Housing Coordination Plan

Infrastructure Hardening and Housing Coordination Committee

Broward MPO
Metropolitan Planning Organization

July 22, 2025

BrowardMPO.org

Agenda

- Reminder – New HCP Vision
  - HCP Goals and Outcomes
- Updated Project Schedule
- Deep Dive on Data
- Next Steps

Meeting Goal:
- ✓ Present updated Schedule
- ✓ Discuss TCB Federal and Local Trends
- ✓ Identify next steps

HCP: Responding to Policy Shift

Mission & Scope of Influence

The BMPO is focused on its core mission: to plan, prioritize, and fund ***transportation projects*** in Broward County.

BMPO influence directly pertains to the ***transportation network*** and related infrastructure.

Acknowledge BMPO has no authority over land use or housing directly; HOWEVER, BMPO strategic transportation investments can ***alleviate transportation cost-burden*** and enhance transportation options.

HCP: Realignment of HCP Goals and Outcomes

1. Incorporate *(alleviation of)* **Transportation Cost Burden** into BMPO Core Products.

- ✓ REV Guidance:
  - TCB Policies
  - Call For Projects: Minimum Requirements & Ranking Criteria
  - Project Prioritization Criteria
- ✓ MTP 2055 Guidance:
  - Performance Measures
  - Modified REV Guidance
  - Transportation Projects
- ✓ Additional Guidance needed for Core Products

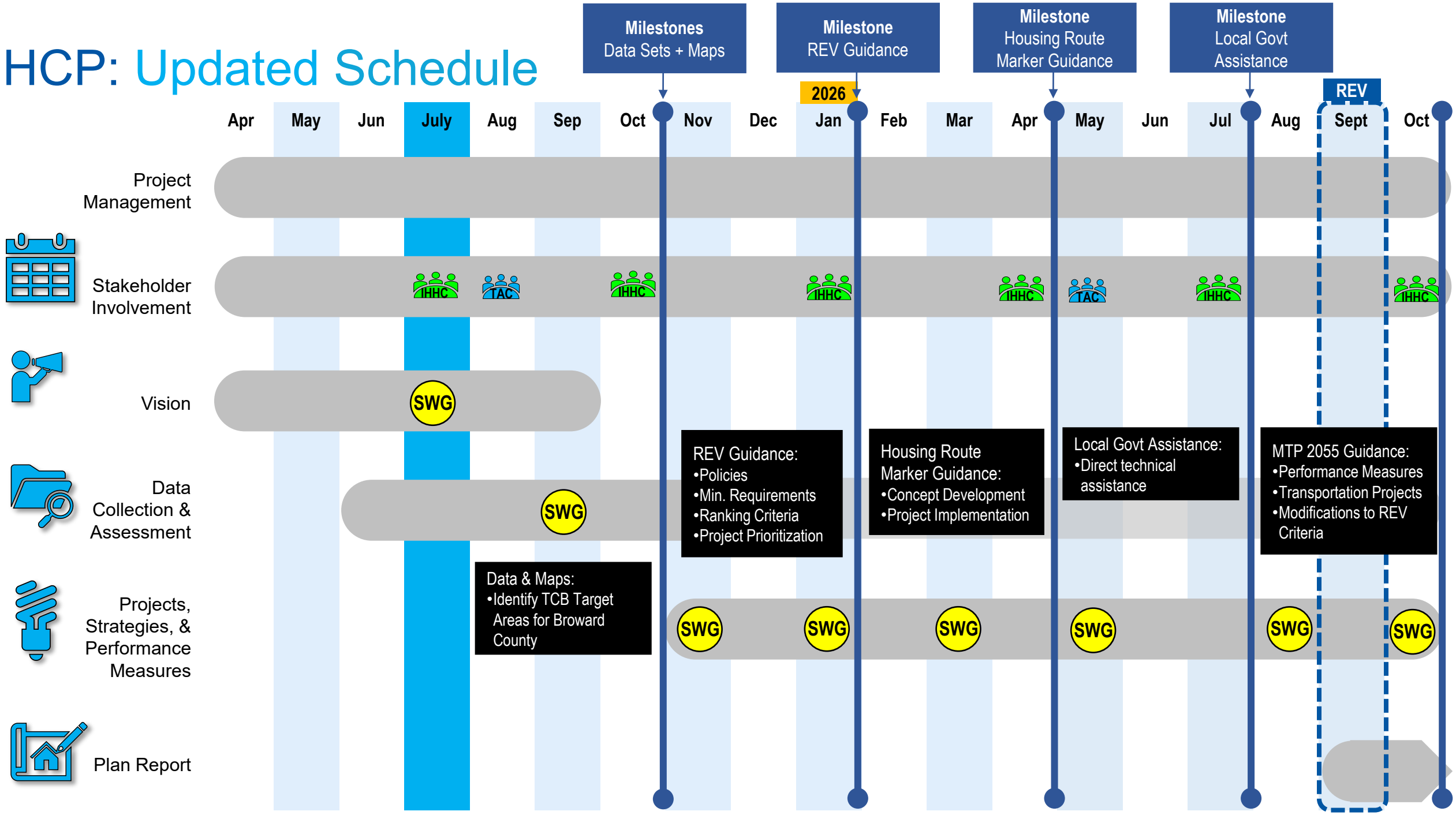
2. Ensure the HCP is aligned with the BMPO Mission: **Plan, prioritize, and fund transportation options.**

- *HCP outcomes will only focus on transportation policy or projects*
- ✓ Provide technical assistance to local governments: Determine how BMPO's assets (funding, technical expertise, partnerships, and data) can be used to address transportation cost-burden
- ✓ **Identify Transportation Projects** that address transportation cost burden

3. Develop guidance for implementing MTP 2050 projects that were assigned the **Housing Route Marker**

- ✓ Guidance for Concept Development
- ✓ Guidance for Project Implementation

HCP: Updated Schedule

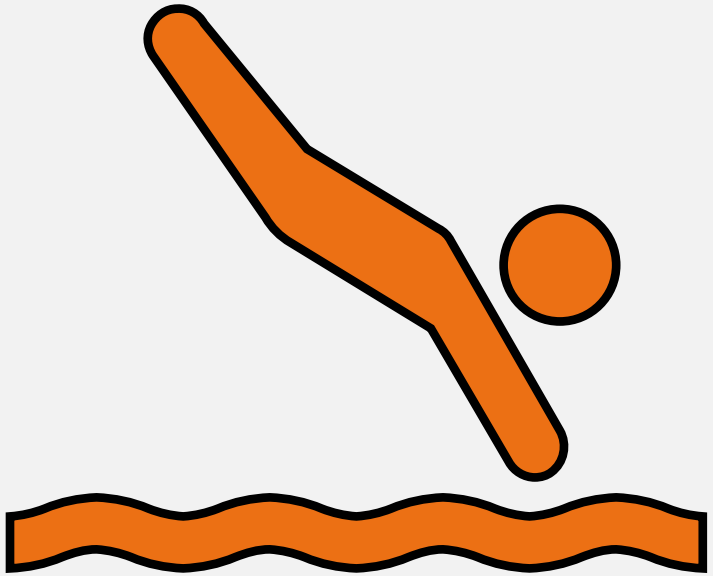


HCP: Realignment of HCP Vision / Goals

But what about “Housing”?

- As noted in the FDOT subject brief on the relationship between housing and transportation (January 2023) *“Housing is critical to how people travel – it’s where almost all trips start and end.”*
- BMPO’s role in addressing the cost-of-living burden (and the impact to economic growth) in Broward County pertains to the transportation network, transportation infrastructure, and transportation options.
- Extensive efforts are already underway by local partners to address Broward County’s housing cost-burden.
- ICF is developing guidance for MPO’s on developing Housing Coordination Plans (to be complete Spring 2026).

HCP: The Challenge: Addressing Transportation Cost-Burden



Time for a deep dive into the data….

TCB: National Trends

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December 2024 Report 1112

Consumer expenditures in 2023

By Shane Meyers, Geoffrey D. Paulin, and Kristen Thiel

As 2023 began, concerns lingered over whether consumers would continue to face the highest inflation rate in over 40 years. Although the persistent effects of inflation did not subside, inflation in 2023 did not reach the same heights as observed in 2022. However, prices still grew by 4.1 percent, more than twice the Federal Reserve's target inflation rate of 2.0 percent.[1] As consumers assessed their economic wants and needs, how did their spending habits change in 2023?

