

# DRAFT



## AGENDA

Broward Metropolitan Planning Organization  
**Infrastructure Hardening and Housing  
Coordination (IHHC)**

Tuesdays, July 22, 2025 2:00 p.m.  
**100 West Cypress Creek Road,  
6th Floor, Suite 650  
Fort Lauderdale, FL 33309-2181**

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### REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order and Recognition of Quorum
2. Roll Call
3. Approval of Minutes
4. Approval of Agenda
5. Public Comments  
Please submit to [info@browardmpo.org](mailto:info@browardmpo.org) at least 24 hours prior to the start of the meeting.

### ACTION ITEMS

1. Infrastructure Hardening Improvement Plan

### NONACTION ITEMS

1. Housing Coordination Plan
2. Connected Communities Vision Kit

### ADMINISTRATIVE ITEMS

1. Member Comments

**NEXT MEETING: October 29,2025**

**\*MOTION TO ADJOURN**

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\* Motion Requested

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Carl Ema, Title VI Coordinator at (954) 876-0033/0052 or [emac@browardmpo.org](mailto:emac@browardmpo.org) (or via Florida Relay at 711) at least seven days prior to the meeting.



Metropolitan Planning Organization

**Infrastructure Hardening and Housing  
Coordination**

**3.**

**Meeting Date:** 07/22/2025

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**SUMMARY:**

Approval of Minutes

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**Attachments**

IHHCC Draft Minutes

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**DRAFT**  
**MEETING MINUTES**  
**BROWARD METROPOLITAN PLANNING ORGANIZATION**  
**INFRASTRUCTURE HARDENING AND**  
**HOUSING COORDINATION COMMITTEE**  
**WEDNESDAY, APRIL 2, 2025, 2 P.M.**  
**100 WEST CYPRESS ROAD, 6<sup>TH</sup> FLOOR, SUITE 650**  
**FORT LAUDERDALE, FLORIDA 33309-2181**

**Members Present**

Vice Chair Barbara Blake Boy  
Richard Blattner  
Dr. Greg Mount

**Members Absent**

Chair Sheila Rose  
Mayor Michelle Gomez

**Broward MPO Staff**

Karen Friedman  
Peter Gies  
Vilma Hurtado  
Andrew Riddle  
Levi Stewart-Figueroa

**REGULAR ITEMS**

**(All Items Open for Public Comment)**

**1. Call to Order and Recognition of Quorum**

The meeting was called to order at 2:02 p.m.

**2. Roll Call**

Roll was called and it was noted a quorum was present.

**3. Approval of Minutes**

Vice Chair Blake Boy noted that Dr. Mount's title should be recognized in the October 30, 2024 minutes.

**Motion** made by Mr. Blattner, seconded by Dr. Mount, to approve. In a voice vote, the **motion** passed unanimously (3-0).

#### **4. Approval of Agenda**

The Agenda was approved by consensus.

#### **5. Public Comments**

None.

### **ACTION ITEMS**

#### **1. Infrastructure Hardening Improvement Plan**

Karen Friedman of Broward MPO Staff advised that the Committee, formerly known as the Resiliency and Affordable Housing Committee, has been renamed the Infrastructure Hardening and Housing Coordination Committee (IHHCC) in recognition of its intended outcomes, as well as the changing priorities coming from the U.S. Department of Transportation (USDOT). Similarly, the name of the Resiliency Improvement Plan has been changed to the Infrastructure Hardening Plan.

Levi Stewart-Figueroa of Broward MPO Staff introduced Nicholas Torres of consultant partner The Whitehouse Group. Mr. Torres explained that while some of the verbiage in the Infrastructure Hardening Plan (IHP) has been changed, it remains consistent with the intent of informing the methodology that will be used in the 2055 Metropolitan Transportation Plan (MTP) update, as well as introducing the best practice concept of criticality when analyzing assets.

Infrastructure hardening will be a community-focused goal that looks at the integrity of the transportation system as well as proactive mitigation. The IHP is meant to be completed by the end of the next fiscal year on June 30, 2026.

The project is currently analyzing collected data. The examination of criticality, as well as the assessment of risk, will carry through the end of the current fiscal year and into the next. Next steps will focus on identification of hardening needs, developing corridor adaptation strategies, and determination of prioritization process and policies for the IHP. Much of the public outreach originally planned for the IHP will be included for the 2055 MTP in order to accommodate direction from the federal level.

Hasa Reddy, also representing the Whitehouse Group, reviewed the IHP's goals and objectives:

- Ensure a robust and reliable transportation network
  - Assess weakness and identify at-risk assets
  - Strengthen adaptation strategies
- Retrofit and upgrade the existing transportation infrastructure

- Promote infrastructure hardening on the corridors identified by the criticality assessment
  - Provide safe and lasting transportation networks
- Promote economic efficiency
  - Create jobs
  - Raise public awareness of the IHP and reduce disruption to the community that would use its assets
  - Incorporate economic performance metrics for the IHP
- Build strong communities
  - Reach regional collaboration
  - Prioritize infrastructure hardening on transportation corridors
  - Incorporate livable metrics
  - Monitor and adapt infrastructure hardening plans over time

The 2026 Safe Streets Summit will be a keystone event to showcase the IHP, including the introduction of criticality as a best practice, as well as differences between the 2050 and 2055 MTPs.

The Whitehouse Group's partner team from Cambridge Systematics reviewed the multimodal approach that will be used to cover as many types of transportation assets as possible within the existing budget. There are three categories of these assets:

- Roads, bridges, and railways, for which a thorough risk-based assessment will be conducted
- Sidewalks, trails, bicycle/pedestrian facilities, and bus routes, for which the risk-based assessment of roads and bridges will be leveraged so a data-intensive analysis will not be necessary
- Seaports and airports, which will be leveraged by referencing available data; smaller airports will include a simpler analysis focusing on the roadways providing access to these facilities

Maps of various assets were reviewed, including several types of roadways such as the national highway system, evacuation routes, and roads designated as regionally significant assets under Florida Statutes. In the case of bridges, data from the National Bridge Inventory will be used, which covers over 600 bridges within Broward County alone. Both major railways operating in Broward County will be analyzed, as will bicycle and pedestrian facilities. For transit, there will be a focus on both Broward County Transit (BCT) routes and community shuttle service, with recognition of ongoing efforts related to BCT's PREMO Plan.

It was noted that there are many potential hazards that could negatively affect Broward County. Hazards with the highest risk include storm surge, flooding, coastal inundation, future groundwater elevation, and extreme heat. Data from Broward County will be used to determine representative scenarios that tie into water- and heat-related hazards in particular.

Ms. Reddy further addressed criticality, which is defined as the importance of an asset to the County's function. A criticality assessment is a process similar to the prioritization of assets based on their functionality or economic significance. Assets with functional importance include:

- Airports
- Seaports
- Bus stops
- Evacuation routes
- Public schools
- Hospitals
- Fire stations
- Emergency operations centers
- Pump stations
- Roads according to functional classification

Indicators for the criticality assessment include economic significance, such as activity centers and tourism-related jobs. Another indicator addresses communities, with particular consideration given to vulnerable populations. Additional factors include household and transportation costs. Ms. Friedman acknowledged that part-time residency is not captured in census data, and there may not be a data set which accurately captures this population.

Mr. Stewart-Figueroa advised that this presentation would be given to the technical working group in the next week, and encouraged the Committee members to provide feedback.

Dr. Mount suggested that the presentation include neighborhood institutions, such as churches, parks, libraries, and community centers, which could serve as gathering places where emergency items could be distributed. This would be particularly important in a prolonged impact period. Vice Chair Blake Boy pointed out that County parks are often used for emergency shelter and distribution as well.

## **NON-ACTION ITEMS**

### **1. Housing Coordination Plan**

Ms. Friedman recalled that when the Committee's schedule was planned, it was with the intent that the Housing Coordination Plan (HCP) would come before them at each meeting as an Action Item. Since then, however, Staff has reassessed the HCP, which means the schedule requires reassessment as well. Today's presentation will focus on the recalibration of this Plan as well as potential next steps.

The schedule is currently being updated in response to USDOT's indication that transportation planning agencies should focus specifically on transportation planning. The MPO is required to ensure that its work furthers its core products and is consistent with the goal of transportation planning, although the understanding remains that there is a relationship between housing and transportation. The MPO is asked to better coordinate housing plans and decisions with the planning process while reassessing the initial scope of the HCP.

Ms. Friedman continued that the MPO has already conducted several stakeholder meetings in relation to the HCP. These include local and state institutions as well as transportation partners and local municipalities. All of these entities represent different perspectives on housing affordability and the need to plan for better transportation improvements and housing coordination. The MPO will continue to meet with these stakeholders, as the feedback they provided has been critical.

One question posed to the stakeholders addressed parking costs, which was a consideration in Broward County's Affordable Housing Master Plan. Stakeholder feedback indicated that housing targeting the senior population in particular could accommodate lesser parking requirements, as could housing for the lowest income levels of the community. It also indicated, however, that parking reductions are not appropriate for all levels of affordability, or for communities with the least access to transit.

The MPO's assets include:

- Funding, including transit-oriented development (TOD) funded by opportunities from the Federal Transit Administration (FTA)
- Technical expertise, such as identification of projects adjacent to existing affordable housing which could lower costs
- Partnerships between various agencies and authorities
- Data that could be packaged to encourage the redevelopment of certain sites for affordable housing

While coordinating transportation investments with affordable housing investments may no longer be consistent with the goals of USDOT, there is now a focus at the federal level on the concept of cost burdens. The MPO will continue to focus on affordability by addressing transportation costs in a manner that can affect the overall cost-of-living burden. The intent is to improve the integration of housing coordination with the planning, prioritization, and funding of transportation options.

Next steps include continuing internal discussions of the HCP's vision. Staff will meet with executive leaders to ensure they are on the right track with regard to addressing the relationship between transportation and housing cost burdens. The intent is to complete the HCP using internal resources only. Based on the confirmation of the vision and schedule for the HCP, stakeholder meetings will re-start, and Staff will bring

information back to the Board for discussion and feedback. GIS Staff will also determine how to best map the cost burden issue, which is likely to use information from several different data sets.

The next IHHCC meeting is currently scheduled for May 21, 2025. Ms. Friedman acknowledged that Dr. Mount would not be able to attend this meeting, and Mr. Stewart-Figueroa added that the focus of that meeting would not include any actionable items.

**Motion** made by Vice Chair Blake Boy, seconded by Dr. Mount, to cancel the next meeting. In a voice vote, the **motion** passed unanimously.

Ms. Friedman advised that while the next IHHCC meeting was tentatively planned for July 2025, Staff will come to the Committee when there are more decisions to be made, which will most likely follow the receipt of more internal guidance regarding the HCP.

### **ADMINISTRATIVE ITEMS**

#### **1. Member Comments**

There being no further business to come before the Committee at this time, the meeting was adjourned at 3:11 p.m.



