



Housing Coordination Plan

Presentation to TAC

Housing Coordination Plan Introduction

Purpose and Response to Federal Policy Shift

IIJA amended 23 U.S. Code § 134:

Address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a Housing Coordination Plan.

- I. Develop regional goals for the integration of housing, transportation, and economic development strategies
- II. Identify the location of existing and planned housing and employment, and transportation options that connect housing and employment; and
- III. Include a comparison of transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership, and housing development.

Ensure HCP is consistent with BMPO mission and 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.
- BMPO has no authority over land use or housing directly
- BMPO strategic transportation investments can alleviate **transportation cost-burden** and **enhance transportation options**.

Housing Coordination Plan Introduction

Goals and Outcomes

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

- ✓ REV Guidance:
 - 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

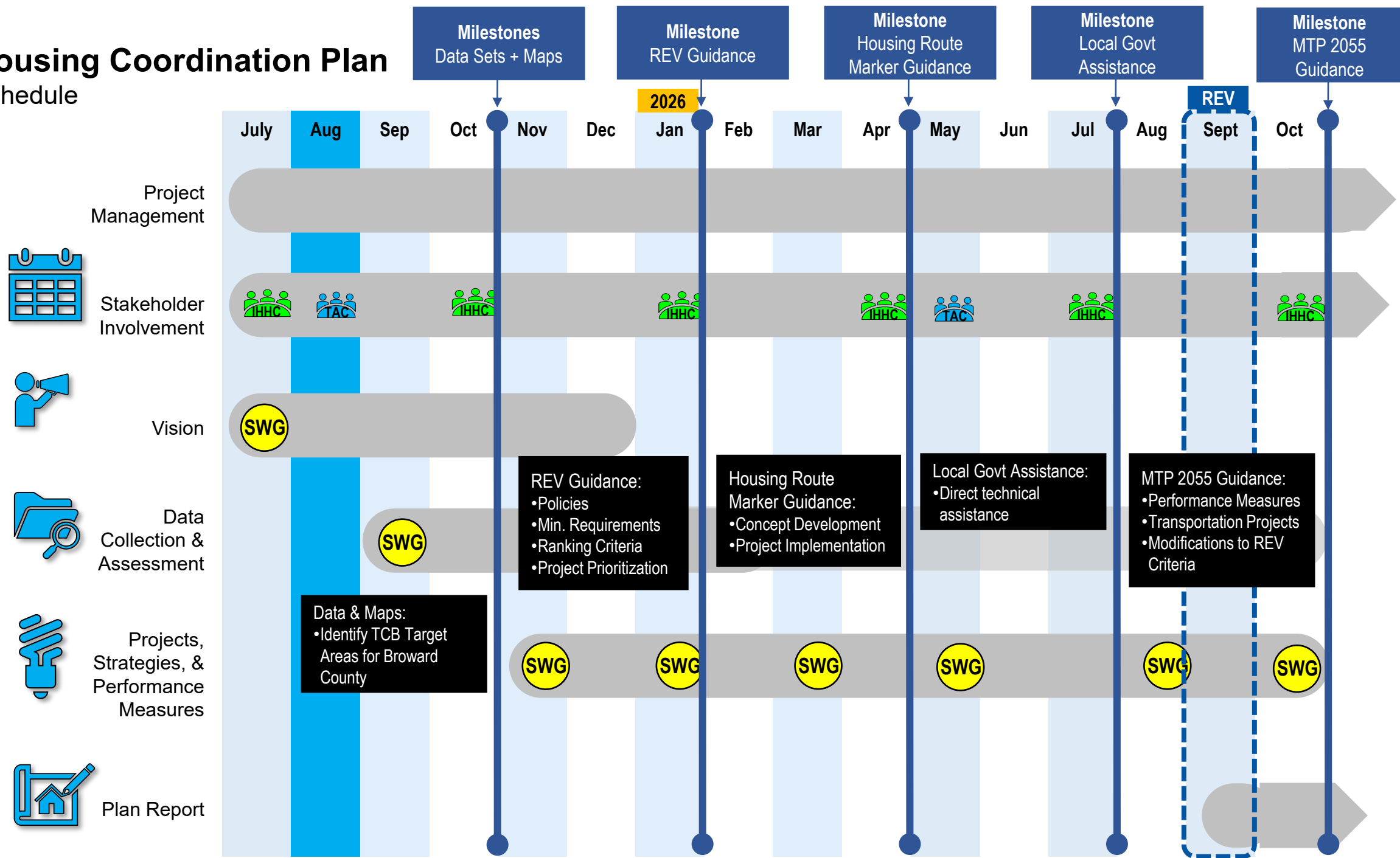
2. Ensure the HCP is aligned with the BMPO Mission: Plan, prioritize, and fund transportation options.

