and fund the delivery of diverse transportation options – will be enhanced by this document because it captures the current conditions of our community and the transportation system within Broward County. As the population grows and technology advances, our region will face new challenges.

The State of the System Report will strengthen our ability to meet those challenges by providing Board Members and Staff with an annual snapshot of the transportation system’s health. This report will inform the decision-making process in our effort to develop, fund, and track projects more effectively in the future.

I want to thank all those involved in this report for their effort and support. I look forward to learning more as we continue to build a better future for our communities.

"This report will inform the decision-making process in our effort to develop, fund, and track projects more effectively in the future."

Richard Blattner
Chair
I am pleased to inform you that we are making significant progress to achieve the goals laid out by our Board. The Broward MPO always aims to deliver transportation improvements that serve the needs of all users, however, doing so is no easy task and often proves to be a real “yeoman’s lift.” That is why I am excited to introduce the State of the System Report, which is the Broward MPO’s newest data reporting tool that captures useful information about the transportation system in Broward County to help make planning initiatives easier.

Supplemented by land use, population, employment, housing, and commuting data, the State of the System Report neatly depicts information about our roadways, transit systems, bicycle, and pedestrian facilities, airports, and water ports. We have learned a great deal from the data captured thus far, and we invite our planning partners to take a look and use it in their planning efforts, so we are all on the same page as we shape the future of Broward County.

The State of the System Report will help us at the Broward MPO identify project needs with the greatest expected positive impacts, improve Board activities and materials, and expand our presence and community outreach. It will also help our partners effectively understand the current strengths and weakness of the system and empower them to be a part of the collaborative decision-making that needs to occur to resolve the transportation issues we face. Join us in shaping the future of Broward County’s transportation system.
CONTENTS

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- Purpose and Approach 1
- Key Components of the Transportation System 2

OVERVIEW OF THE REGION

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- Commuting 5
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## SYSTEM CONDITIONS AND FACTS

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<th>Mode</th>
<th>Page</th>
</tr>
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</tr>
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<td>Transit</td>
<td>11</td>
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<td>Airports</td>
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<td>Land Freight</td>
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## APPENDIX

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<td>22</td>
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</table>
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 Region**, 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 2016 American Community Survey (ACS) 5-Year Estimates Profile 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 2016 ACS 5-Year Estimates Profile, please visit https://factfinder.census.gov
Key Components of the Transportation System

**Roadway System**
- National Highway System (NHS)
- Local Roadways
- Bridges

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

**Biking and Pedestrian Systems**
- Bicycle Lanes
- Sidewalks
- Bike-Share Systems
- Dockless Bike Share and Scooter Share
- Parks for Recreational Biking

**Airports**
- Fort Lauderdale–Hollywood International Airport (FLL)
- Other Air Fields

**Seaports and Waterways**
- Port Everglades
- Waterways (e.g., canals)

**Land Freight**
- Freight Railways
- National Freight Highway Network
- Intermodal and Transload Facilities
- Truck Parking Facilities
Broward County is growing rapidly. Since 2010, the population has increased by 1.2% annually and was estimated to be 1.89 million in 2017 (1.73 million in 2010). The chart below shows the 2017 population by age cohort. Among the 32 municipalities in the County, Fort Lauderdale, Pembroke Pines, Hollywood, Miramar, and Coral Springs are the top 5 populated cities.

**Land Use and Population**

Broward County Land Use Plan (Amendment 2017)

1. Only accounts for major roadways and facilities (e.g., NHS, airports, and seaport). Excludes parking and smaller arterials.
Approximately 930,000 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, 2017**

- Agriculture, Fishing & Mining: 2,119
- Construction: 61,217
- Manufacturing: 44,361
- Wholesale Trade: 54,037
- Retail Trade: 123,599
- Transportation, Warehousing & Utilities: 52,355
- Information: 21,982
- Finance & Real Estate: 74,681
- Professional Services & Waste Management: 129,541
- Educational & Health Services: 191,876
- Arts, Leisure & Hospitality: 57,949
- Public Administration: 52,260
- Other Services: 104,584

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

Source: U.S. Census 2017 ACS 5-Year Estimates

Source: LAI (Version 2.0), HUD
Broward County contains an estimated 817,000 housing units, with an average density of 1,946 units per square mile. **17.6% of these housing units are vacant, which is 3.8% higher than the national housing vacancy rate.** In general, municipalities located by the ocean have higher development density but lower occupancy rate than those located inland.