Metropolitan Planning Organization

**Infrastructure Hardening and Housing  
Coordination**

**1.**

**Meeting Date:** 07/22/2025

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**SUMMARY:**

Infrastructure Hardening Improvement Plan

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**Attachments**

IHP Presentation\_7-2025-

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# Infrastructure Hardening Plan

July 22, 2025 - IHHCC

# Agenda

1. IHP Roadmap Review
2. Stakeholder Feedback
3. Criticality Assessment
4. Scenarios for Consideration



# Review: IHP Roadmap



**Completed**



**On-going**



**Upcoming**



**Selected Study Assets**



**Criticality Assessment & Risk-Based Vulnerability Assessment**



**Adaptation Strategies for Hardening**



**Project Ranking Process**



**BMPO Using IHP as a Pipeline for Funding & MTP Update**



# Recap: Stakeholder Feedback

## Infrastructure Hardening & Housing Coordination Committee (IHHCC) – 4/2/25

- ✓ Updated roadway buffers
- ✓ Expanded buffer for Fort Lauderdale-Hollywood International Airport
- ✓ Added community spaces

# Recap: Stakeholder Feedback

## MPO Staff Working Group (SWG) – 4/8/25

- ✔ Identify MTP projects and corridors that align with IHP
  - ✔ Identify TIP projects that align with IHP
  - ✔ Clearly distinguish which assets will be analyzed
  - ✔ Factor SFTEC network and activity centers within IHP
- ▶▶ Define key terminology

# Today's Discussion: Criticality Assessment

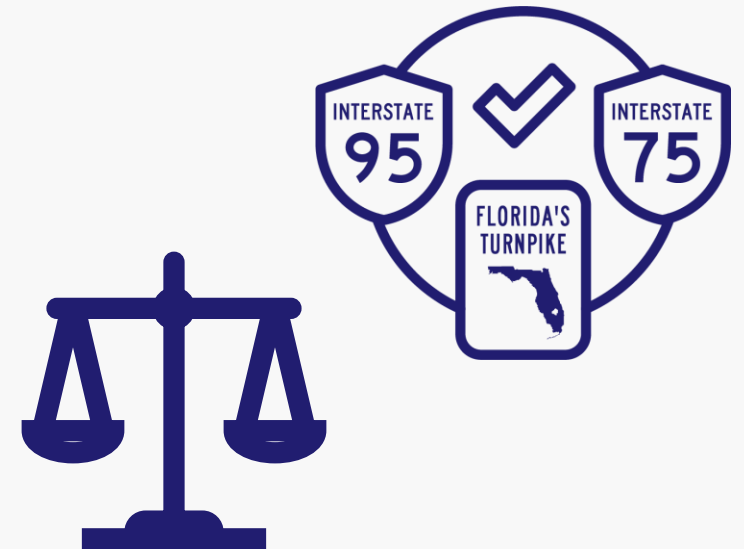
## Criticality

How important is an asset to our transportation system?

Community & Economic Considerations



Functional & Infrastructure Importance



# Criticality Indicators

## COMMUNITY & ECONOMIC CONSIDERATIONS (Total 30 Points)



Total Population



Job Density



Occupied Housing Units: No Vehicle Available



Est. Annual Transit Trips per Household



Est. Vehicular Miles Travelled (VMT) per Household

## FUNCTIONAL & INFRASTRUCTURE IMPORTANCE (Total 16 Points)



Annual Average Daily Traffic (AADT)



Activity Centers (Land Use)



Functional Class of Roadways



High-Performing Broward County Transit (BCT) Routes



Public Schools and Emergency Shelters



Airports



Seaport



Hospitals



Fire and Police Stations



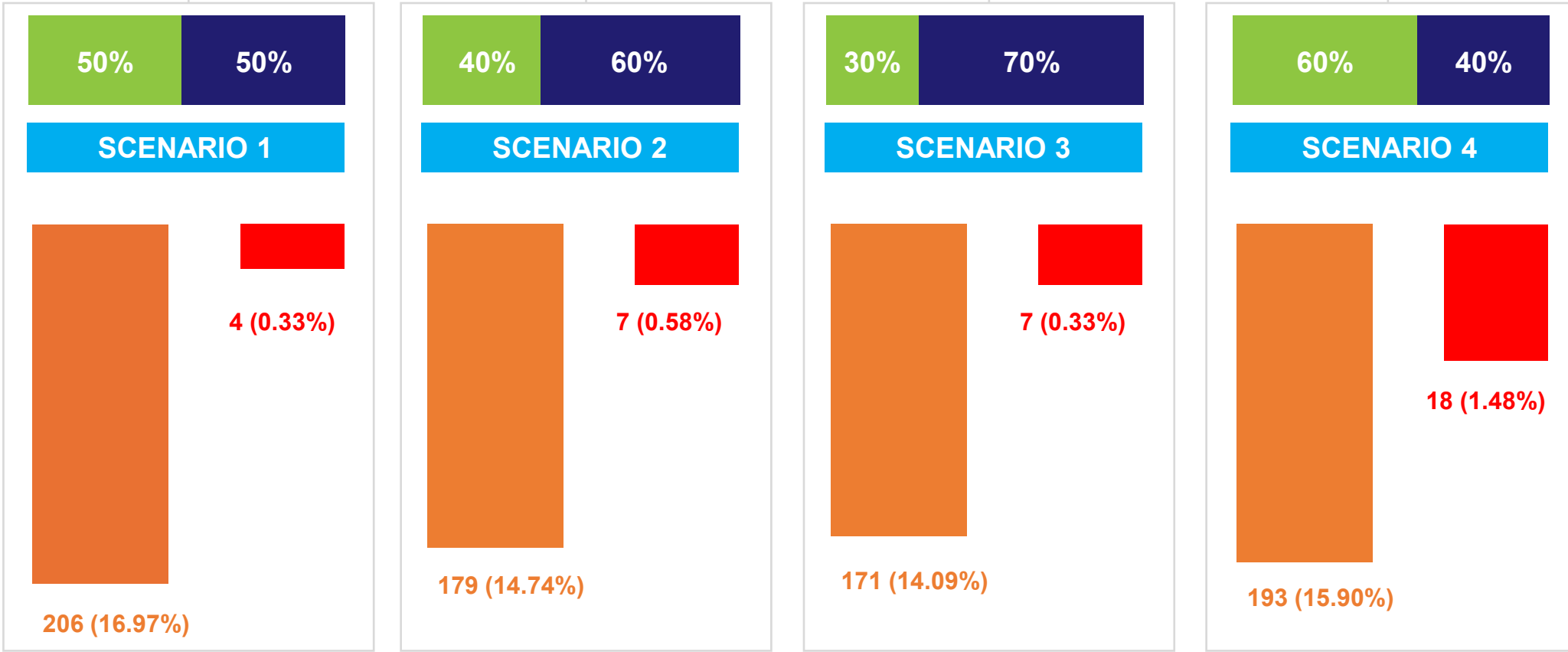
Evacuation Routes

# COMMUNITY & ECONOMIC CONSIDERATIONS

Total 30 Points

# FUNCTIONAL & INFRASTRUCTURE IMPORTANCE

Total 16 Points

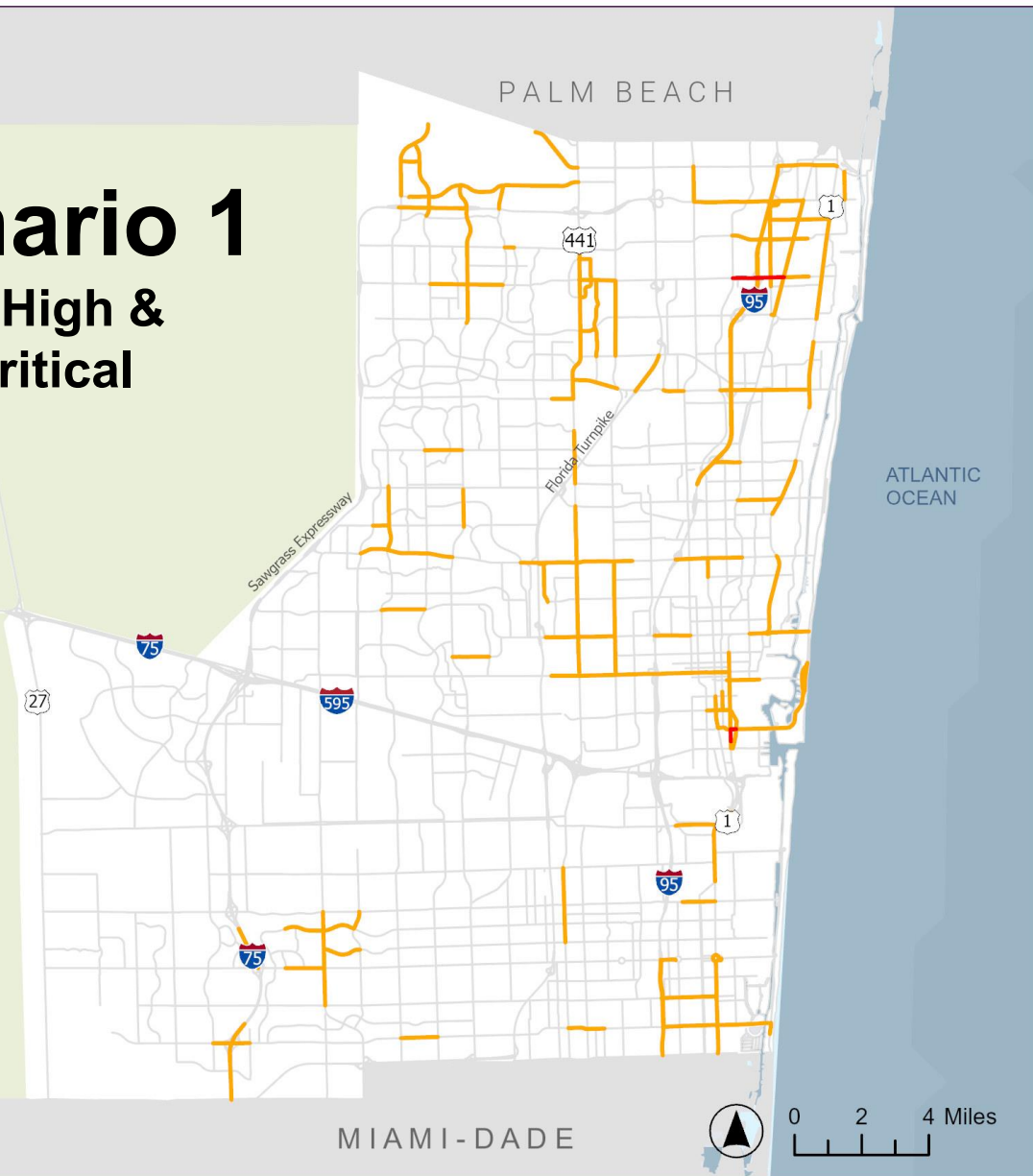


Community & Economic Considerations  
 Functional & Infrastructure Importance

Scored Medium-High (4)  
 Scored High (5)