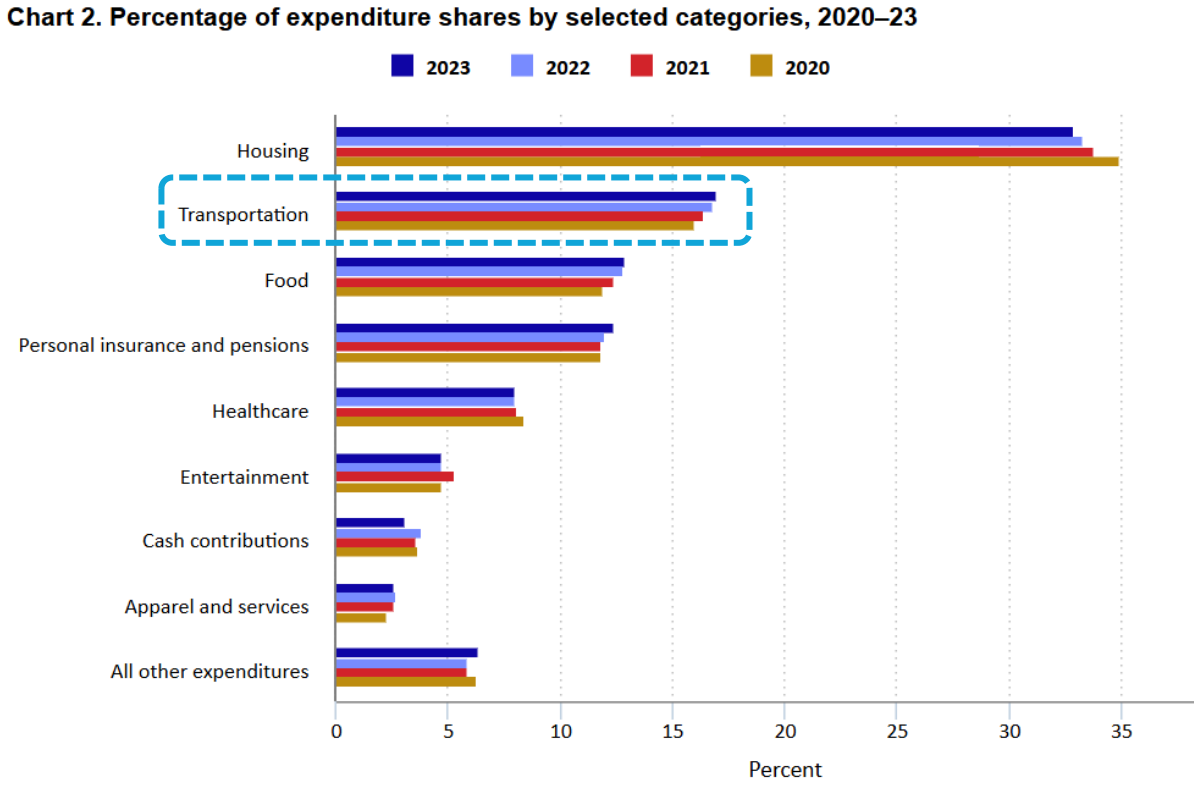
This report analyzes integrated data from the Diary and Interview Survey components of the Consumer Expenditure Surveys (CE). (For details about these components, including how their results are integrated in publication, see the "Additional Information" section of the 2023 CE news release.) The data in this report are drawn from a collection of CE tables, highlighting the vast array of demographic data the U.S. Bureau of Labor Statistics (BLS) has available for use. Income and expenditure data shown in the tables throughout this report are expressed as nominal values, representing spending in U.S. dollars as reported by surveyed consumers.[2] These data are collected by the U.S. Census Bureau under contract with BLS. BLS then publishes the data in specific categories, usually defined by characteristics of the reference person for a given consumer unit (CU).[3]

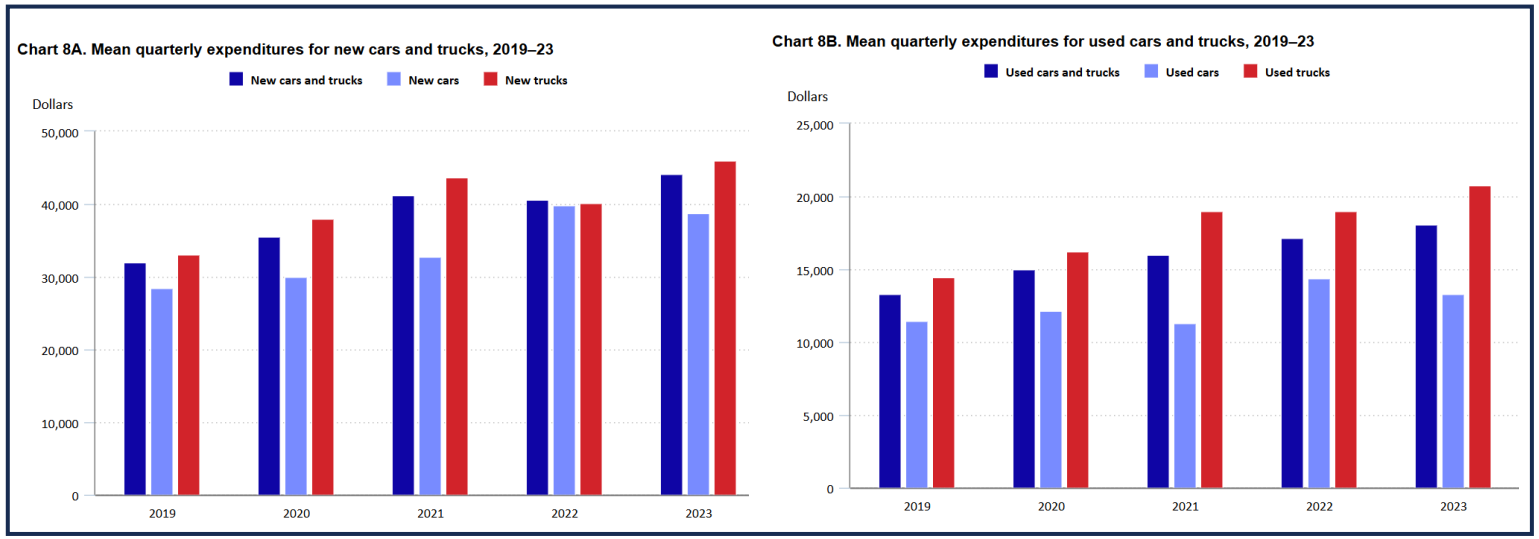
Each year since 2020 has posed unique challenges for consumers, as the economy experienced the shock of the COVID-19 pandemic and the constraints of decades-high inflation. The next section details the economic conditions that influenced spending patterns, shares, and dynamics in 2023.

In 2023, transportation accounted for 17% of total household expenditures - the 2nd largest expense category (after housing).

- Transportation spending rose 7.1% from 2022, after a 12.2% increase in 2022.
- Two specific subcategories drove the 2023 increase:
  1. Spending on public & other transportation (29.7%).
     This increase can be attributed to more workers returning to the office in major metropolitan areas.
  2. Vehicle purchases (23.2%)
- Partially offsetting the 2023 increase - gasoline spending was down 12.2% after a 44% increase in 2022

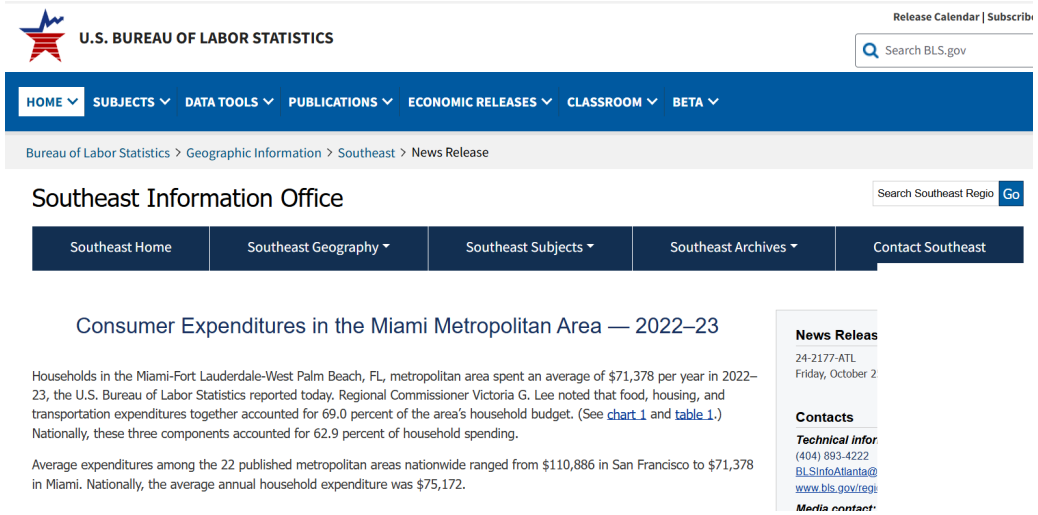
https://www.bls.gov/opub/reports/consumer-expenditures/2023/