**HOUSING STOCK (UNIT) BY TOP 10 MUNICIPALITIES, BROWARD, 2016**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Occupied</th>
<th>Vacant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ft. Lauderdale</td>
<td>73,795</td>
<td>21,319</td>
</tr>
<tr>
<td>Hollywood</td>
<td>57,117</td>
<td>14,175</td>
</tr>
<tr>
<td>Pembroke Pines</td>
<td>55,091</td>
<td>7,837</td>
</tr>
<tr>
<td>Pompano Beach</td>
<td>40,682</td>
<td>13,704</td>
</tr>
<tr>
<td>Coral Springs</td>
<td>41,623</td>
<td>2,942</td>
</tr>
<tr>
<td>Miramar</td>
<td>39,464</td>
<td>4,331</td>
</tr>
<tr>
<td>Deerfield Beach</td>
<td>31,708</td>
<td>10,477</td>
</tr>
<tr>
<td>Plantation</td>
<td>33,753</td>
<td>4,389</td>
</tr>
<tr>
<td>Sunrise</td>
<td>31,895</td>
<td>5,928</td>
</tr>
<tr>
<td>Davie</td>
<td>31,947</td>
<td>4,093</td>
</tr>
</tbody>
</table>

**COMMUTING FLOW IN SOUTH FLORIDA**

<table>
<thead>
<tr>
<th>Residence</th>
<th>BROWARD</th>
<th>MIAMI-DADE</th>
<th>PALM BEACH</th>
<th>REGION TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROWARD</td>
<td>640,362</td>
<td>126,681</td>
<td>52,535</td>
<td>819,578</td>
</tr>
<tr>
<td>MIAMI-DADE</td>
<td>68,970</td>
<td>1,036,685</td>
<td>3,898</td>
<td>1,109,553</td>
</tr>
<tr>
<td>PALM BEACH</td>
<td>46,183</td>
<td>7,859</td>
<td>505,952</td>
<td>559,994</td>
</tr>
</tbody>
</table>

**COMMUTING TIME (AVERAGE MINUTES) BY MODE**

- **AUTO VEHICLE:** 27.2
- **BUS:** 52.2
- **COMMUTER RAIL:** 64.4
- **WALKING:** 15.4
- **OTHER:** 34.2

**TOTAL AVERAGE: 28**

Broward County has 819,578 residents commuting within the region (South Florida) including 78% working in Broward, 16% working in Miami-Dade, and 6% working in Palm Beach. **Approximately, 89% of commuters rely on a personal automobile or carpool to get to work. On average, people spent 28.2 minutes commuting to work per trip in 2017.**
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.

- **$15,348** Median annual housing unit cost
- **$54,895** Median household income
- **92.7%** of households own at least one vehicle

Source: U.S. Census 2016 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 2017, there were approximately 5,053 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.

### ROADWAY MILEAGE BY FUNCTIONAL CLASS, BROWARD COUNTY, 2017

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Mileage (Miles)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>77.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Turnpike + Expressway</td>
<td>5.5%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>1.7%</td>
<td>6.0%</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>1.6%</td>
<td>5.5%</td>
</tr>
<tr>
<td>Major Collector</td>
<td>1.6%</td>
<td>6.5%</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>0.9%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Local</td>
<td>1.6%</td>
<td>77.6%</td>
</tr>
</tbody>
</table>

Source: FDOT
In 2017, Broward County ranked second in Florida for vehicle-based trips, and it was reported that the daily vehicle miles traveled (DVMT) on public roads reached 47.7 million.

### Top Five Transportation Corridors with the Heaviest Traffic Volume, Broward County, 2017

- **I-95**: 250,277 AADT
- **Florida’s Turnpike**: 120,764 AADT
- **I-75**: 115,525 AADT
- **Flammable Expressway**: 84,883 AADT

Source: FDOT

### Daily Vehicle Miles Traveled by Year, Broward County, 2013-2017

- 2013: 44.0
- 2014: 45.0
- 2015: 45.7
- 2016: 47.4
- 2017: 47.7

Source: FDOT

### Roadway Safety Profiles

Safety is always a priority in Broward County. From 2013-2017, there were a total of:

- **180,648** Traffic Crashes
- **852** Traffic Fatalities
- **6,509** Severe Traffic Injuries

The average crash death rate is 9.2 per 100,000 population per year (4.3 lower than state rate). Approximately 50% of all these crashes were concentrated on the roadway corridors shown below. Among these corridors, Broward Blvd had the highest fatality rate (0.6%), and University Dr had the highest severe injury rate (4.5%).