# Scenario 1

## Medium-High & Highly Critical

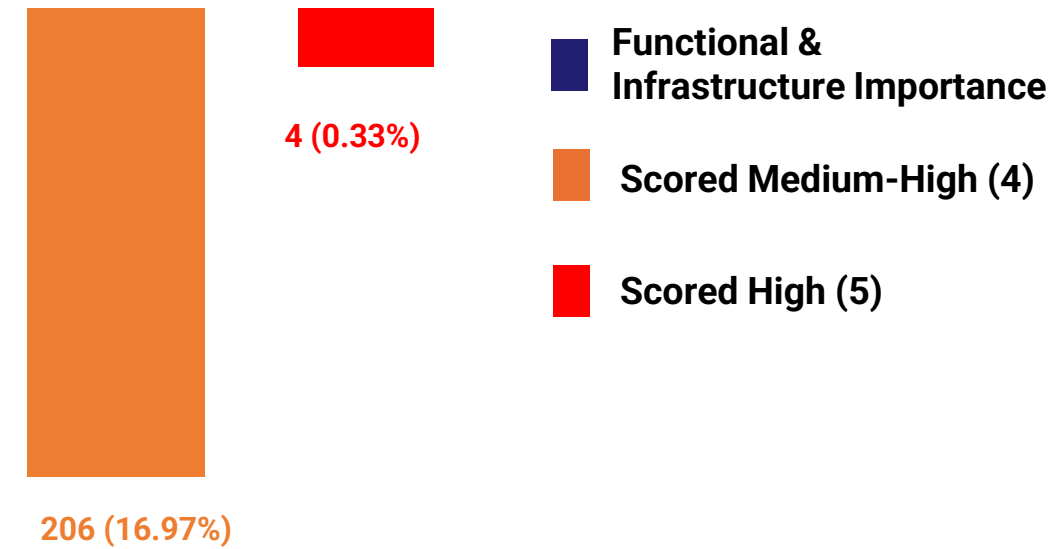


### High Critical Corridors – Scenario 1

Roadway ID	Roadway Name
ROAD535	E Sample Road
ROAD539	E Sample Road
ROAD600	E Sample Road
ROAD831	SE 17th Street Cswy



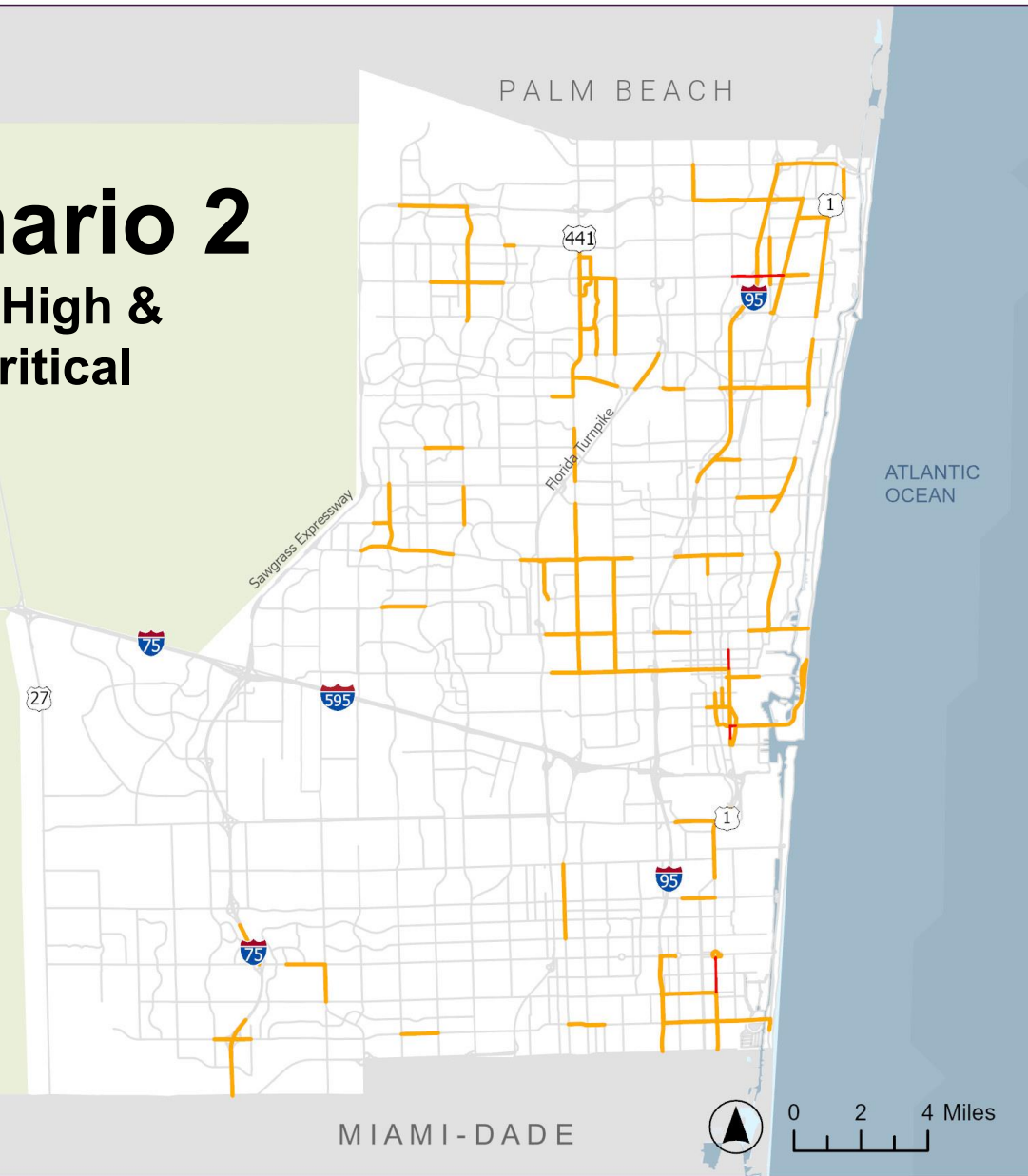
### SCENARIO 1



- Community & Economic Considerations
- Functional & Infrastructure Importance
- Scored Medium-High (4)
- Scored High (5)

# Scenario 2

## Medium-High & Highly Critical

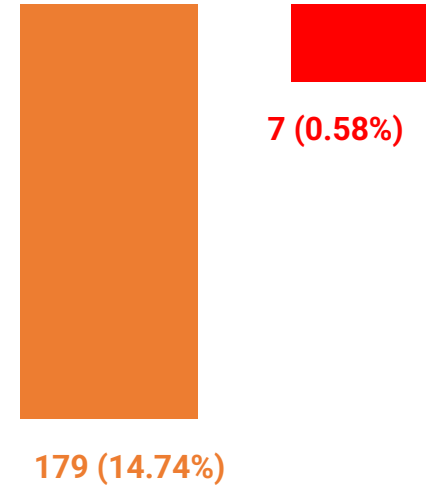


### High Critical Corridors – Scenario 2

Roadway ID	Roadway Name
ROAD535	E Sample Road
ROAD539	E Sample Road
ROAD599	I-95
ROAD600	E Sample Road
ROAD831	SE 17th Street Cswy
ROAD1518	N Federal Highway
ROAD1548	N Federal Highway
ROAD535	E Sample Road



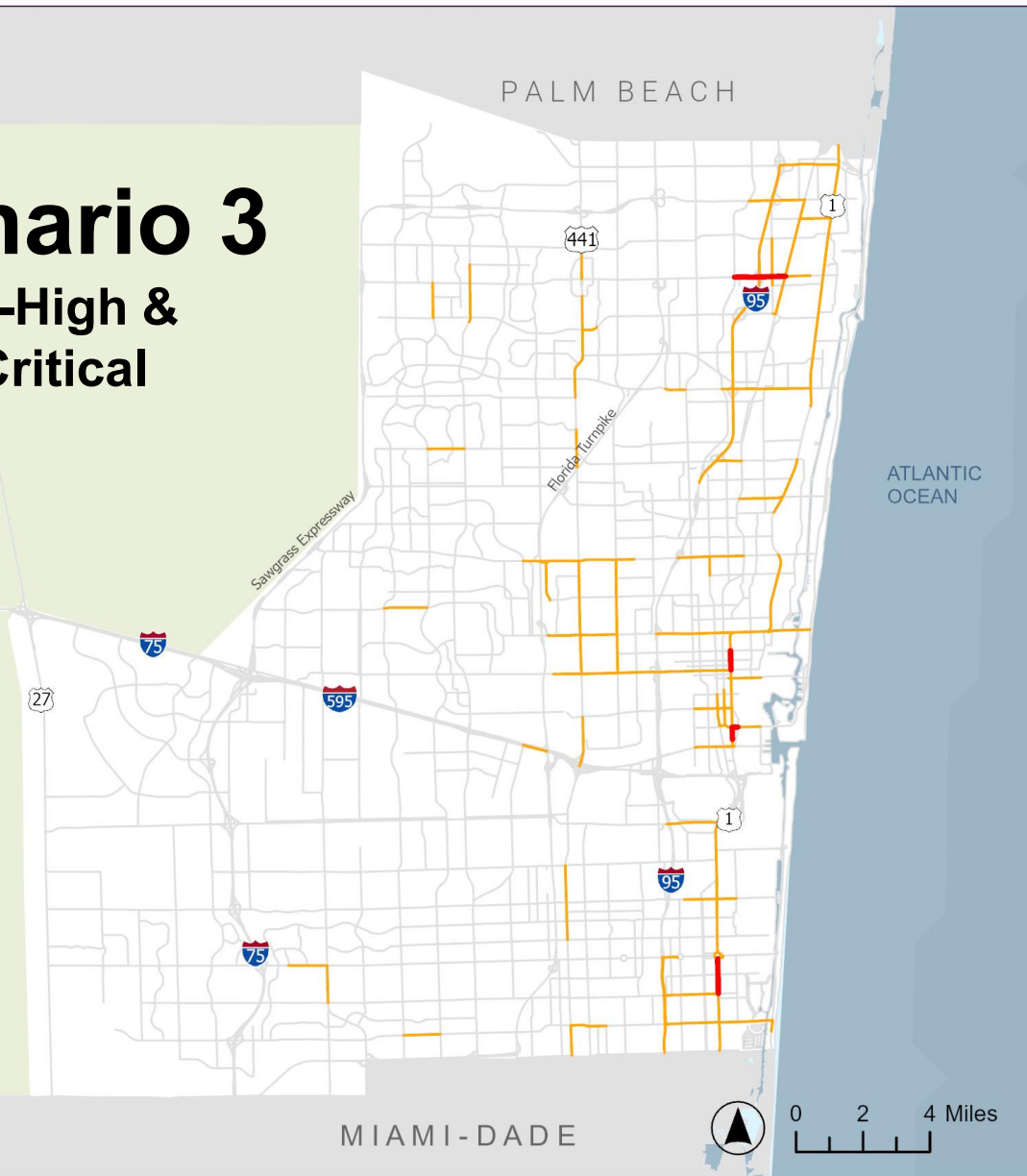
### SCENARIO 2



- Community & Economic Considerations
- Functional & Infrastructure Importance
- Scored Medium-High (4)
- Scored High (5)