- ✓ 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

Housing Coordination Plan Schedule



Transportation Cost Burden

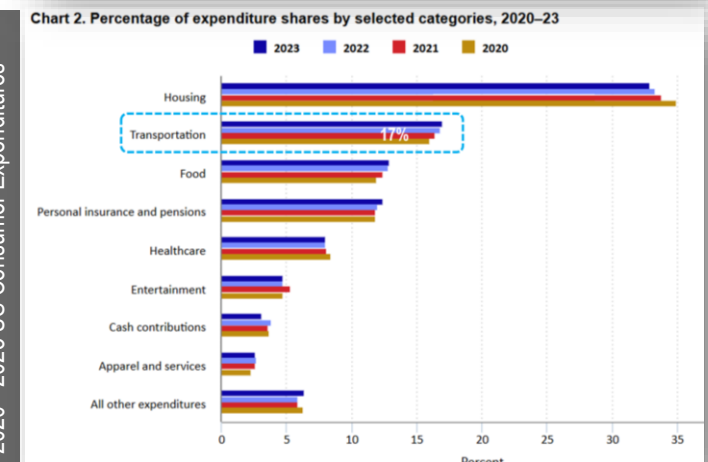
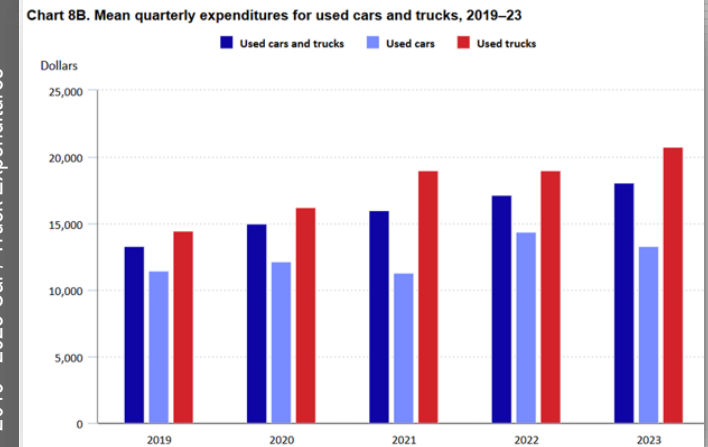
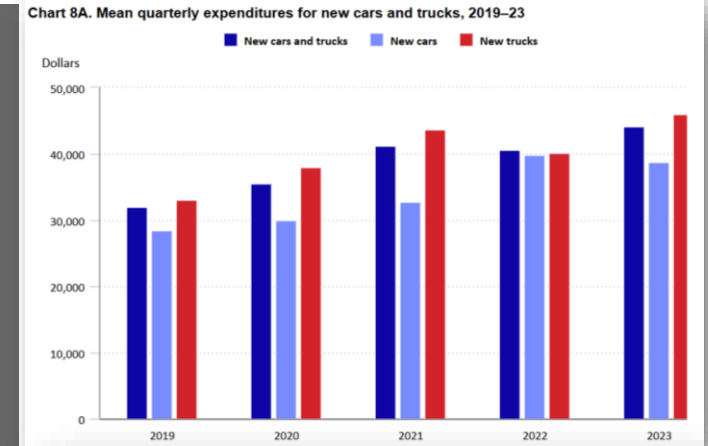
Data Insights from US Bureau of Labor Statistics (BLS)

