Housing and Transportation Affordability Study

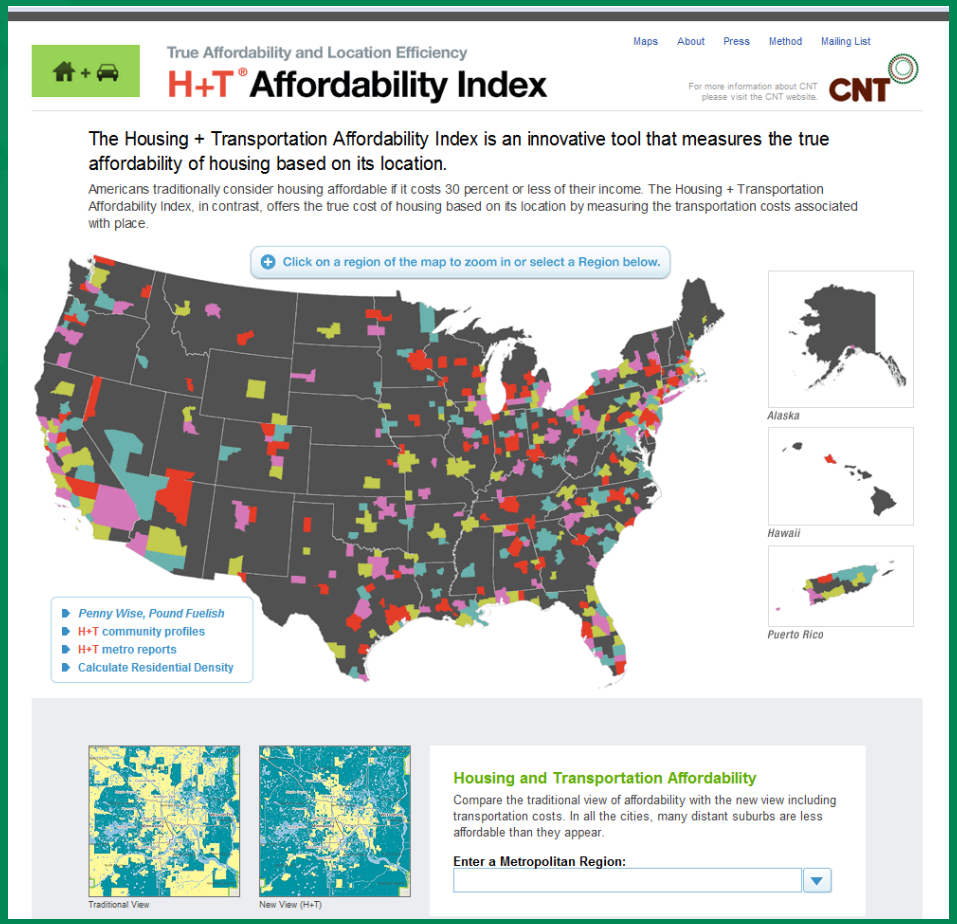
METHODS & FINDINGS

June 4, 2011

CNT
Sustainable Communities
Attainable Results

Agenda

- Measuring Housing and Transportation Costs: What and Why
- Applications
- Methodology
- Results



http://www.htaindex.org/

H + T Index: Rethinking Affordability

- Standard measure of affordability is % of income spent on housing ALONE
  - e.g. Should be no more than 30% of income
- What about transportation expenditures?
  - Second largest expenditure after housing
  - Cost are largely unknown and households and planners make decisions based on inadequate information
  - Lack of reliable information fuelling sprawl and inefficient development patterns
- H+T Affordability Index calculates transportation costs and combines them with housing costs at the neighborhood level for a more complete picture of affordability

Applications

Metropolitan Transportation Commission
(San Francisco)

Transportation 2035: Change in Motion

Performance Objectives include:

"Decrease by 10 percent the combined share of low-income and lower-middle-income residents' household income consumed by transportation and housing" (p.26)[1] ie 45% to 40.5% of income.

CNT provided customized H+T analysis to serve as baseline measure for this objective

[1]http://www.mtc.ca.gov/planning/2035_plan/FINAL/T2035_Plan-Final.pdf

Applications

IL S.B. 374: The H+T Affordability Index Act

Requires adaption of the H+T Affordability Index for use in MPO areas by 5 state agencies:

- the Capital Development Board
- the Department of Commerce and Economic Opportunity
- the Department of Transportation
- the Illinois Finance Authority
- the Illinois Housing Development Authority

Call for H+T Index to be used as planning tool and criterion in the allocation of public funding for transit, highways, economic development, and housing projects

Passed unanimously (11-0-0) by the Senate Transportation Committee

Applications

Region Forward 2050

Goals:

- Transit-oriented mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth.
- A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and world beyond.
- A variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.
- A broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.