### Average Number of Crashes per Mile by Roadway Corridor, Broward County, 2013-2017

- **I-95**: 754
- **Oakland Park Blvd**: 682
- **Hallandale Beach Blvd**: 658
- **Sunrise Blvd**: 604
- **University Dr**: 586
- **Pines Blvd**: 505
- **SR-7/US-441**: 503
- **Broward Blvd**: 480
- **Commercial Blvd**: 475
- **US-1**: 469

*Average AADT of Segments Monitored along the Corridor

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 = 76.6% Good

**Non-Interstate NHS Pavement Conditions**
Broward MPO 4-Year Target: 40% of Lane Miles Rated as “Good”

- Current Conditions = 38.4% Good

**NHS Bridges**
Broward MPO 4-Year Target: 50% of Deck Area Rated as “Good”

- Current Conditions = 79.1% Good

Source: FDOT (2017)
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.

**State of the System Report 10**

**Current Roadway Construction Projects**

Currently, there are 25 major roadway projects under construction in Broward County. According to FDOT, these projects are estimated to cost a total of $1.1 billion, 86% of which are associated with seven (7) interstate highway improvements. Only 7 out of 25 projects are “Capacity Expansion,” which account for 91.1% of all costs.

**Existing Roadway Planning Efforts**

The Long-Range Transportation Plan (LRTP) 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 last LRTP, Commitment 2040 (Amendment 4, 2018), 40 roadway projects were selected for future investments, worth a total of $1 billion. Compared to the FDOT projects that are under construction, Commitment 2040’s projects focus on capacity expansion and reconstruction of non-interstate arterials.

**Interstate NHS LOTTR**

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

![current_conditions_interstate](image)

**Non-Interstate NHS LOTTR**

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

![current_conditions_non_interstate](image)

**DISTRIBUTION OF COST BY TYPE FOR FDOT PROJECTS UNDER CONSTRUCTION, 2017**

<table>
<thead>
<tr>
<th>Type</th>
<th>Cost (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>46.0%</td>
</tr>
<tr>
<td>Capacity Expansion</td>
<td>39.3%</td>
</tr>
<tr>
<td>Other</td>
<td>1.5%</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>13.1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**DISTRIBUTION OF COST BY TYPE FOR BROWARD MPO PROJECTS IN COMMITMENT 2040 (AMENDMENT 4, 2018)**

<table>
<thead>
<tr>
<th>Type</th>
<th>Cost (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>39.3%</td>
</tr>
<tr>
<td>Capacity Expansion</td>
<td>39.3%</td>
</tr>
<tr>
<td>Other</td>
<td>13.1%</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>13.1%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>

**LEVEL OF TRAVEL TIME RELIABILITY, BROWARD COUNTY, 2017**

![travel_time_reliability_chart](image)
The transit system in Broward County mainly consists of Broward County Transit (a.k.a. BCT; an urban bus system with paratransit service), Tri-Rail (a commuter rail line which serves about 3.1% of commuters in the area), Brightline (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 Airport with 71-miles track. It has seven rail stations located in Broward County.
Per 2017 data, BCT operated a mixed fleet of 596 public and privately owned vehicles. Their vehicles available for maximum service (a.k.a., VAMS; 359 buses, 237 demand response vehicles) had an average age of 5.7 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. No data was available for BCT’s on-time performance.

BCT had 6.7 mechanical breakdowns per vehicle in 2017, which was lower than its neighboring peers (i.e., Miami-Dade Transit (13.2) and Palm Tran (8.7)).

In the past five years, BCT’s ridership has declined by 5.2%. In 2017, BCT recorded 29.8 million passenger trips. The average trip length was 5.16 miles/passenger trip. According to their financial reports, BCT had $139.2 million of total operating expenses. 65.1% of these expenses were from vehicle operations.
In 2017, there were 4.3 million passenger trips made on Tri-Rail. Compared to the BCT, passengers tend to use commuter rail services for longer trips (average trip length: 27.8 miles/passenger trip).

Reliable commuting travel time ensures efficient transfers between modes. The average on-time performance (a.k.a. OTP; measured by the percentage of on-time services) of Tri-Rail was 87% in 2017, 5% higher compared to 2016. Common factors for service delays include regular facility maintenance, right-of-way conflicts with other track users, and mechanical breakdowns.

SFRTA had $94.4 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.
Biking and Pedestrian

Compared to auto and transit users, bicyclists and pedestrians are considered the most vulnerable group of people on the roadway. Between 2013 and 2017, there were 4,303 crashes in Broward County that involved bicyclists and pedestrians. 4.8% of them had at least one fatality, which means you are 14 times more likely to see a fatality in a bicycle or pedestrian crash than any other type of crash.

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.