National Trends for Consumer Expenditures (2023)

Transportation: 17% of total 2023 household expenditures – 2nd largest category after housing

- Spending rose **7.1%** from 2022 (following **12.2%** increase in 2022)
 - **Public & other transportation:** +29.7% (more workers returning to offices in major MSAs)
 - **Vehicle purchases:** +23.2%
- **Gasoline:** -12.2% (after +44% in 2022)

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



Transportation Cost Burden

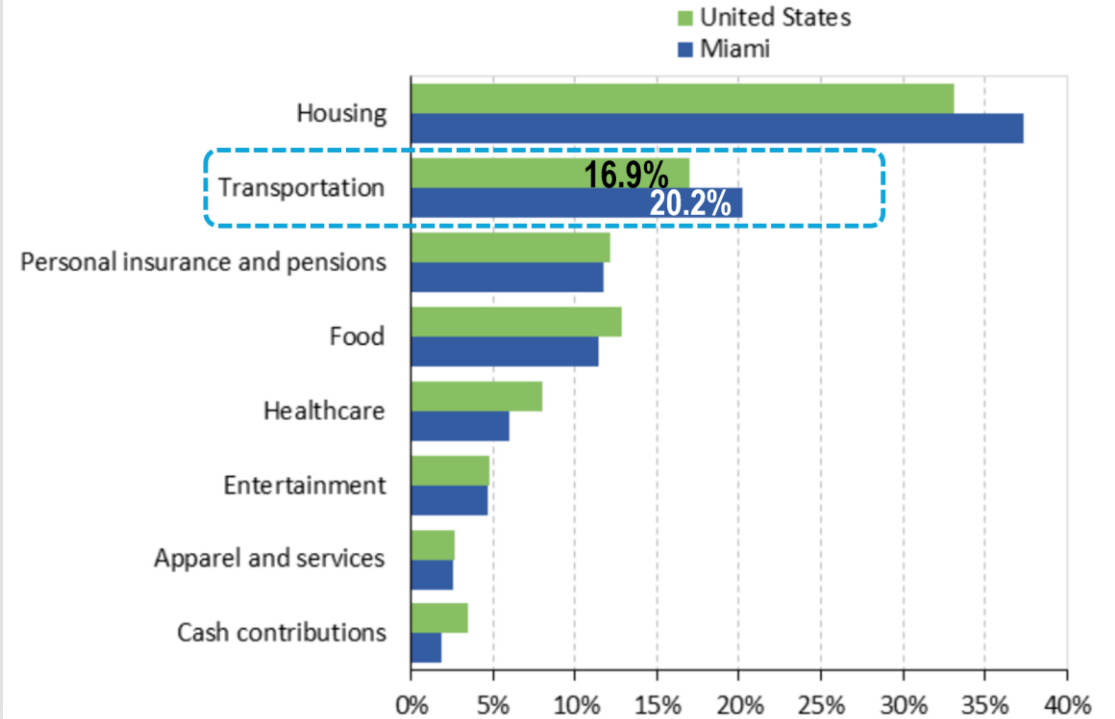
Data Insights from US Bureau of Labor Statistics (BLS)

Miami MSA (Broward, Miami-Dade, & Palm Beach Counties) Transportation Expenditures (2022)

- 20.2% of total 2022 household expenditures – 2nd largest category after housing
- Transportation Cost Burden (TCB) 3.3% higher than national average (2022–2023)
- Highest TCB among 22 metro areas (tied with Houston)

Key factors: lower gas prices, lower wages, higher vehicle & insurance costs, limited transit options

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



2022 Miami MSA vs US Consumer Expenditures

Source: https://www.bls.gov/regions/southeast/news-release/consumerexpenditures_miami.htm#:~:text=Transportation:%20Miami%2Darea%20households%20spent,national%20average%20of%2092.3%20percent