TCB: Local Trends

https://www.bls.gov/regions/southeast/news-release/consumerexpenditures_miami.htm#:~:text=Transportation:%20Miami%2Darea%20households%20spent,national%20average%20of%2092.3%20percent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Consumer Expenditures in the Miami Metropolitan Area — 2022–23

Households in the Miami-Fort Lauderdale-West Palm Beach, FL, metropolitan area spent an average of $71,378 per year in 2022–23, the U.S. Bureau of Labor Statistics reported today. Regional Commissioner Victoria G. Lee noted that food, housing, and transportation expenditures together accounted for 69.0 percent of the area's household budget. (See chart 1 and table 1.) Nationally, these three components accounted for 62.9 percent of household spending.

Average expenditures among the 22 published metropolitan areas nationwide ranged from $110,886 in San Francisco to $71,378 in Miami. Nationally, the average annual household expenditure was $75,172.

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Friday, October 2

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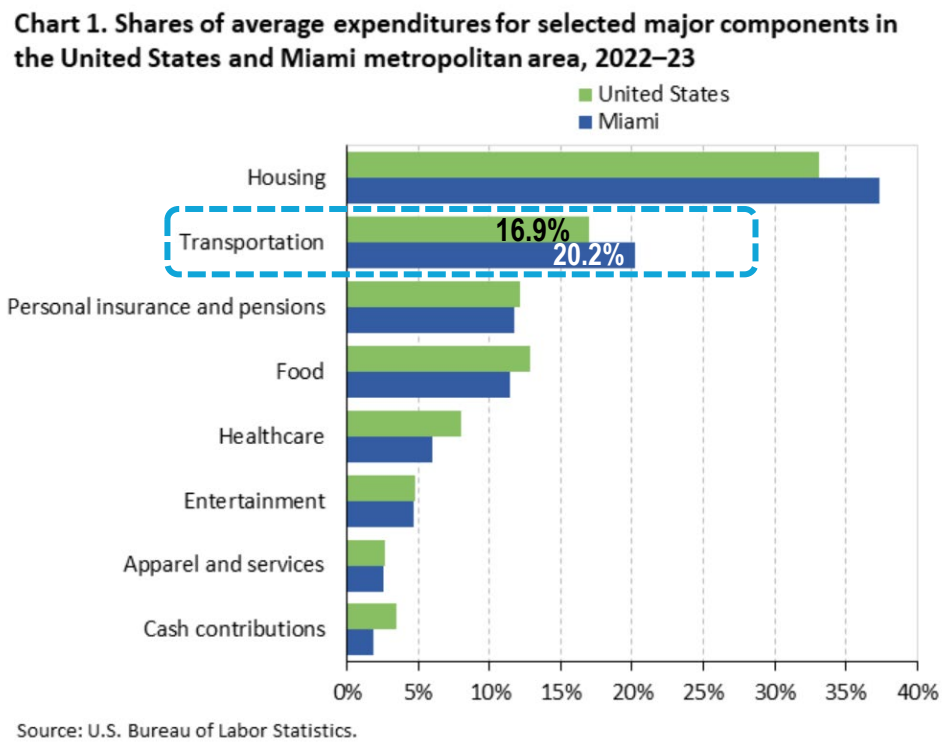


Source: U.S. Bureau of Labor Statistics.

The Miami-Fort Lauderdale-West Palm Beach, FL Metropolitan Statistical Area comprises Broward, Miami-Dade, and Palm Beach Counties.

- During the 2022 to 2023 period Miami MSA TCB was 3.3% higher than the national average.
- Miami MSA had the highest TCB compared to 22 metropolitan areas (except same as Houston)
- Assumptions about Miami MSA TCB: FL has lower than average gas prices, lower wages, higher vehicle and insurance costs, fewer transit options

Table 2. Percent share of average annual expenditures for housing, transportation, and food, United States and 22 metropolitan areas, 2022–23

Area	Housing	Transportation	Food
United States	33.1	16.9	12.9
Anchorage	33.3	18.2	13.7
Atlanta	33.5	16.5	12.7
Baltimore	32.4	16.5	12.9
Boston	34.5	13.4	13.0
Chicago	34.1	13.4	13.6
Dallas-Fort Worth	35.4	16.0	12.4
Denver	35.5	16.2	11.3
Detroit	31.5	19.4	12.3
Honolulu	36.1	14.4	16.6
Houston	32.9	20.2	10.3
Los Angeles	36.6	16.5	13.6
Miami	37.4	20.2	11.5
Minneapolis-St. Paul	31.5	15.0	11.7
New York	37.2	14.2	12.5
Philadelphia	33.2	13.9	14.0
Phoenix	30.8	17.3	9.8
San Diego	37.9	15.7	12.7
San Francisco	38.0	14.4	12.8
Seattle	34.6	13.2	12.6
St. Louis	30.5	16.5	14.0
Tampa	34.7	18.2	11.4
Washington, DC	33.6	14.4	11.8

TCB: Income-Based Trends

https://data.bts.gov/stories/s/wb5m-jbi7#percent-of-after-tax-income-spent-on-transportation-

Bureau of Transportation Statistics

Transportation Economic Trends

Transportation Cost Burden

Transportation Expenditures by Selected Household Characteristics and Income Quintile

Transportation cost burden measures the percentage of income that a household spends on transportation. The cost of transportation, the modes available, and the modes used affect the total households spend on transportation. This page looks at spending on transportation by various household geographic and socio-economic characteristics and income level in the three most recent years of data available.

Income Quintile = BLS (and BTS) divides households into five groups based on their income before taxes, with each quintile representing 20% of the population.

- 1st quintile is the lowest income, and the 5th quintile is the highest income
- There are no set income levels for quintiles. The income levels will shift depending on other characteristics (i.e geography, age 65+, families with young children, single households)

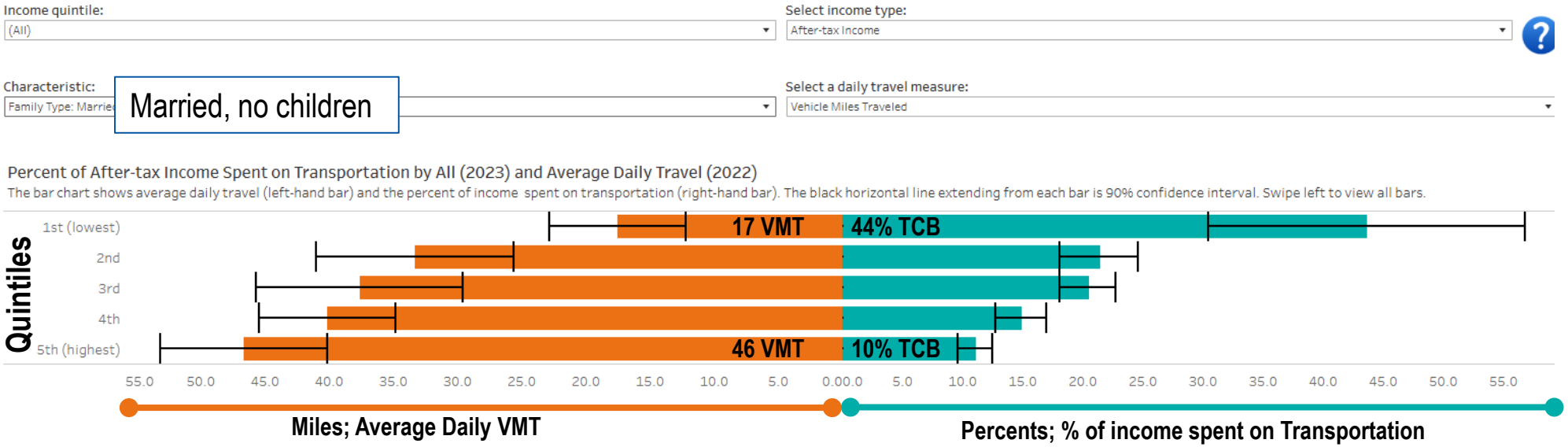
"Married, No Children" is typically considered the highest earning / lowest expense household types.