# Scenario 3

## Medium-High & Highly Critical

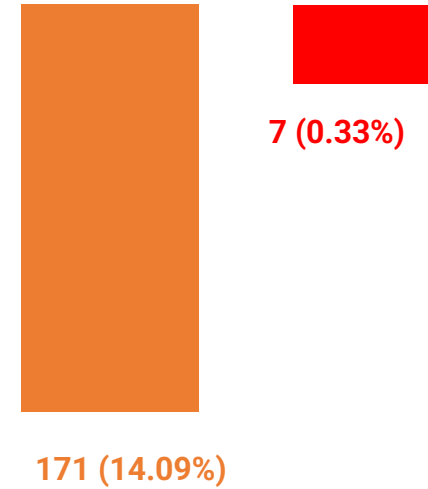


### High Critical Corridors – Scenario 3

Roadway ID	Roadway Name
ROAD535	E Sample Road
ROAD539	E Sample Road
ROAD599	I-95
ROAD600	E Sample Road
ROAD831	SE 17th Street Cswy
ROAD1518	N Federal Highway
ROAD1548	N Federal Highway
ROAD535	E Sample Road

30% 70%

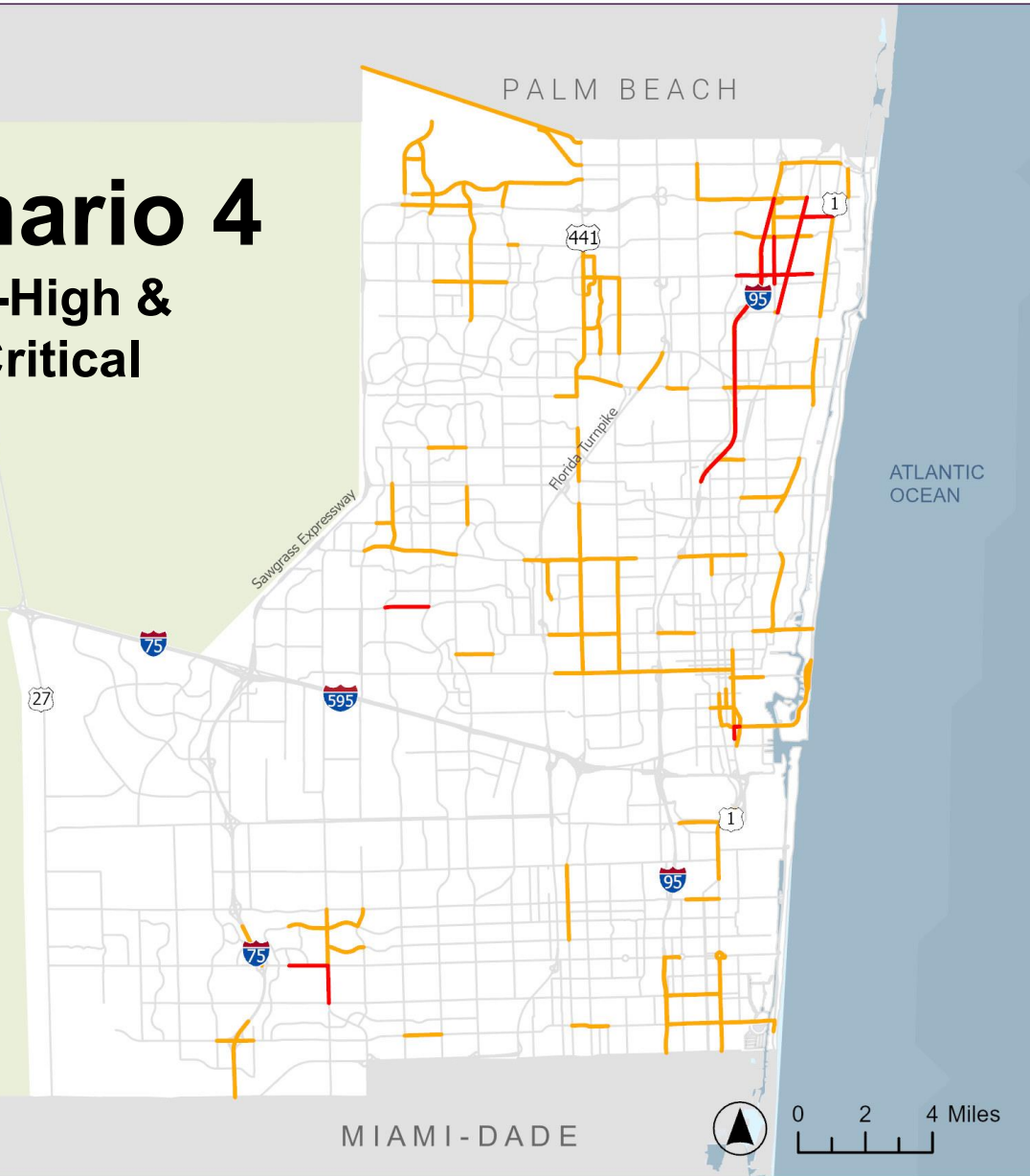
### SCENARIO 3



- Community & Economic Considerations
- Functional & Infrastructure Importance
- Scored Medium-High (4)
- Scored High (5)

# Scenario 4

## Medium-High & Highly Critical

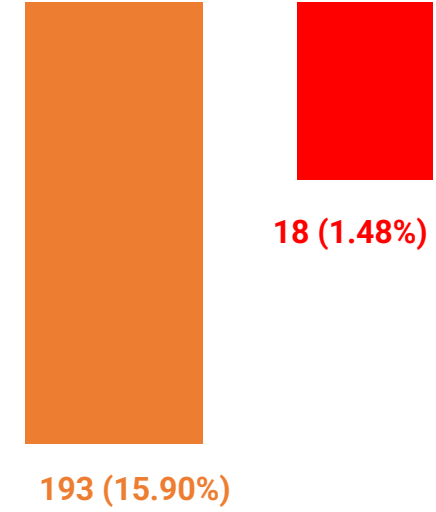


### High Critical Corridors – Scenario 4

Roadway ID	Roadway Name
ROAD33	NE 54th St
ROAD229	NE 3rd Ave
ROAD315	West Sunrise Blvd
ROAD489	I-95
ROAD493	I-95
ROAD532	Pines/Hollywood Blvd
ROAD535	E Sample Road
ROAD539	E Sample Road
ROAD590	E Sample Road
ROAD600	E Sample Road
ROAD645	I-95
ROAD808	E Sample Road
ROAD831	SE 17th Street Cswy
ROAD957	N Dixie Highway
ROAD1001	N Dixie Highway
ROAD1109	S Flamingo Road
ROAD1200	N Dixie Highway
ROAD1548	N Federal Highway



### SCENARIO 4



- Community & Economic Considerations
- Functional & Infrastructure Importance
- Scored Medium-High (4)
- Scored High (5)

# Scenarios for Consideration

Community & Economic Considerations

Functional & Infrastructure Importance

Total Roadways Ranked High

Scenario 1

50%

50%

4

Scenario 2

40%

60%

7

Scenario 3

30%

70%

7

Scenario 4

60%

40%

18

**Recommended Scenario**



Metropolitan Planning Organization

**Infrastructure Hardening and Housing  
Coordination**

**1.**

**Meeting Date:** 07/22/2025

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**SUMMARY:**

Housing Coordination Plan

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**Attachments**

HCP Presentation

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# Housing Coordination Plan

Infrastructure Hardening and Housing Coordination Committee



# 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

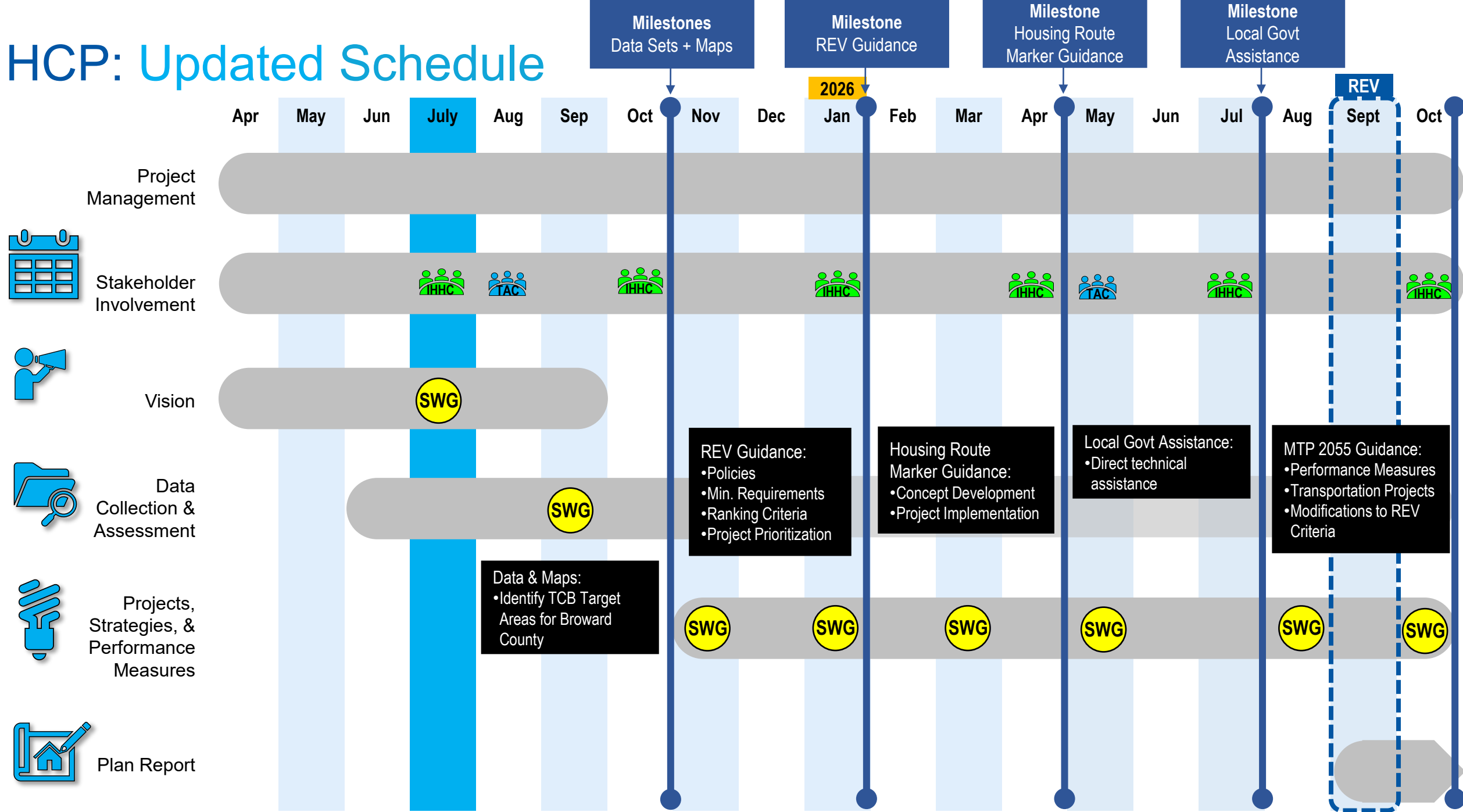
## 2. Ensure the HCP is aligned with the BMPO Mission: **Plan, prioritize, and fund transportation options.**