Transportation Cost Burden

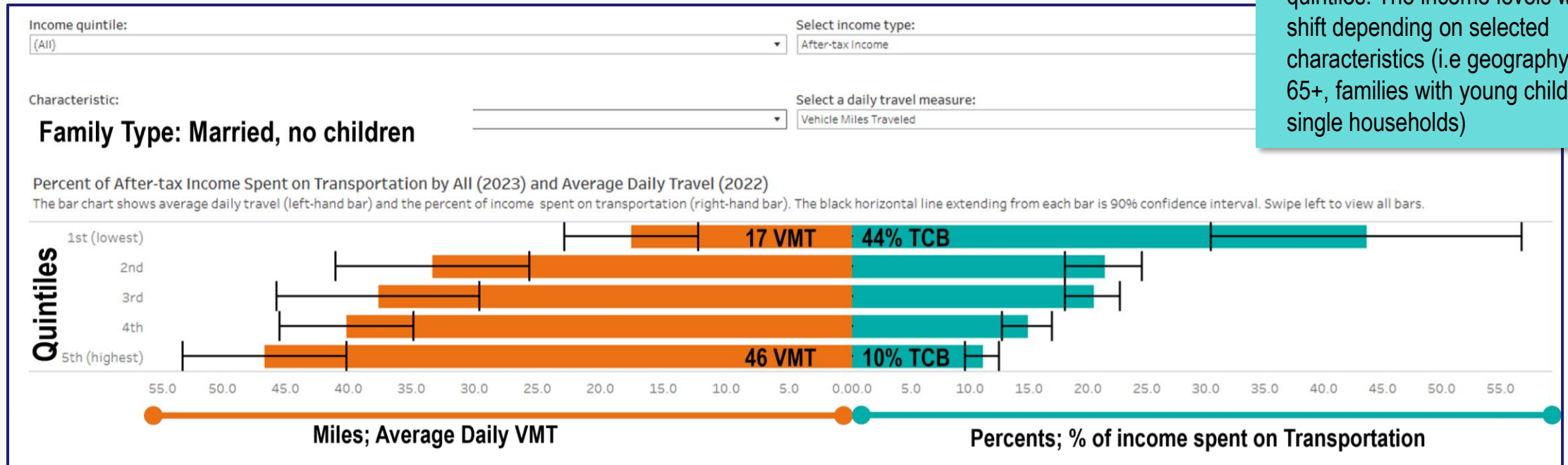
Data Insights from USDOT Bureau of Transportation Statistics (BTS)

Income Quintile = BLS 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 selected characteristics (i.e geography, age 65+, families with young children, single households)

Income Based Trends

BTS interactive data tool measures transportation cost burden by comparing average daily Vehicle Miles Traveled (VMT) and transportation expenditures of various household geographic and socio-economic characteristics and income levels (*income quintiles*) for three most recent years of data available.



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

Transportation Cost Burden

Data Insights

Rising Costs Nationwide: Transportation expenses and the share of income spent on them continue to increase, with little flexibility for households to reduce this essential expense.

Regional Cost Burden: The Miami MSA's TCB is higher than the national average and most major metro areas, despite the state's lower-than-average gasoline prices.

Contributing Factors: Higher insurance rates, vehicle prices, limited transit options, and lower incomes may contribute to the Miami MSA's elevated TCB.

Impact on Lower-Income Households:

- Quintile 1 (lowest 20% income) has the highest TCB, even with significantly fewer vehicle miles traveled (VMT).
- This disproportionate burden is consistent across household types.