- This data set shows the average daily VMT and the % of income spent on transportation for the 5 Quintiles
- The data demonstrates the **inverse relationship** between VMT and transportation cost-burden for the 5 Quintiles
  - While Q1 (lowest 20% income) travels less than ½ the amount of Q5 (17 VMT vs 46 VMT), they spend more than 3 x's the % of their income on transportation costs (44% vs 10%)

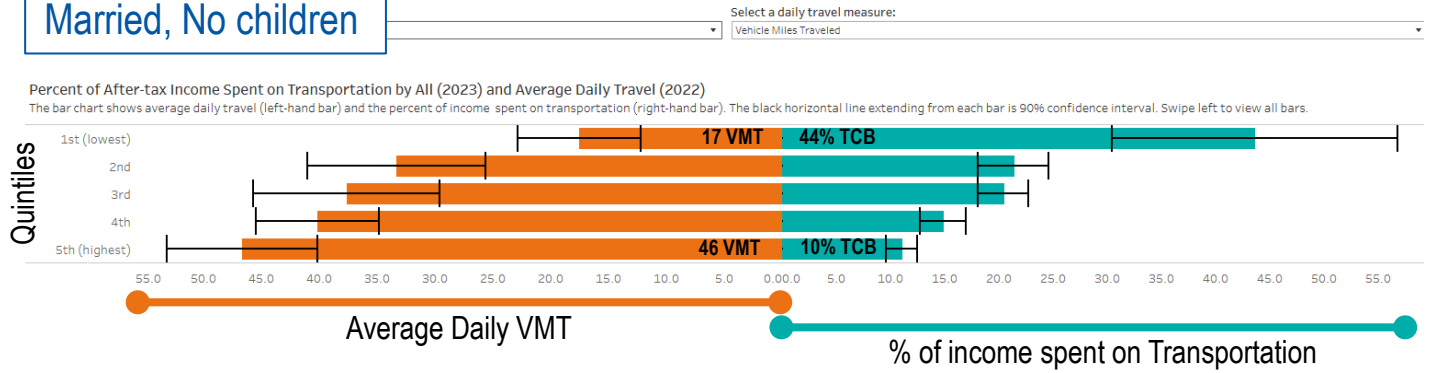
Percent of Income Spent on Transportation

The chart below shows average daily travel (vehicle trips, vehicle miles traveled, person trips, or person miles) and the percent of income (before- or after-tax) spent on transportation by select household characteristics and income quintile. The characteristics in this chart are, family type, households who have at least one member 65 or older, household earner status, ra and ethnicity, region, urban vs. rural, and work status. The filter below the dropdown allows for further drill down of the characteristics. The error bars at the end of each bar show the confidence interval within which the true value is 90% likely to fall.

Data in this figure are for the most recent year available from each dataset.

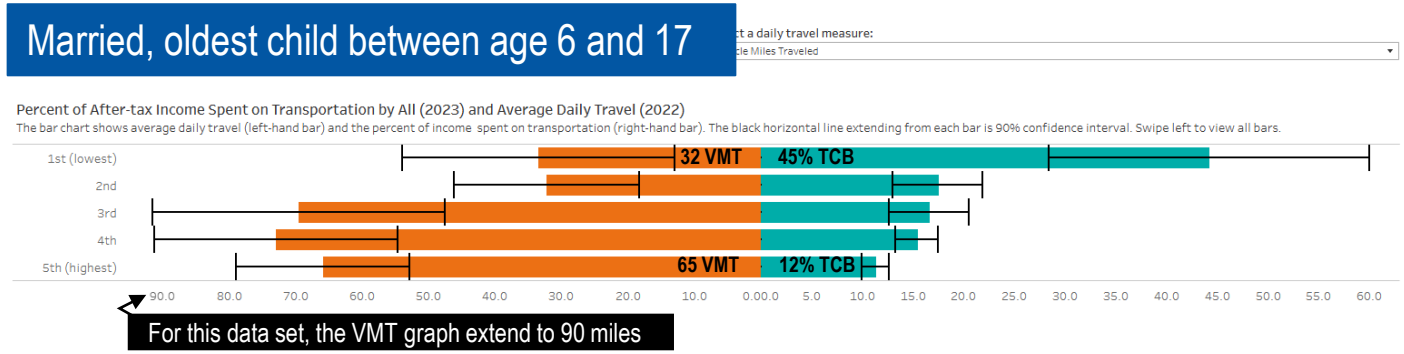


Married, No children



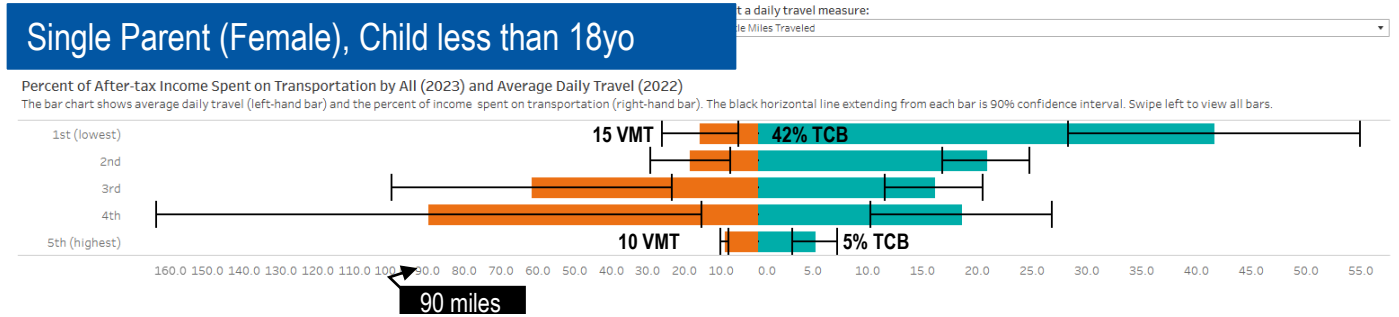
- Data shows the increased VMT for families with school-aged children.
  - Q3, 4, and 5 travel 60+ VMT daily
- Despite the increased VMT, the TCB has minimal increase
- Q1 continues to have extreme disproportionate relationship between VMT and TCB

Married, oldest child between age 6 and 17



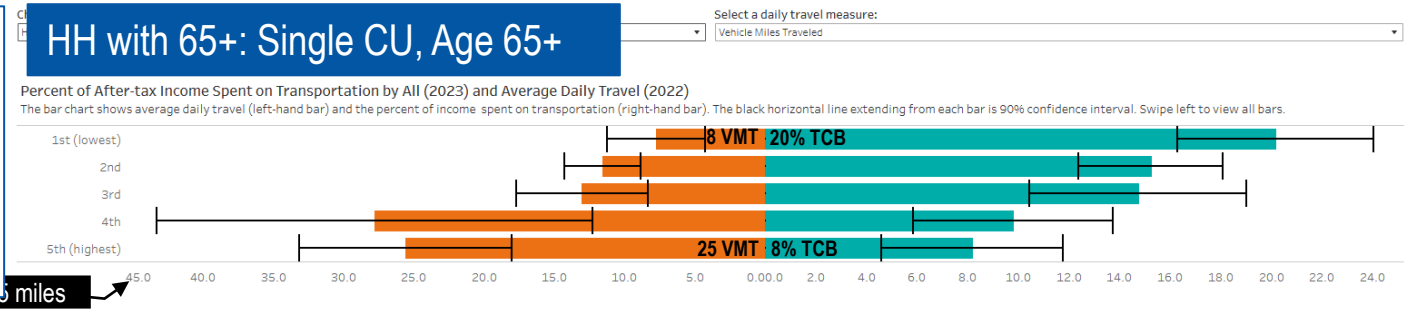
- The differences in average VMT is significant.
  - Q1 is 15 VMT, whereas Q4 is 90 VMT and Q5 is only 10 VMT.
- Yet, despite the differences in VMT, the highest TCB is within Q1, even though they travel similar VMT as Q2 and Q5.