- *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

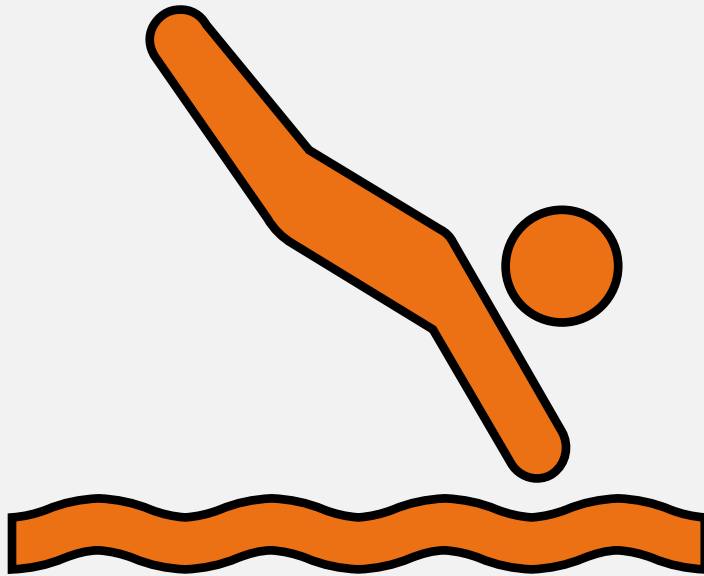


# HCP: Realignment of HCP Vision / Goals

## 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

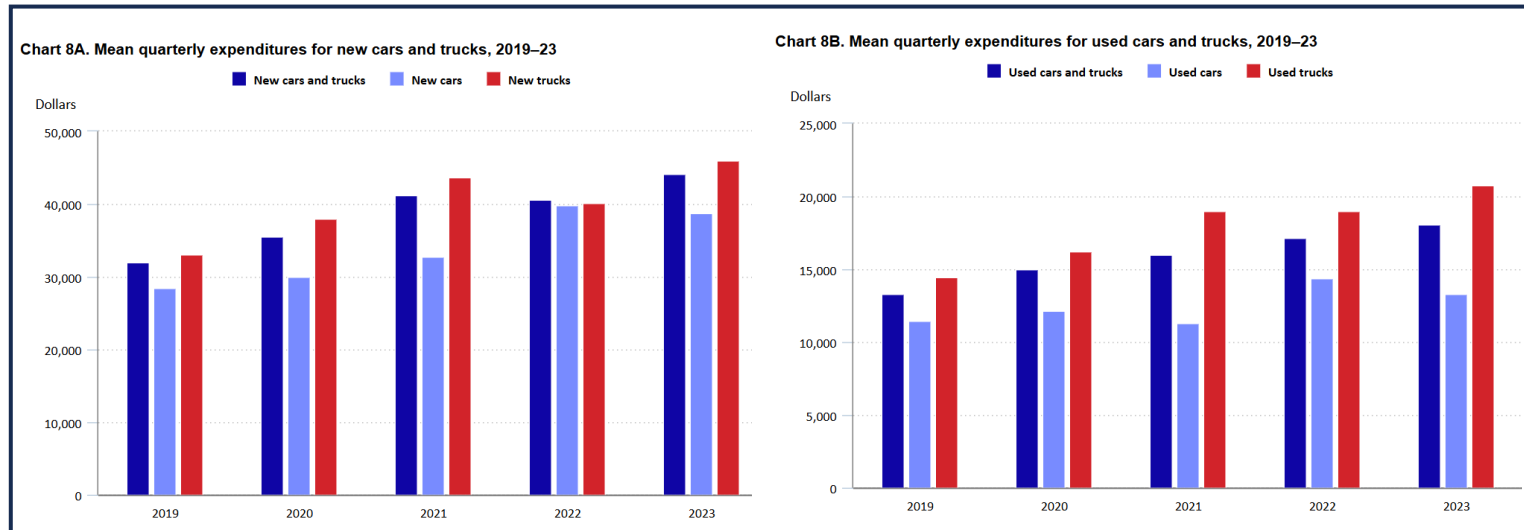
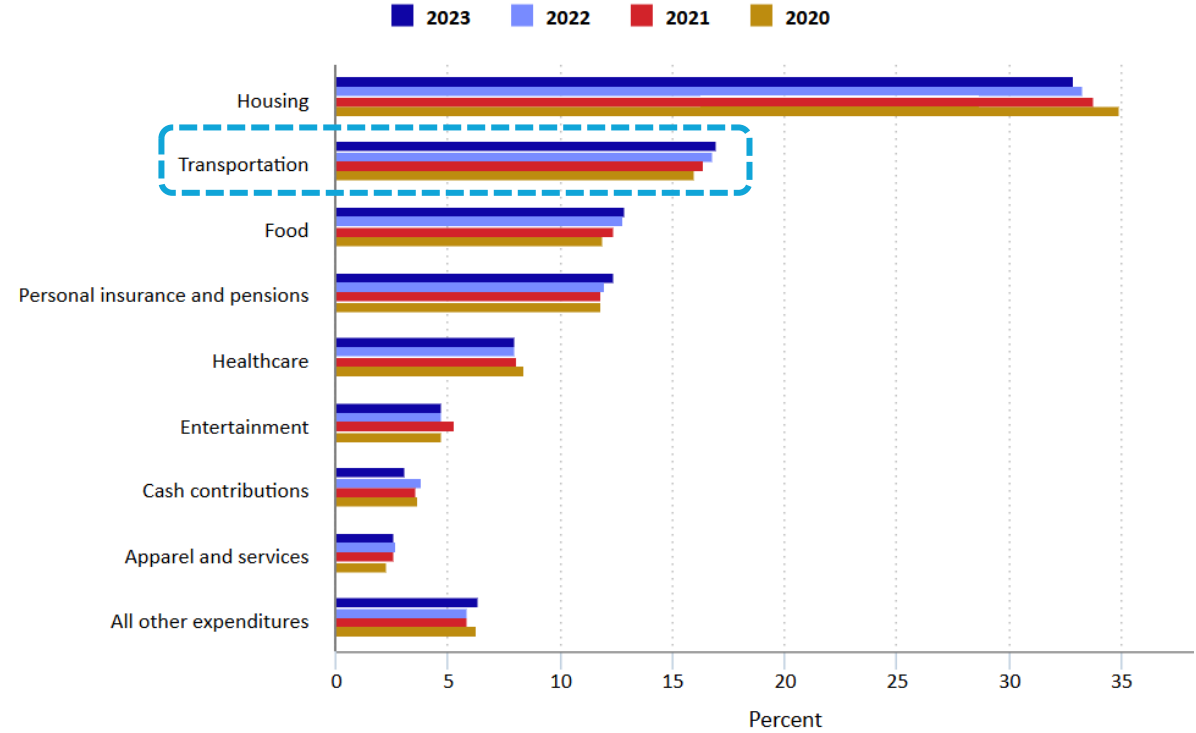
The screenshot shows the BLS Reports website interface. At the top, there's a navigation bar with 'HOME', 'SUBJECTS', 'DATA TOOLS', 'PUBLICATIONS', 'ECONOMIC RELEASES', 'CLASSROOM', and 'BETA'. Below this, the main heading is 'BLS REPORTS' with a sub-heading 'December 2024' and 'Report 1112'. The article title is 'Consumer expenditures in 2023' by Shane Meyers, Geoffrey D. Paulin, and Kristen Thiel. The article text discusses inflation concerns and spending habits in 2023. A small image shows stacks of coins with a graduation cap, a first aid kit, a shopping basket, and a house. The bottom of the page mentions that each year since 2020 has posed unique challenges for consumers.

In 2023, transportation accounted for 17% of total household expenditures - the 2<sup>nd</sup> 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/>

Chart 2. Percentage of expenditure shares by selected categories, 2020–23



# TCB: Local Trends

[https://www.bls.gov/regions/southeast/news-release/consumerexpenditures\\_miami.htm#:~:text=Transportation:%20Miami%20Darea%20households%20spent,national%20average%20of%2092.3%20percent](https://www.bls.gov/regions/southeast/news-release/consumerexpenditures_miami.htm#:~:text=Transportation:%20Miami%20Darea%20households%20spent,national%20average%20of%2092.3%20percent)

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## Consumer Expenditures in the Miami Metropolitan Area — 2022–23

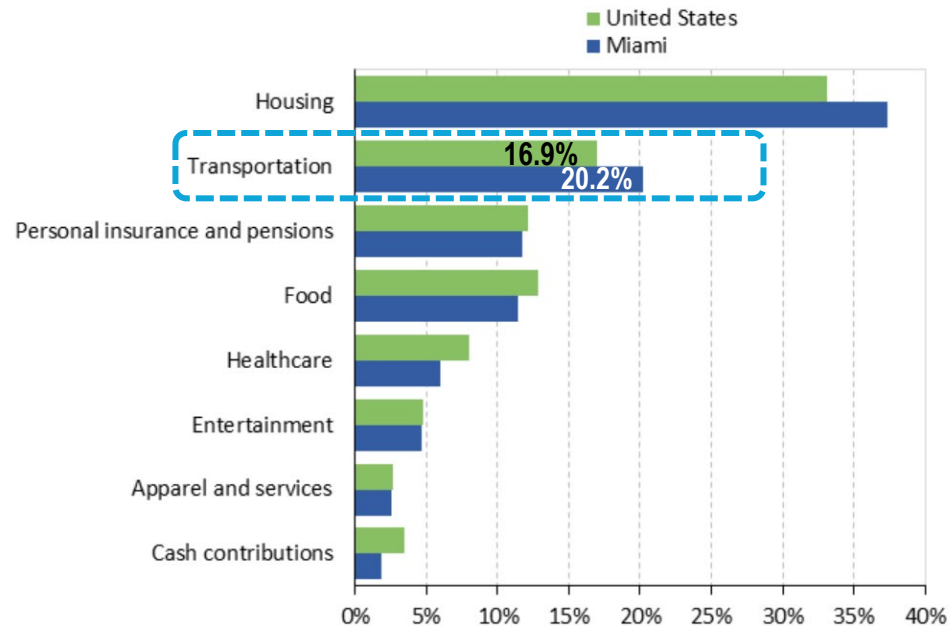
Households in the Miami-Fort Lauderdale-West Palm Beach, FL, metropolitan area spent an average of \$71,378 per year in 2022–23, the U.S. Bureau of Labor Statistics reported today. Regional Commissioner Victoria G. Lee noted that food, housing, and transportation expenditures together accounted for 69.0 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.