### AVERAGE NUMBER OF BIKING & PEDESTRIAN-RELATED CRASHES PER MILE BY ROADWAY CORRIDOR, BROWARD COUNTY, 2013-2017

<table>
<thead>
<tr>
<th>Roadway Corridor</th>
<th>Average Crash Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunrise Blvd</td>
<td>20.4</td>
</tr>
<tr>
<td>US-1</td>
<td>19.9</td>
</tr>
<tr>
<td>Hallandale Bch Blvd</td>
<td>19.9</td>
</tr>
<tr>
<td>Broward Blvd</td>
<td>17.3</td>
</tr>
<tr>
<td>Seabreeze Blvd</td>
<td>16.6</td>
</tr>
<tr>
<td>Davie Blvd</td>
<td>16.2</td>
</tr>
<tr>
<td>Oakland Park Blvd</td>
<td>15.8</td>
</tr>
<tr>
<td>Ocean Dr</td>
<td>15.4</td>
</tr>
<tr>
<td>SR-7/US-441</td>
<td>15.4</td>
</tr>
<tr>
<td>Atlantic Blvd</td>
<td>14.0</td>
</tr>
</tbody>
</table>

Source: FDOT
**Existing Planning Efforts (Biking & Pedestrian)**

Between 2013 and 2018, the Broward MPO’s Transportation Alternative Program (TAP) and Complete Streets and Other Localized Initiatives Program (a.k.a. CSLIP; the replacement for TAP) helped fund 44 smaller, non-regionally significant transportation projects. These projects cost approximately $93 million of total capital expenses.

The 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 more than 680,000 flights (departures and arrivals) in 2017.

In 2017, FLL ranked 19th among all major U.S. airports with 31.7 million passengers served (includes arrivals and departures). When compared to the Miami International Airport (MIA) and Palm Beach International Airport (PBI), shown below, FLL has steadily increased their passenger traffic between 2013 and 2017 (38% increase).

### FLL Air Traffic, 2017

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrivals</td>
<td>24,619,606</td>
<td>2,805,808</td>
</tr>
<tr>
<td>Departures</td>
<td>24,619,606</td>
<td>2,805,808</td>
</tr>
</tbody>
</table>

**Source:** FDOT

**Source:** BTS

### Number of Flights by Major Airfield in Broward County, 2017

- **Fort Lauderdale-Hollywood International Airport**: 251,451
- **Pompano Beach Airpark**: 169,642
- **Fort Lauderdale Executive Airport**: 149,553
- **North Perry Airport**: 117,457

**Source:** FDOT

### Total Number of Passengers by Year, FLL, MIA and PBI

- **FLL**:
  - 2013: 38.0 million
  - 2014: 38.2 million
  - 2015: 41.2 million
  - 2016: 40.9 million
  - 2017: 40.8 million

- **MIA**:
  - 2013: 23.0 million
  - 2014: 24.0 million
  - 2015: 26.1 million
  - 2016: 28.5 million
  - 2017: 31.7 million

- **PBI**:
  - 2013: 5.7 million
  - 2014: 5.8 million
  - 2015: 6.2 million
  - 2016: 6.2 million
  - 2017: 6.2 million

**Source:** BTS

### Air Cargo (Freight)

- **228,800 tons of incoming goods**

**Source:** BTS
In 2017, Hartsfield–Jackson Atlanta International Airport (ATL) received the most number of flights from FLL, compared to other major destinations. Southwest, JetBlue, Spirit, Delta, and American airlines provide more than 80% of flights coming to and from FLL. The on-time rate of FLL departed flights was 74% (ranked 27th in the nation) with an average delay of 67.8 minutes (ranked 17th in the nation).

In 2017, FLL’s operating revenue reached $245.8 million, 54% of which were from passenger airline revenues, and parking and ground transportation. FLL’s annual operating expense was $162.0 million.

**TOP 10 DESTINATIONS FOR FLIGHTS DEPARTING FROM FLL BY NUMBER OF PASSENGERS, 2017**

<table>
<thead>
<tr>
<th>Destination</th>
<th>PASSENGERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta, GA: ATL</td>
<td>1,181</td>
</tr>
<tr>
<td>Newark, NJ: EWR</td>
<td>849</td>
</tr>
<tr>
<td>New York, NY: LGA</td>
<td>711</td>
</tr>
<tr>
<td>Baltimore, MD: BWI</td>
<td>650</td>
</tr>
<tr>
<td>New York, NY: JFK</td>
<td>597</td>
</tr>
<tr>
<td>Chicago, IL: ORD</td>
<td>476</td>
</tr>
<tr>
<td>Detroit, MI: DTW</td>
<td>436</td>
</tr>
<tr>
<td>Philadelphia, PA: PHL</td>
<td>388</td>
</tr>
<tr>
<td>Boston, MA: BOS</td>
<td>373</td>
</tr>
<tr>
<td>Dallas/Fort Worth, TX: DFW</td>
<td>361</td>
</tr>
</tbody>
</table>