Single Parent (Female), Child less than 18yo

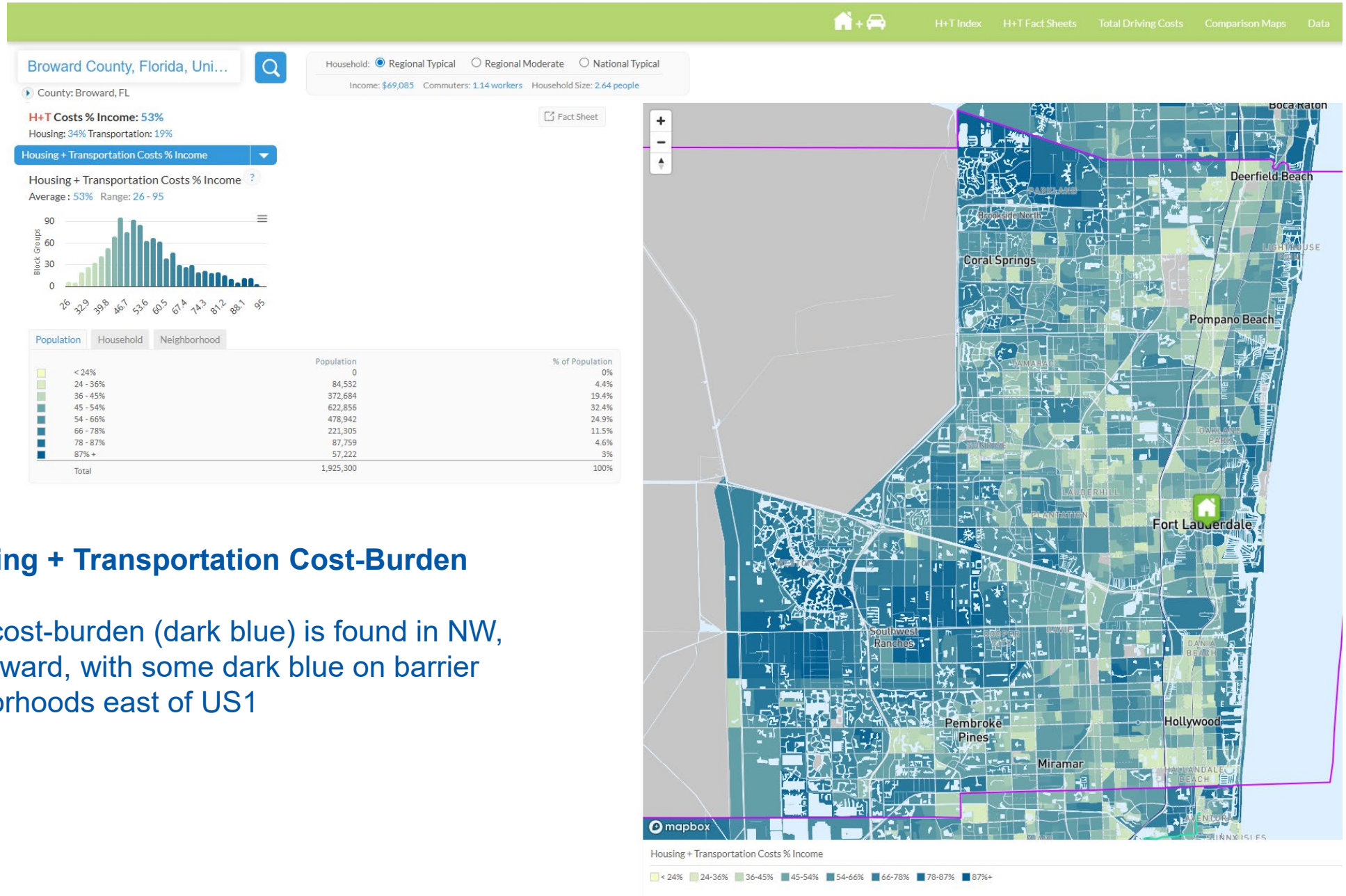


- All of the Quintiles travel significantly less VMT than the other categories (except Q5 for Single Parent HH)
- Similar to other categories, there is an inverse relationship between VT and TCB, based on income levels
- Similar to all other groups, Q1 spends the highest percentage of income on transportation (8 daily VMT + 20% of income on transportation).

HH with 65+: Single CU, Age 65+



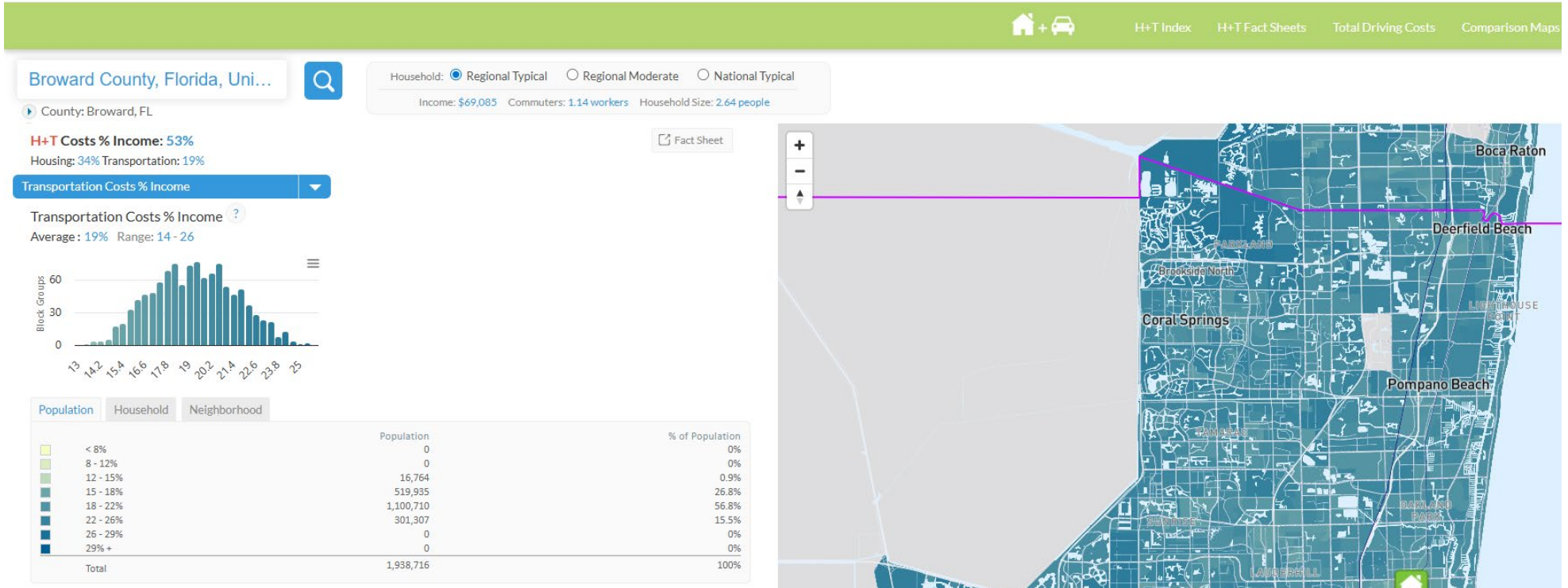
TCB: What about the H+T Index?