**News Release**  
24-2177-ATL  
Friday, October 2

**Contacts**  
**Technical Infor**  
(404) 893-4222  
BLSInfoAtlanta@  
www.bls.gov/reg:  
Media contact:

**Chart 1. Shares of average expenditures for selected major components in the United States and Miami metropolitan area, 2022–23**



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->



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.

- 1<sup>st</sup> quintile is the lowest income, and the 5<sup>th</sup> 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)


## Transportation Cost Burden

Transportation Expenditures by Selected Household Characteristics and Income Quintile

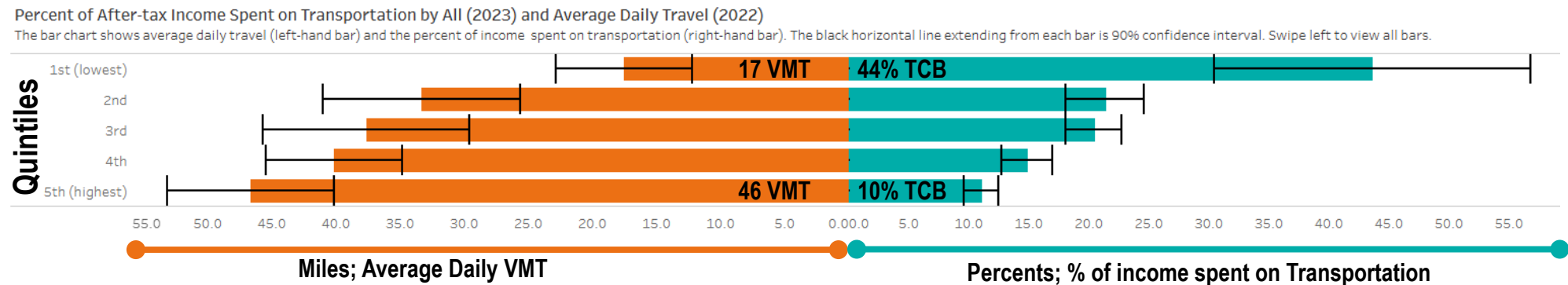
## Percent of Income Spent on Transportation

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, race 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.

Income quintile:  Select income type:  

Characteristic:  Select a daily travel measure:



“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 1/2 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%)

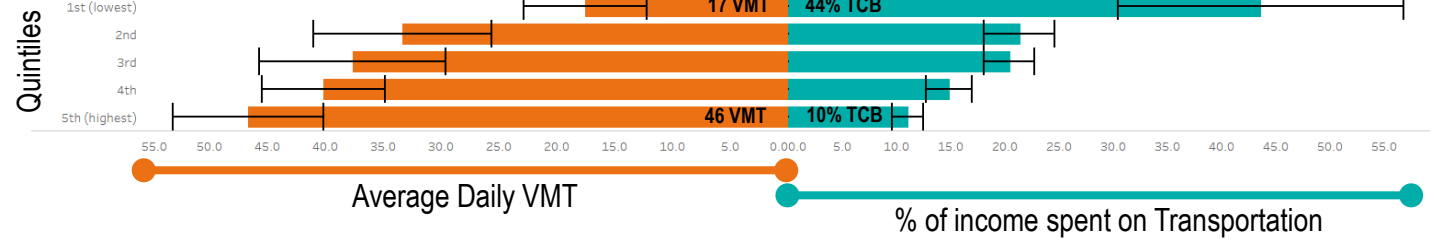
## Married, No children

Select a daily travel measure:

Vehicle Miles Traveled

Percent of After-tax Income Spent on Transportation by All (2023) and Average Daily Travel (2022)

The bar chart shows average daily travel (left-hand bar) and the percent of income spent on transportation (right-hand bar). The black horizontal line extending from each bar is 90% confidence interval. Swipe left to view all bars.



- 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

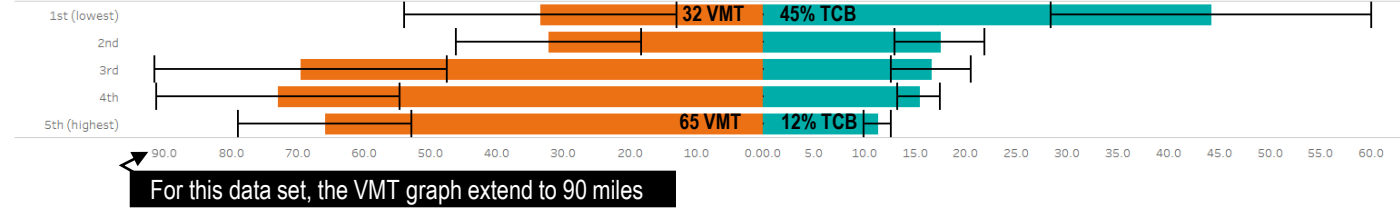
## Married, oldest child between age 6 and 17

Select a daily travel measure:

Vehicle Miles Traveled

Percent of After-tax Income Spent on Transportation by All (2023) and Average Daily Travel (2022)

The bar chart shows average daily travel (left-hand bar) and the percent of income spent on transportation (right-hand bar). The black horizontal line extending from each bar is 90% confidence interval. Swipe left to view all bars.



- 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.

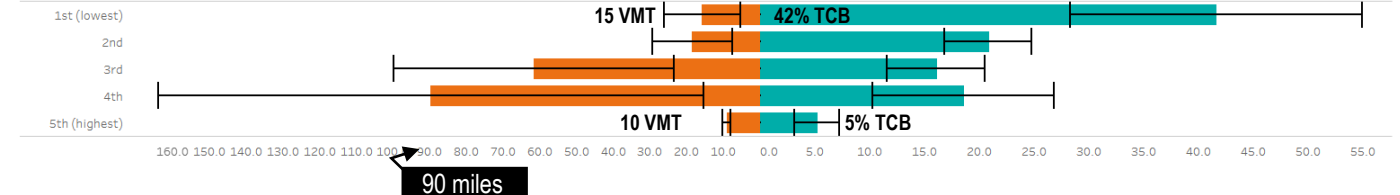
## Single Parent (Female), Child less than 18yo

Select a daily travel measure:

Vehicle Miles Traveled

Percent of After-tax Income Spent on Transportation by All (2023) and Average Daily Travel (2022)

The bar chart shows average daily travel (left-hand bar) and the percent of income spent on transportation (right-hand bar). The black horizontal line extending from each bar is 90% confidence interval. Swipe left to view all bars.



- 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).

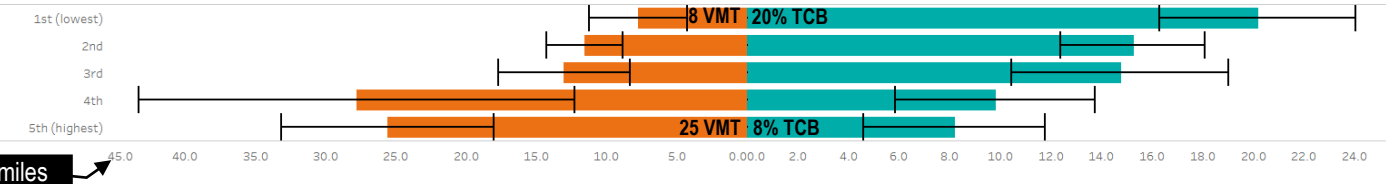
## HH with 65+: Single CU, Age 65+

Select a daily travel measure:

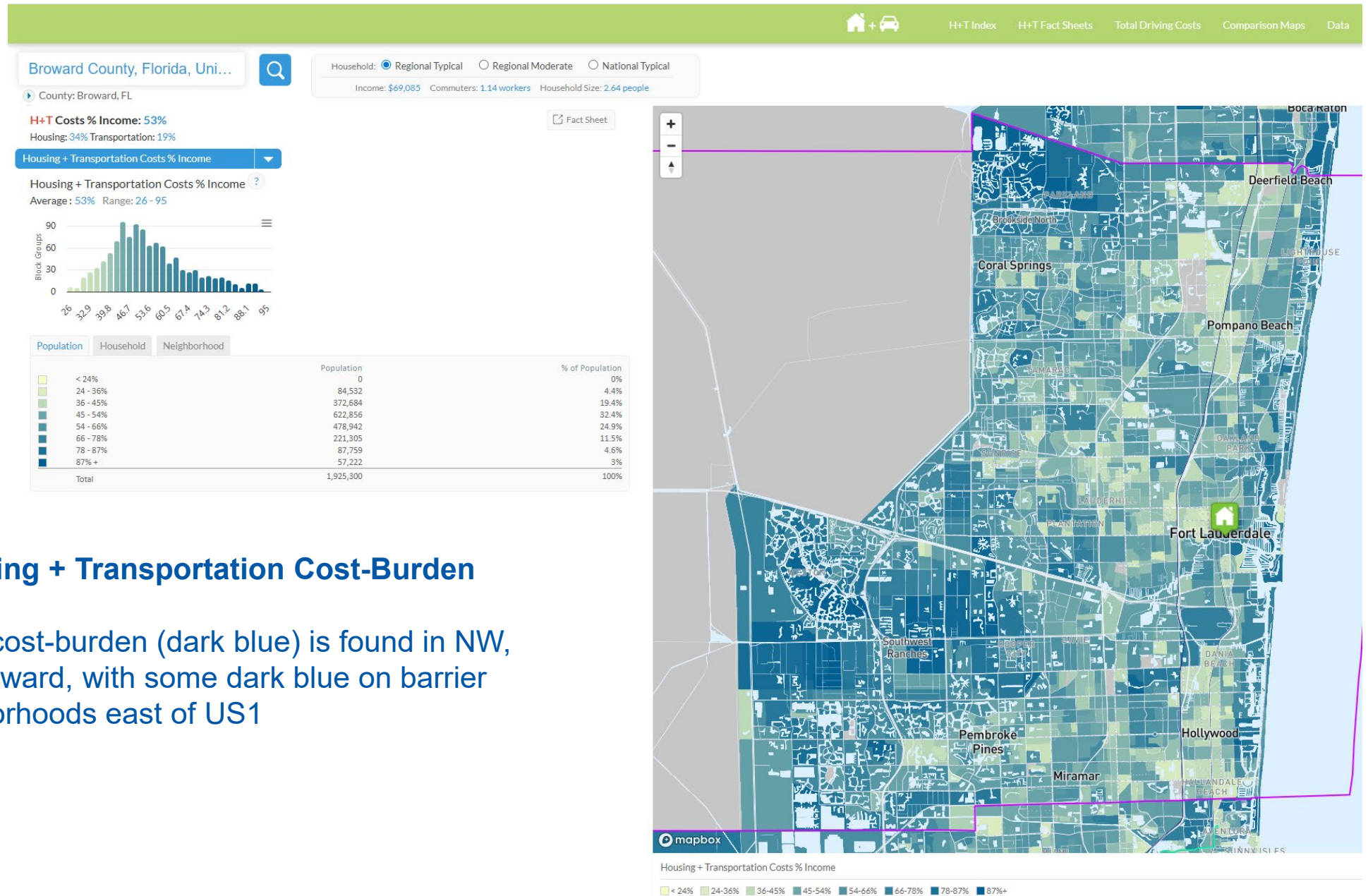
Vehicle Miles Traveled

Percent of After-tax Income Spent on Transportation by All (2023) and Average Daily Travel (2022)