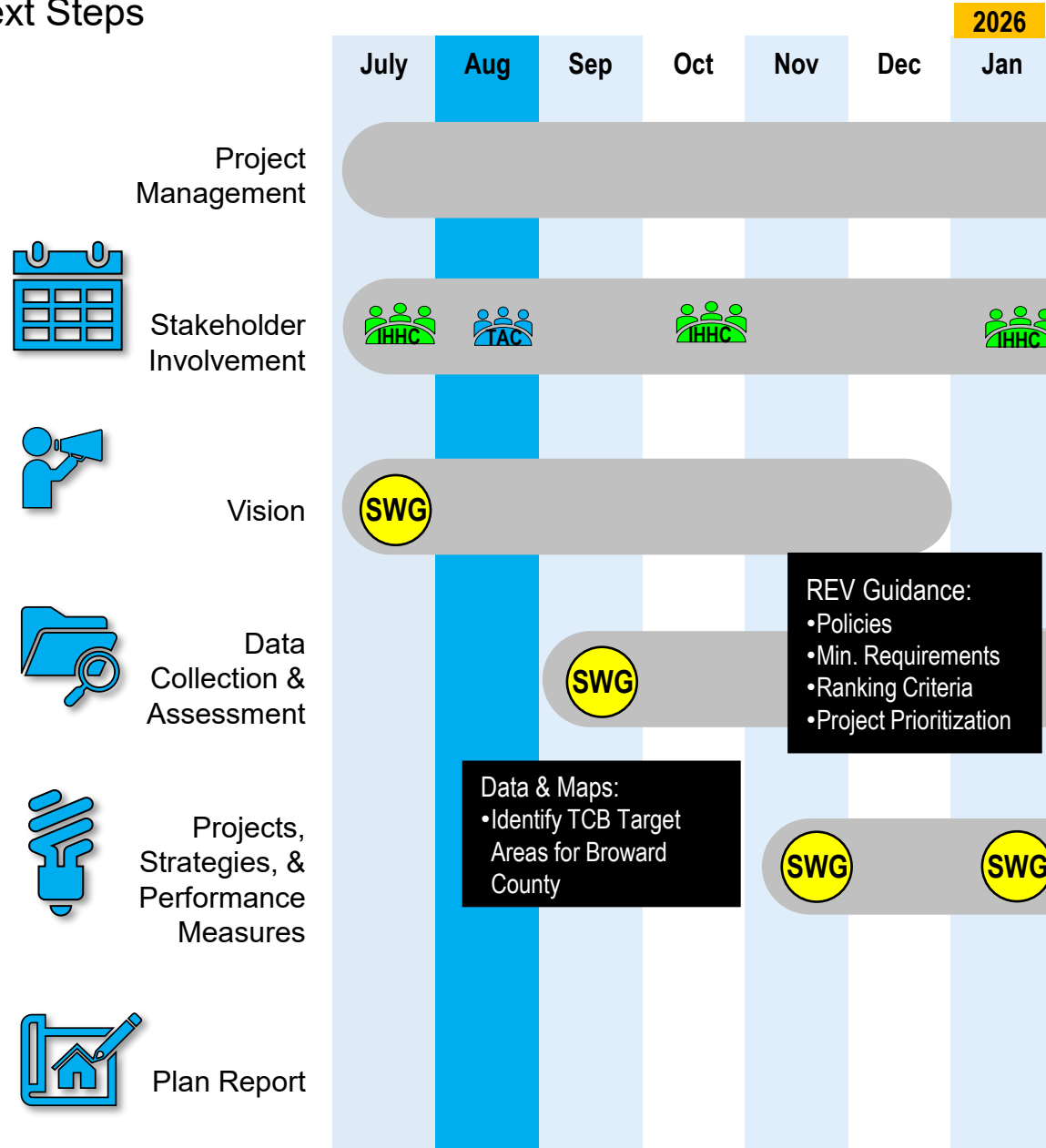
Household Patterns: Households with school-aged children drive more (VMT) than those without children.

Demographic Considerations:

- Cost-burden measures that exclude household income overlook the disproportionate impact on lower-income families.
- Targeting households with school-aged children, single parents, older adults, or similar characteristics can better identify areas with high TCB and guide transportation solutions.

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Next Steps



- Identify Data Sets from US Census Data (Block Group) to highlight areas of County with higher or disproportionate TCB
- Develop TCB guidance for the REV program with the goal of beta testing during the 2026 REV cycle.

Questions

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