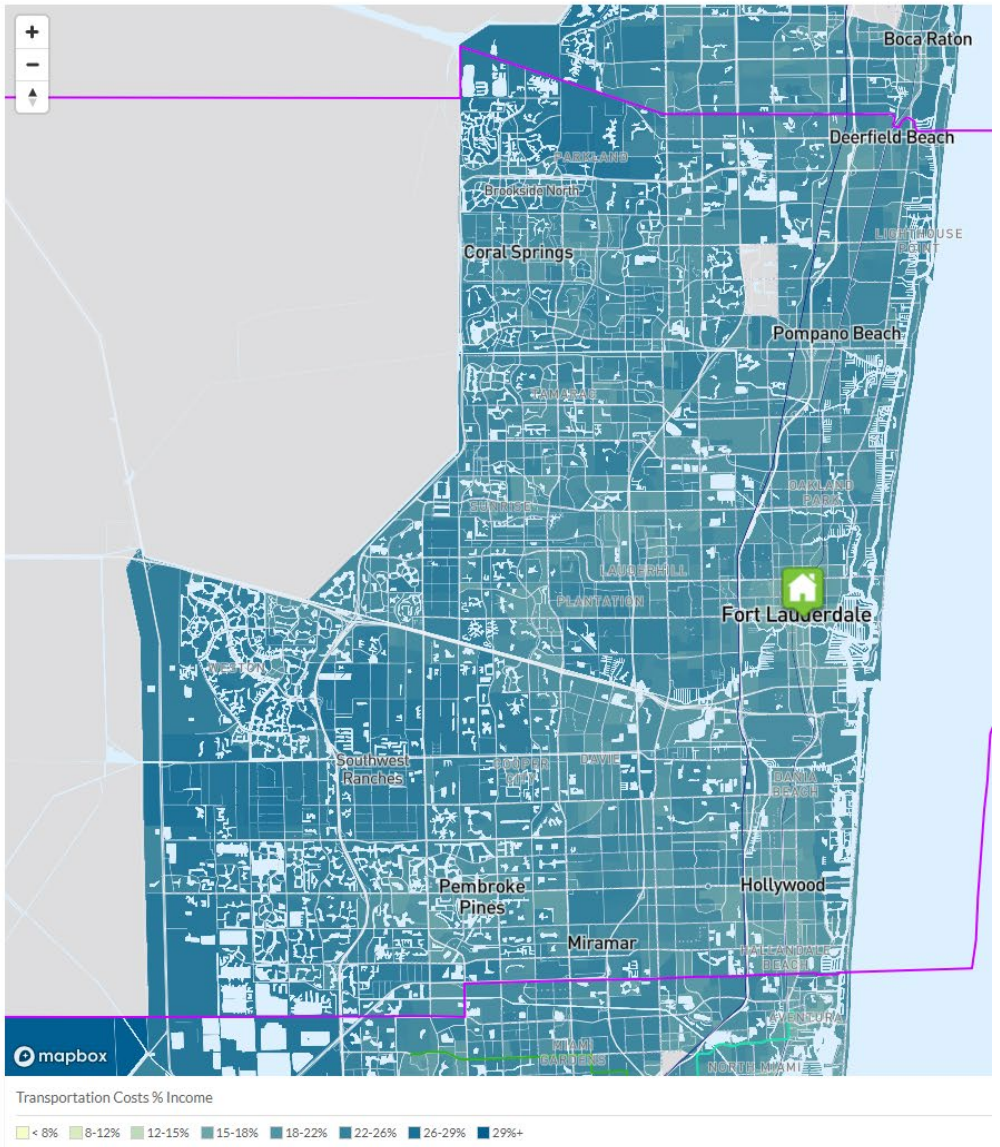


Map showing: Housing + Transportation Cost-Burden

- The Highest H+T cost-burden (dark blue) is found in NW, West, and SW Broward, with some dark blue on barrier island and neighborhoods east of US1

TCB: What about the H+T Index?