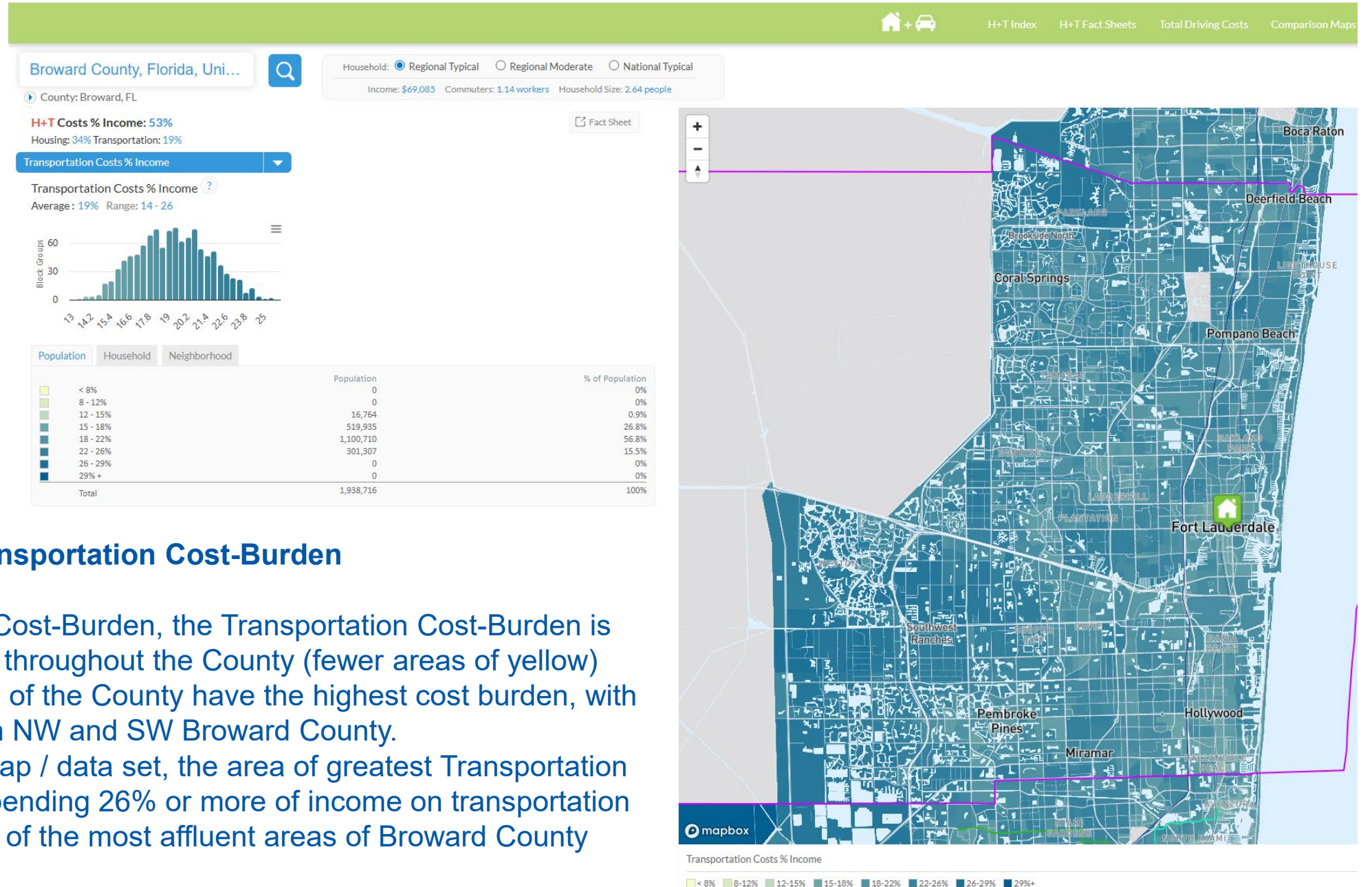
The bar chart shows average daily travel (left-hand bar) and the percent of income spent on transportation (right-hand bar). The black horizontal line extending from each bar is 90% confidence interval. Swipe left to view all bars.



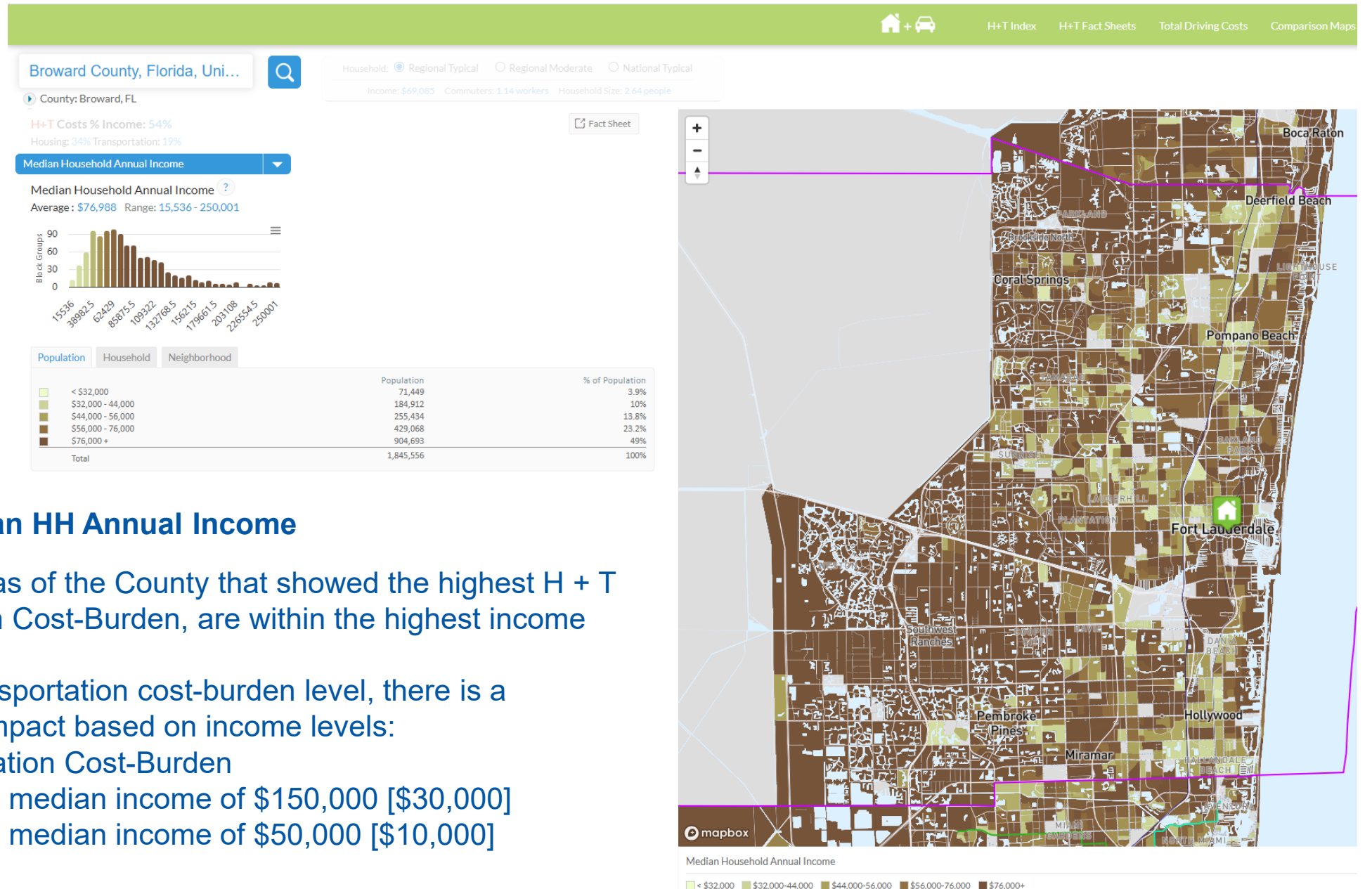
# TCB: What about the H+T Index?