Target:

- By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income
- Target: Increase the share of walk, bike, and transit trips

Transportation Costs Vary by Place

Transportation costs vary by place, from neighborhood to neighborhood depending on:

- Access to services
- Walkable destinations
- Extent and frequency of transit
- Access to jobs
- Housing Density

Places with these qualities:

- Own less autos per household
- Drive less miles annually
- Use public transit more

=> Lower Transportation Costs

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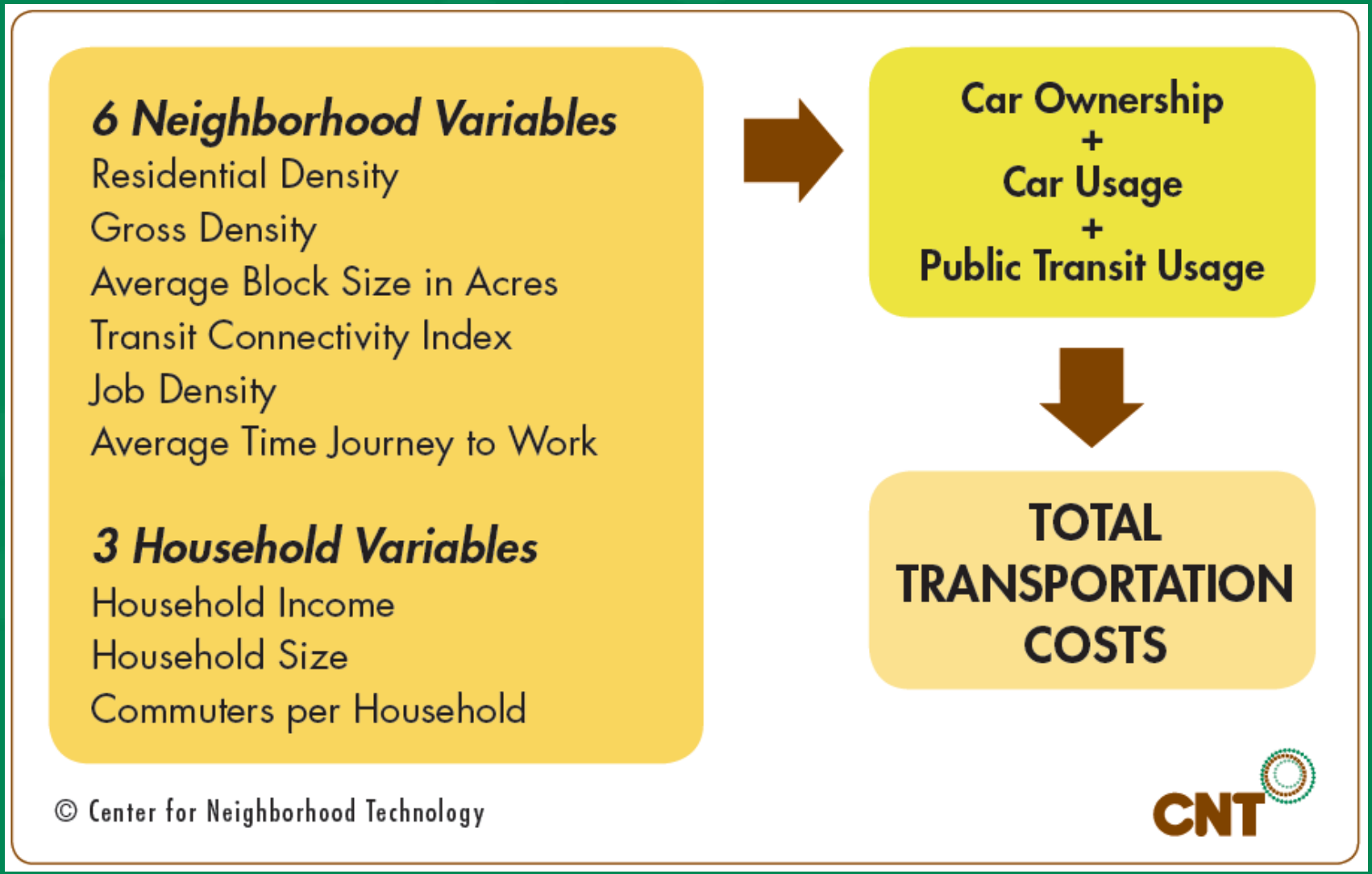
Modeling Transportation Costs



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Customizing the H+T Index for DC

Updated Data

- 2006-2008 American Community Survey data at PUMA level
- MLS sales data will be used to represent ownership costs

Local Data

- Land Use Data collected from nearly all jurisdictions
  - Improved Residential Acres definition
  - Development of Land Use Diversity measure
- Transit Data
  - Additional regional bus routes
  - Addition of route frequency and improved access measure