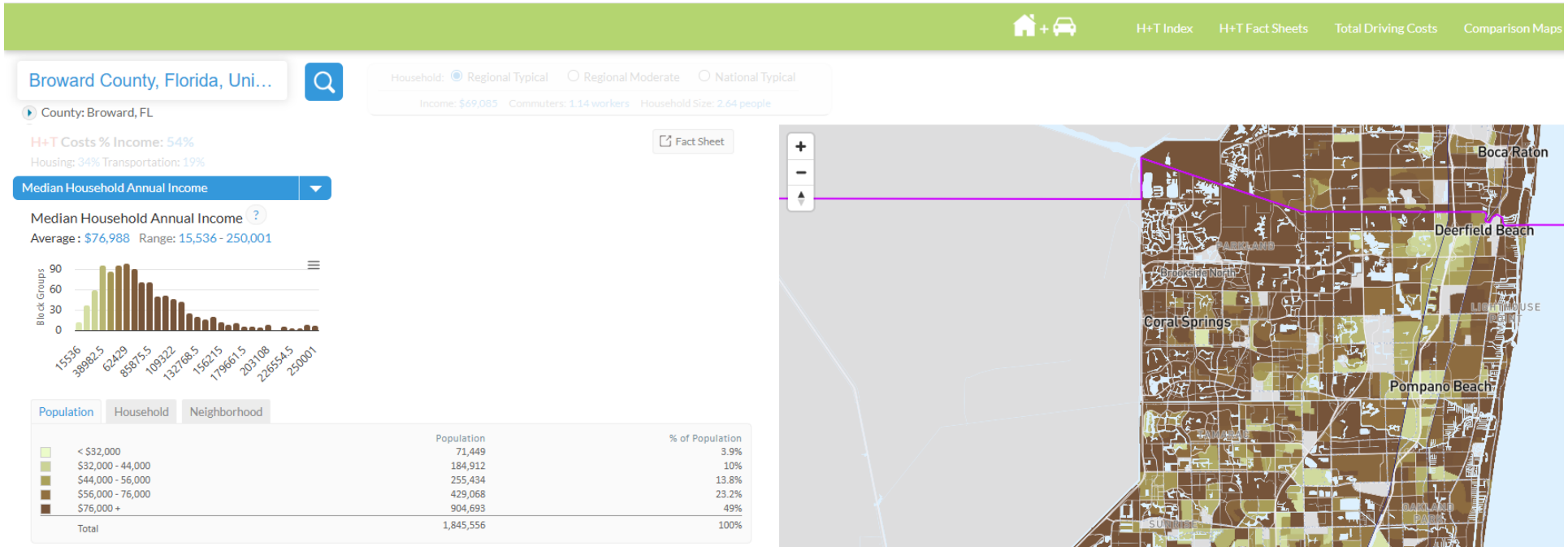


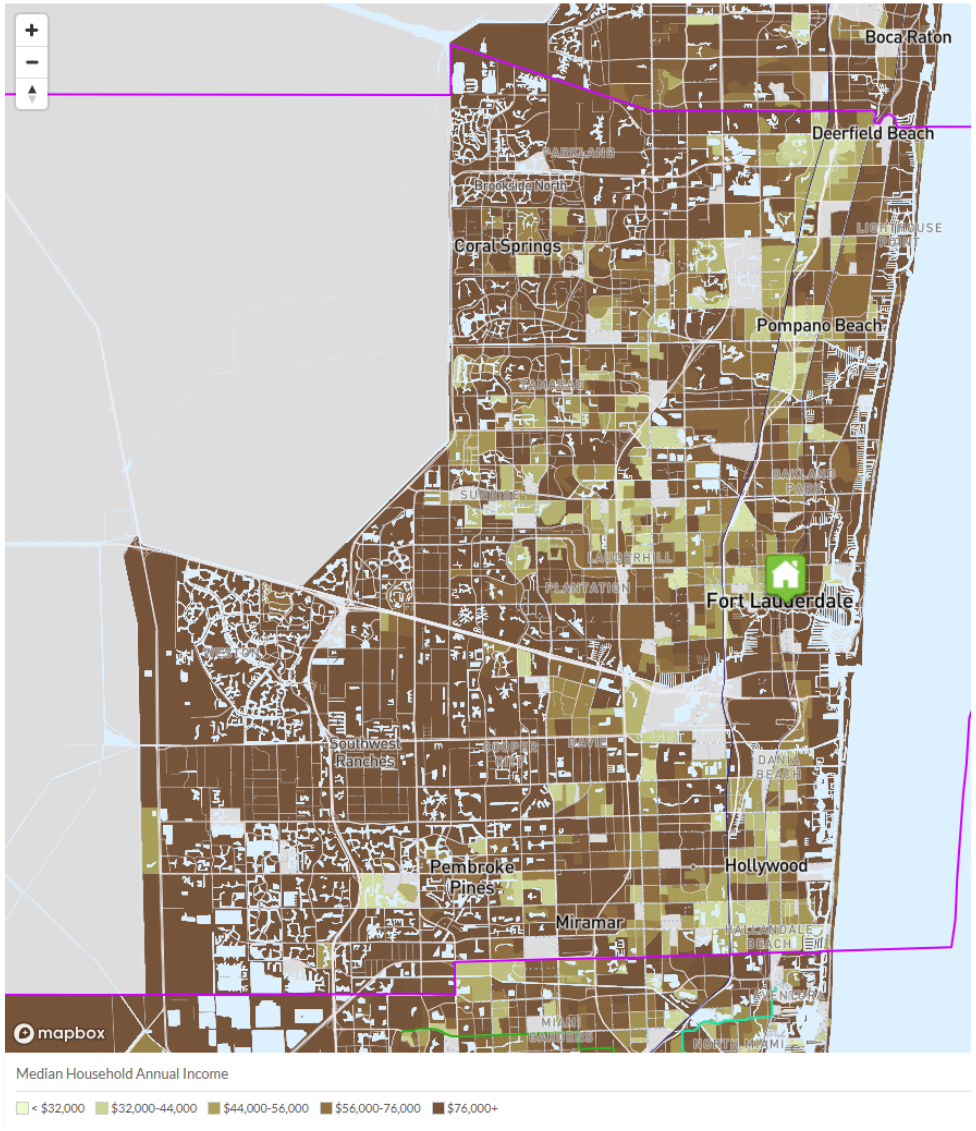


Map showing: Transportation Cost-Burden

- Unlike the H+T Cost-Burden, the Transportation Cost-Burden is more consistent throughout the County (fewer areas of yellow)
- The same areas of the County have the highest cost burden, with a darkest blue in NW and SW Broward County.
- Based on this map / data set, the area of greatest Transportation Cost-Burden (spending 26% or more of income on transportation costs) are some of the most affluent areas of Broward County

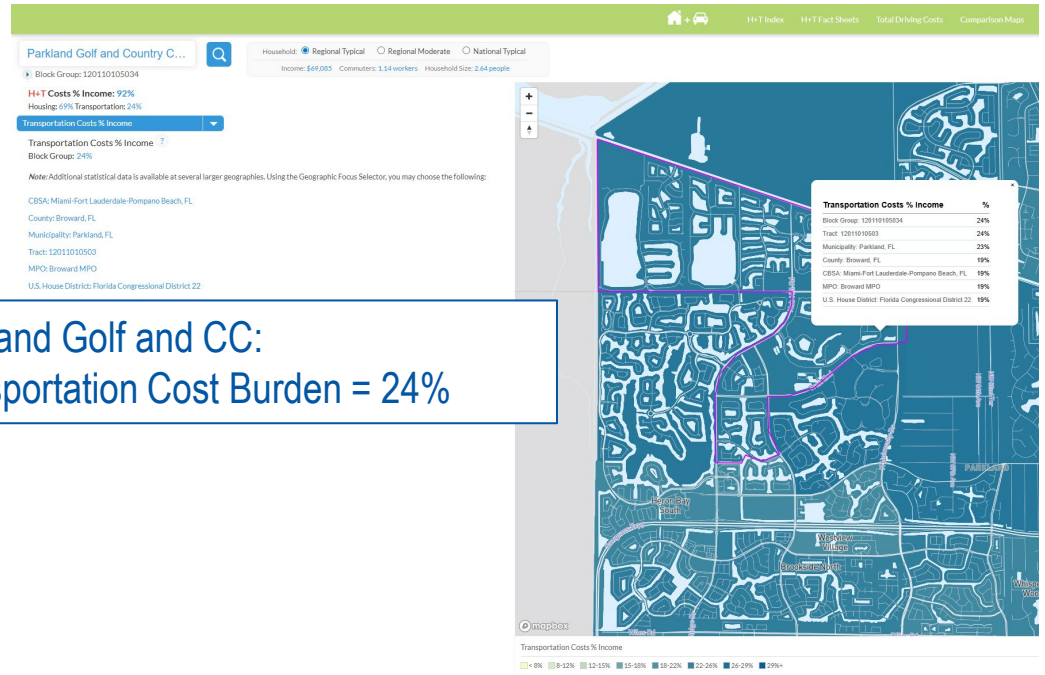
TCB: What about the H+T Index?



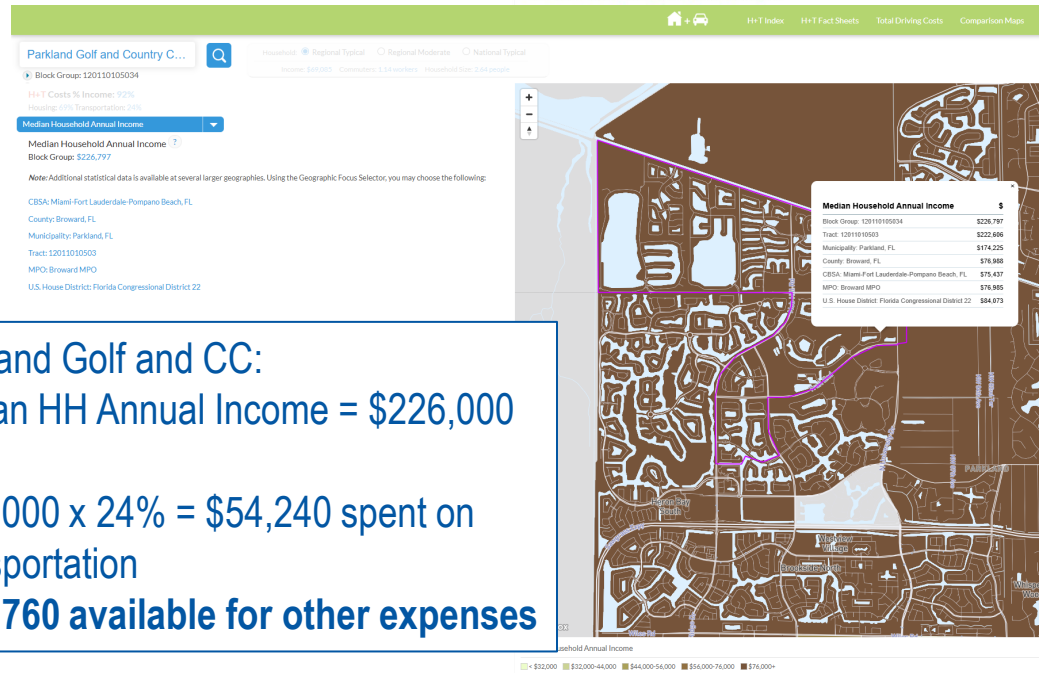


Map showing: Median HH Annual Income

- Several of the areas of the County that showed the highest H + T and Transportation Cost-Burden, are within the highest income category
- Even at same transportation cost-burden level, there is a disproportionate impact based on income levels:
  - 20% Transportation Cost-Burden
  - HH with Annual median income of $150,000 [$30,000]
  - HH with Annual median income of $50,000 [$10,000]