**NUMBER OF PASSENGERS BY AIRLINE, FLL, 2017**

- **TOTAL PASSENGERS:** 31.7 MILLION
- **SOUTHWEST:** 22.9%
- **JETBLUE:** 13.7%
- **DELTA:** 12.9%
- **SPIRIT:** 12.0%
- **AMERICAN:** 8.0%
- **OTHER:** 19.3%

**FLL OPERATING REVENUE SOURCES, 2017**

- **TOTAL REVENUE:** $245.8 MILLION
- **PASSENGER AIRLINE REVENUE:** 31.3%
- **RENTAL CAR FACILITY:** 20.7%
- **PARKING + GROUND TRANSPORTATION:** 13.1%
- **TERMINAL LEASE:** 22.9%
- **OTHER:** 12.0%

*Source: BTS*
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 2017, Port Everglades was considered the 17th largest container port in the nation, serving 7.2 million tons of containerized cargo and 18.2 million tons of petroleum and other cargo. Port Everglades’ operating revenue was $161.7 million, and operating expense was $87.5 million.

**Top 5 Markets of Containerized Cargo**
- Central America (308,454 TEUs)
- Mediterranean (52,349 TEUs)
- East Coast South America (62,720 TEUs)
- West Coast South America (87,758 TEUs)
- Caribbean (249,193 TEUs)

**Top 5 Commodities of Containerized Cargo**
- Apparel: 57,680 TEUs
- Machinery: 57,391 TEUs
- Food Products: 54,585 TEUs
- Beverages: 33,706 TEUs
- Motor Vehicles: 43,532 TEUs

*Source: Port Everglades*
Land Freight

Broward County freight network consists of the roadways for trucks and railways for freight trains. Various intermodal 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

<table>
<thead>
<tr>
<th>Route</th>
<th>TRUCK % OF ALL TRAFFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLORIDA’S TURNPIKE</td>
<td>10.4%</td>
</tr>
<tr>
<td>I-95</td>
<td>4.6%</td>
</tr>
<tr>
<td>I-75</td>
<td>8.2%</td>
</tr>
<tr>
<td>SAWGRASS EXPRESSWAY</td>
<td>10.5%</td>
</tr>
<tr>
<td>I-595</td>
<td>6.1%</td>
</tr>
</tbody>
</table>

Source: FDOT
The Truck Travel Time Reliability (TTTR) Index is the FDOT’s metric used to assess truck movement reliability on the Interstate system. In 2017, the average TTTR was 1.81, which met the Broward MPOs’ 4-year target (i.e., below 2.0).

Broward County’s rail freight system includes the Florida East Coast (FEC) Railway (whose rail tracks are shared with Brightline) and CSX Transportation line (whose rail tracks are shared with Tri-Rail and Amtrak). Between 2013 and 2017, the rail freight system had 29 grade crossing accidents that were reported by rail freight providers operating in Broward County.

**EXISTING PLANNING EFFORTS (FREIGHT)**

The Broward MPO’s Freight Transportation Advisory Committee (FTAC) was established to provide a forum for both the freight community and the MPO to improve decision-making regarding freight project selection and prioritization. The FTAC meets quarterly, attended by members, advisors, presenters and public audiences.

The Broward MPO has been working with FEC, CSX, Brightline, and Tri-Rail to create the Quiet Zones. This effort is meant to decrease noise levels from train horns throughout local communities. Currently, there are plans for a 26-mile Quiet Zone segment along the FEC railroad corridor going through eight municipalities: Deerfield Beach, Pompano Beach, Oakland Park, Wilton Manors, Fort Lauderdale, Dania Beach, Hollywood, and Hallandale Beach.
### Glossary of Terms

| **Employment Access Index (EAI)** | The number of jobs in area block groups divided by squared distance of block groups. EAI is used in the Location Affordability Index to measure the job accessibility of a particular area. Higher EAI indicates more jobs nearby and shorter commuting distances. |
| **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. |
| **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. |
| **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. |
| **International Roughness Index (IRI)** | Required by the Federal Highway Administration, IRI is a standard index for consistently expressing pavement smoothness. |
| **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. |
| **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. |
| **Twenty-Foot Equivalent Unit (TEU)** | A 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

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

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http://www.porteverglades.net/

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