# TCB: What about the H+T Index?

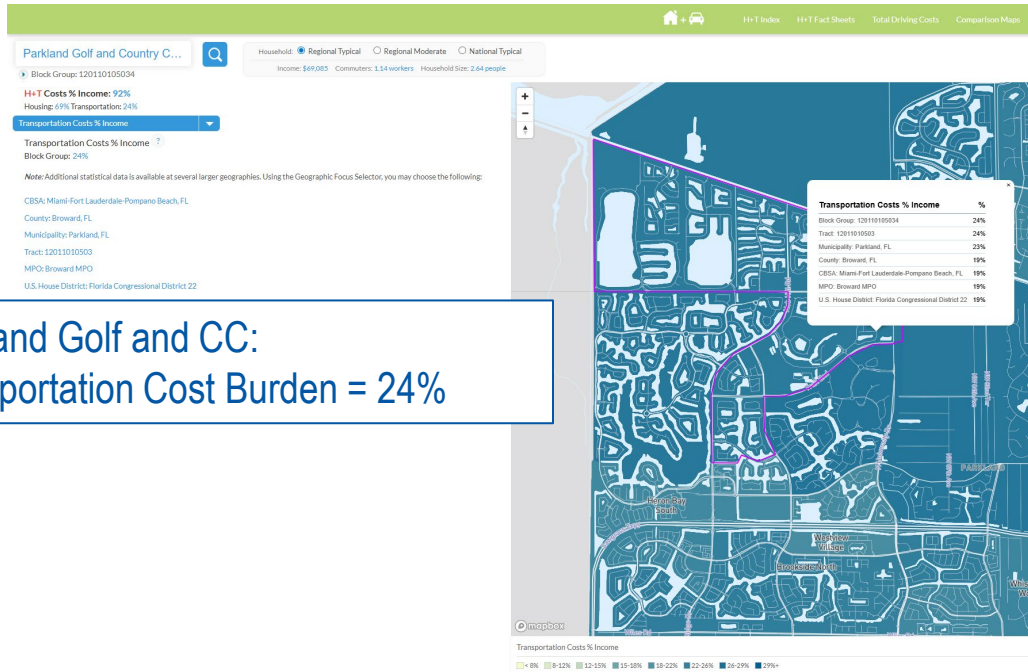


# TCB: What about the H+T Index?

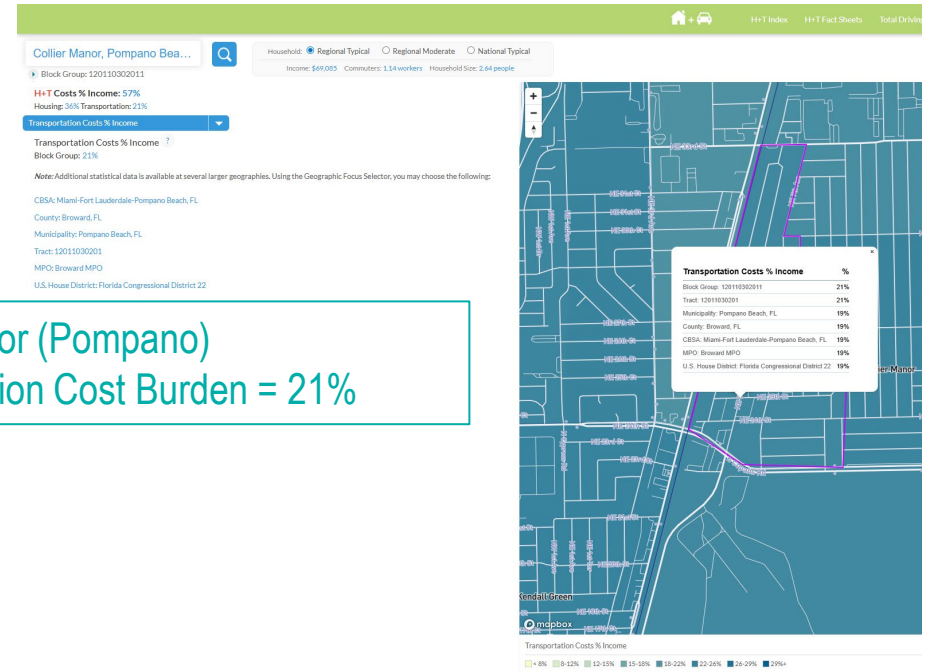


## Map showing: Median HH Annual Income

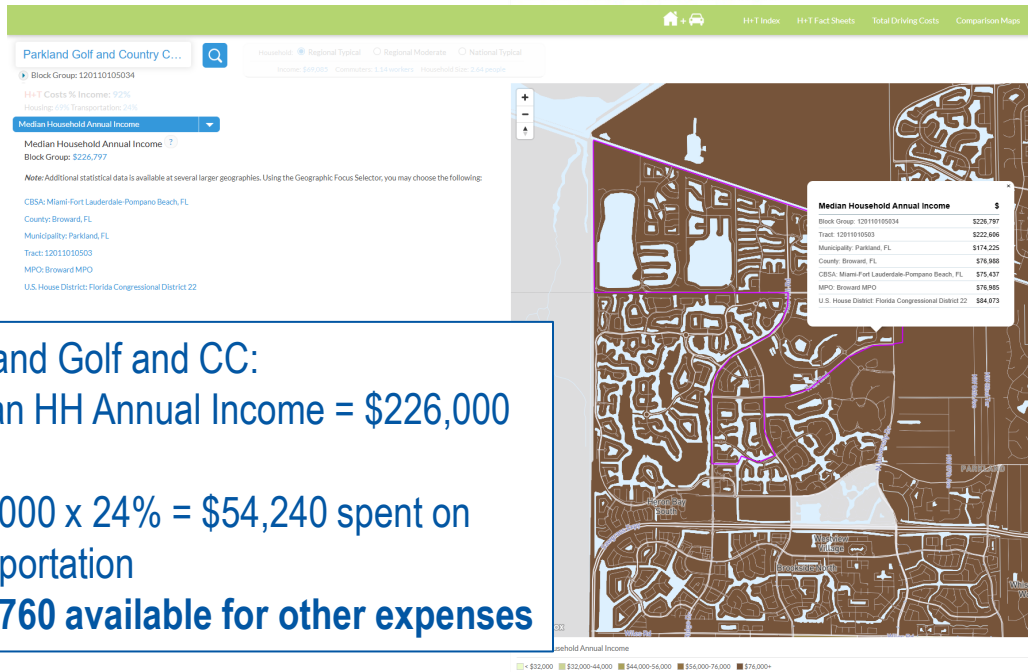
- Several of the areas of the County that showed the highest H + T and Transportation Cost-Burden, are within the highest income category
- Even at same transportation cost-burden level, there is a disproportionate impact based on income levels:
  - 20% Transportation Cost-Burden
  - HH with Annual median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



**Parkland Golf and CC:  
 Transportation Cost Burden = 24%**

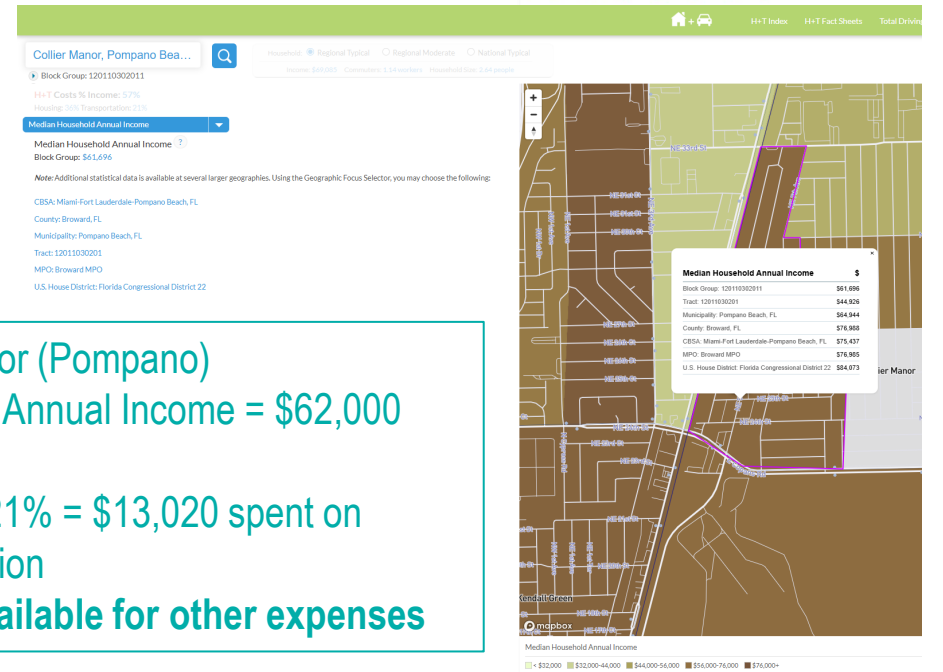


**Collier Manor (Pompano)  
 Transportation Cost Burden = 21%**



**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)  
 Median HH Annual Income = \$62,000**

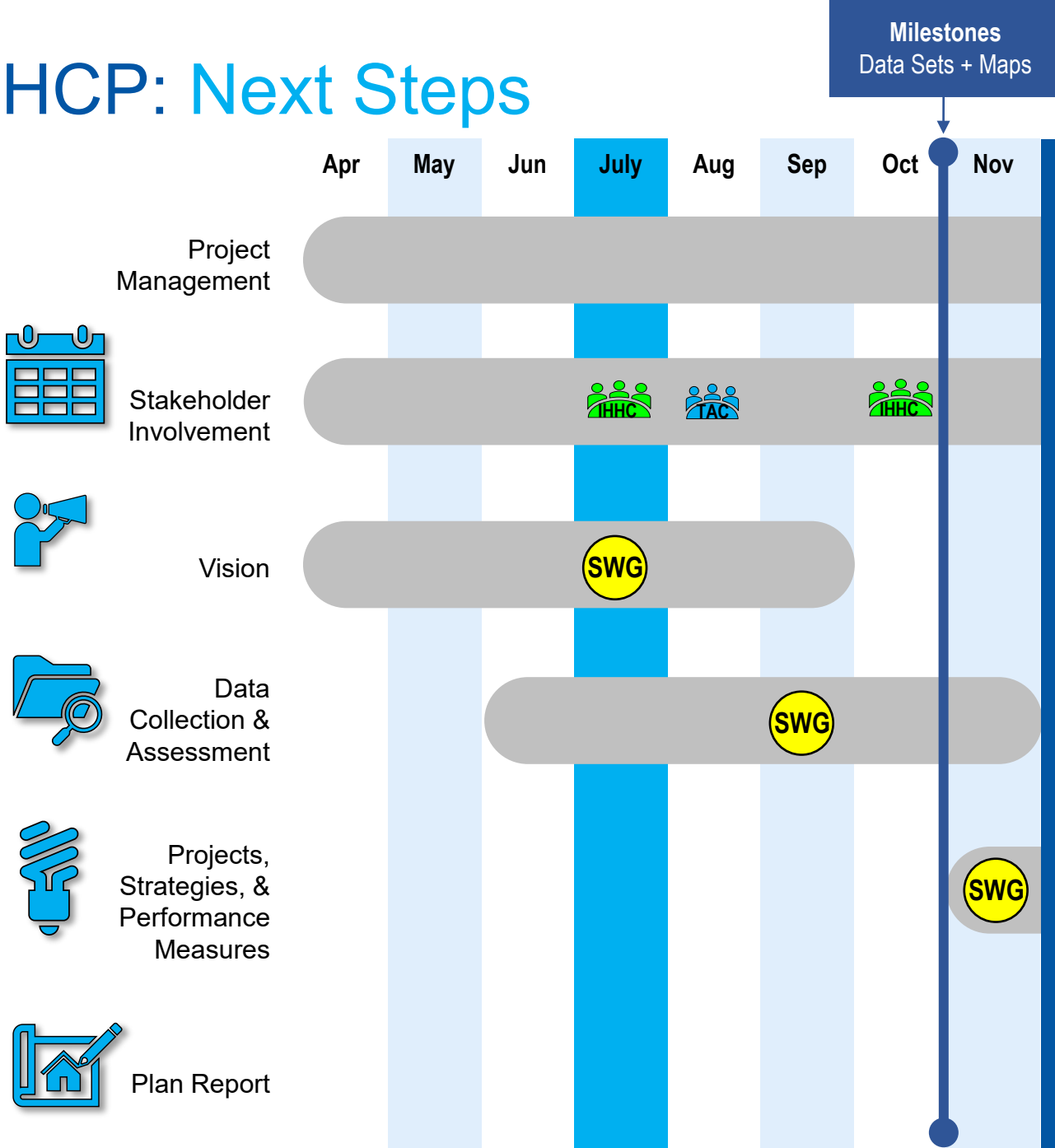
**\$62,000 x 21% = \$13,020 spent on  
 Transportation  
 \$48,980 available for other expenses**

# 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 population 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