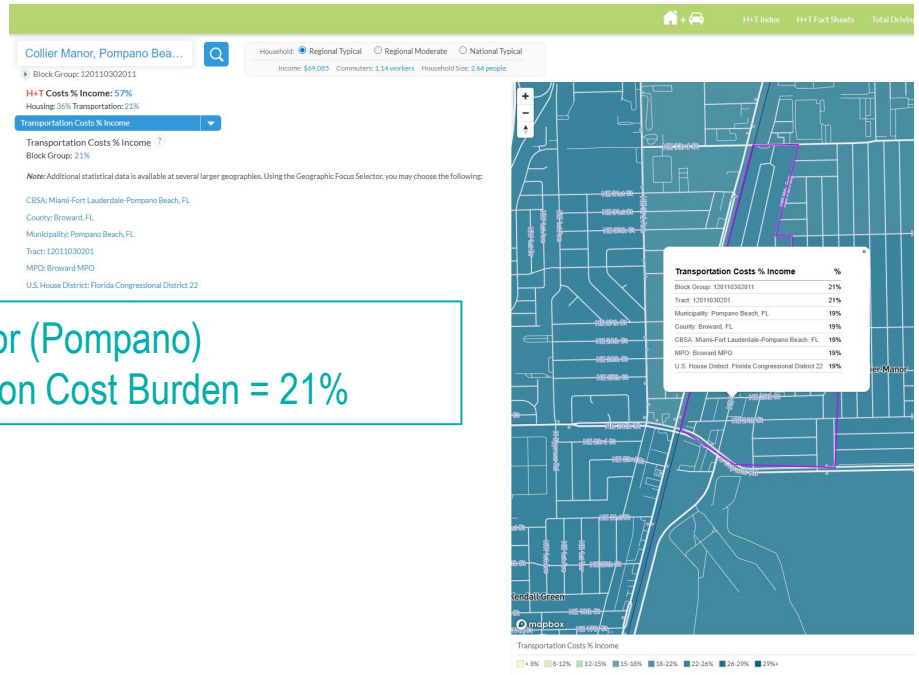


Parkland Golf and CC:
Transportation Cost Burden = 24%

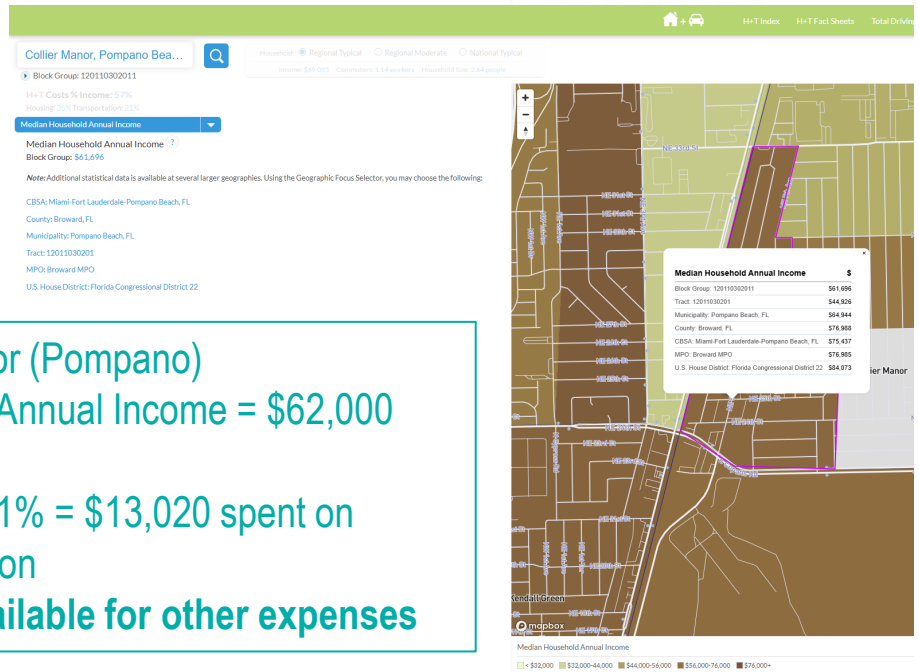


Parkland Golf and CC:
Median HH Annual Income = $226,000

$226,000 x 24% = $54,240 spent on Transportation
$171,760 available for other expenses



Collier Manor (Pompano)
Transportation Cost Burden = 21%



Collier Manor (Pompano)
Median HH Annual Income = $62,000

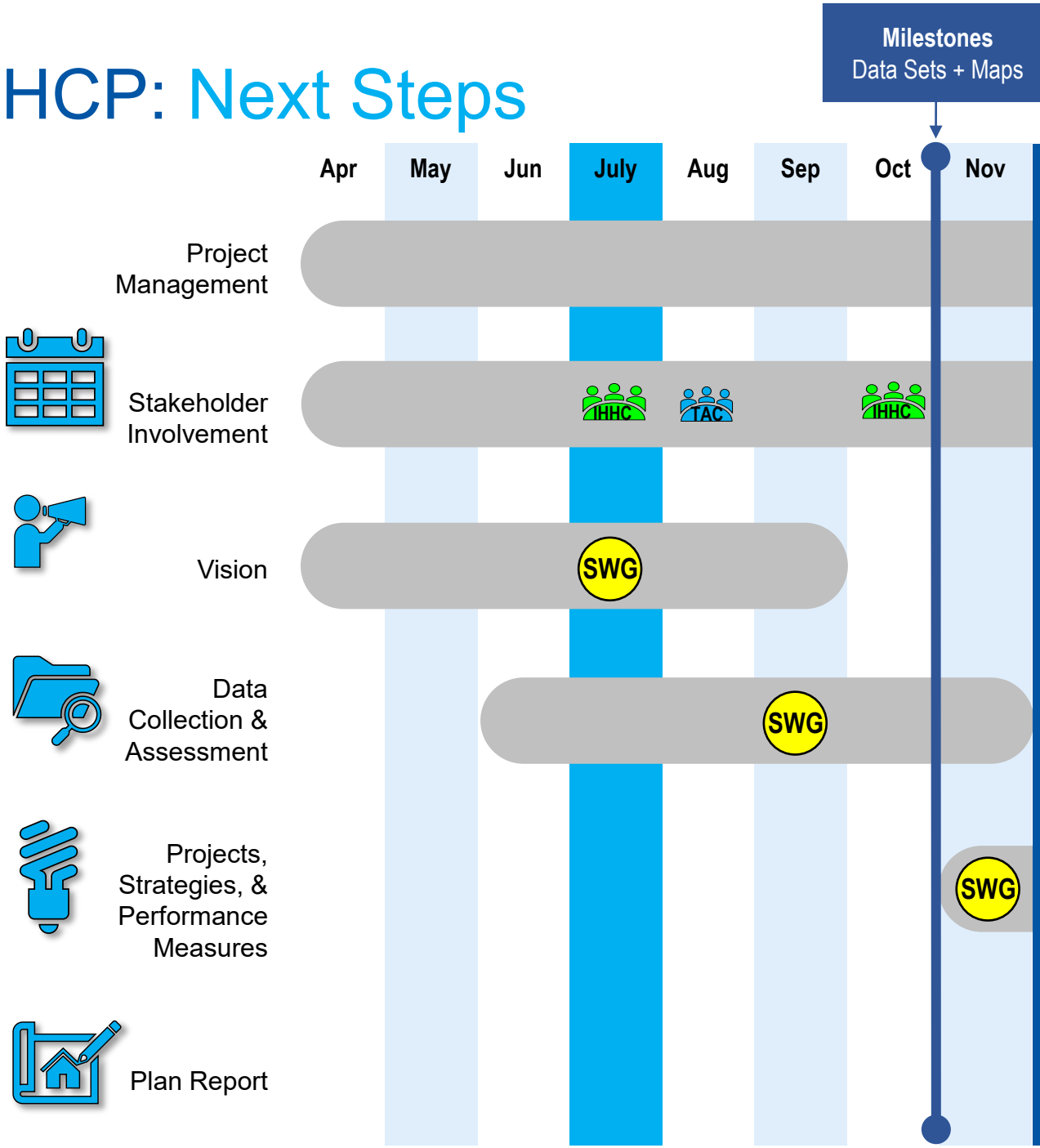
$62,000 x 21% = $13,020 spent on Transportation
$48,980 available for other expenses

HCP: Deep Dive on TCB Data

What does the data tell us?

- Nationally, transportation costs and the proportion of income spent on transportation costs are consistently rising.
- This means that despite rising costs, Americans have no choice but to pay the higher costs (versus forgo this expense).
- Miami Dade MSA has higher Transportation Cost-Burden than the national average, as well as other major metropolitan areas. This is despite FL typically having lower than average gasoline prices.
- Some of the other transportation costs that may influence Miami MSA's high TCB is higher than average insurance rates, vehicles prices, and limited comprehensive transit options, as well as lower income levels.
- Regardless of family composition, age, or similar characteristics, Quintile 1 (20% of pollution with lowest income) has the highest TCB, despite travelling significantly less VMT.
- HH with school-aged children drive more VMT, versus HH without children (including age 65+ HH).
- The disproportionate relationship between VMT and TCB for Quintile 1 occurs across various HH categories
- Data sources that identify transportation cost-burden (or housing cost-burden), without considering HH income levels do not take into consideration the disproportionate impact that transportation costs have on low income HH.
- Identifying low-income households with school-aged children, single parents, or over age 65 may further refine areas with high TCB as well as inform the transportation solutions needed.

HCP: Next Steps



- Identify the TCB target areas in Broward County
  - US Census Data Sets available at Block Group (compatible with BMPO DAT tool)
  - Primary Indicator = Income
  - Secondary Indicators = Family Characteristics and 65+ HH
- Develop TCB Maps
- Evaluate Maps with SWG and IHHC
- Introduce HCP to TAC (August TAC meeting)
- Prepare draft considerations: REV Guidance