Name	Type	State	Bus Transit Data
District of Columbia		DC	WMATA MTA Commuter Bus
Calvert	County	MD	MTA Commuter Bus Calvert County Transit
Charles	County	MD	MTA Commuter Bus
Frederick	County	MD	Frederick Co. Transit
Montgomery	County	MD	WMATA routes MTA Commuter Bus Ride On - Montgomery Co.
Prince George's	County	MD	WMATA routes MTA Commuter Bus Laurel Bus The Bus - Prince Georges Co.
Arlington	County	VA	WMATA Arlington Transit
Clarke	County	VA	
Culpeper	County	VA	
Fairfax	County	VA	WMATA Quick's Commuter Bus Service Omniride Commuter Bus Service National Coach Inc Washington Flyer Fairfax Connector Reston Link
Alexandria	city	VA	WMATA Alexandria Dash
Fairfax	city	VA	City of Fairfax CUE Bus
Falls Church	city	VA	WMATA
Fauquier	County	VA	
King George	County	VA	Lee Coaches Inc. - Fredericksburg
Loudoun	County	VA	Loudoun Transit Loudoun Co. Commuter Service
Prince William	County	VA	Quick's Commuter Bus Service Omni-Link
Manassas	city	VA	Omni-Link
Manassas Park	city	VA	
Spotsylvania	County	VA	
Stafford	County	VA	Quick's Commuter Bus Service
Fredericksburg	city	VA	Quick's Commuter Bus Service
Warren	County	VA	

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Customizing the H+T Index for DC

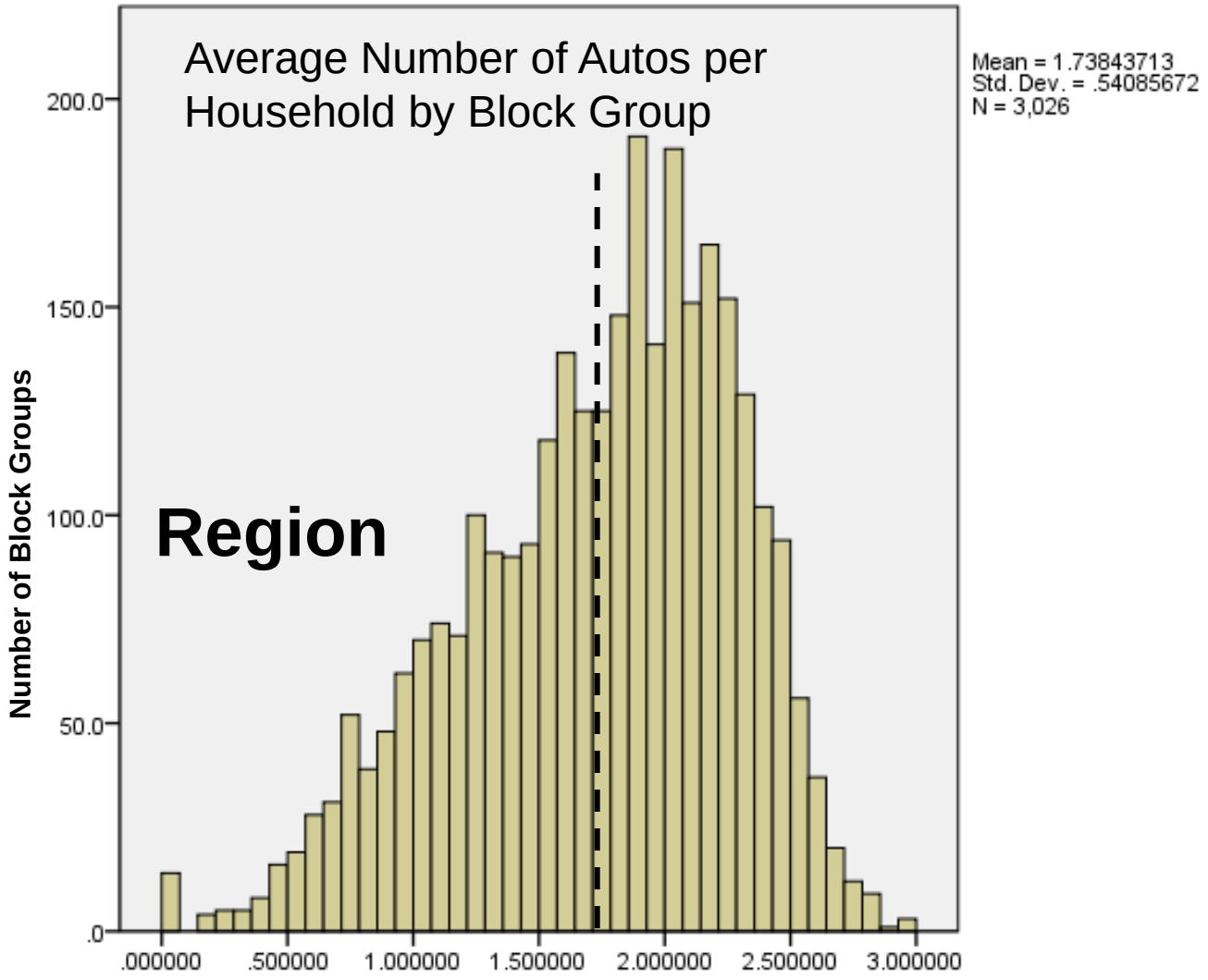
Neighborhood Characteristics

- Residential Density*
- Gross Density
- Land Use Diversity*
- Average Block Size
- Transit Connectivity Index*
- Employment Access
- Average Journey to Work Time

Household Characteristics

- Household Income
- Average Household Size
- Average Commuters per Household

Input Analyses



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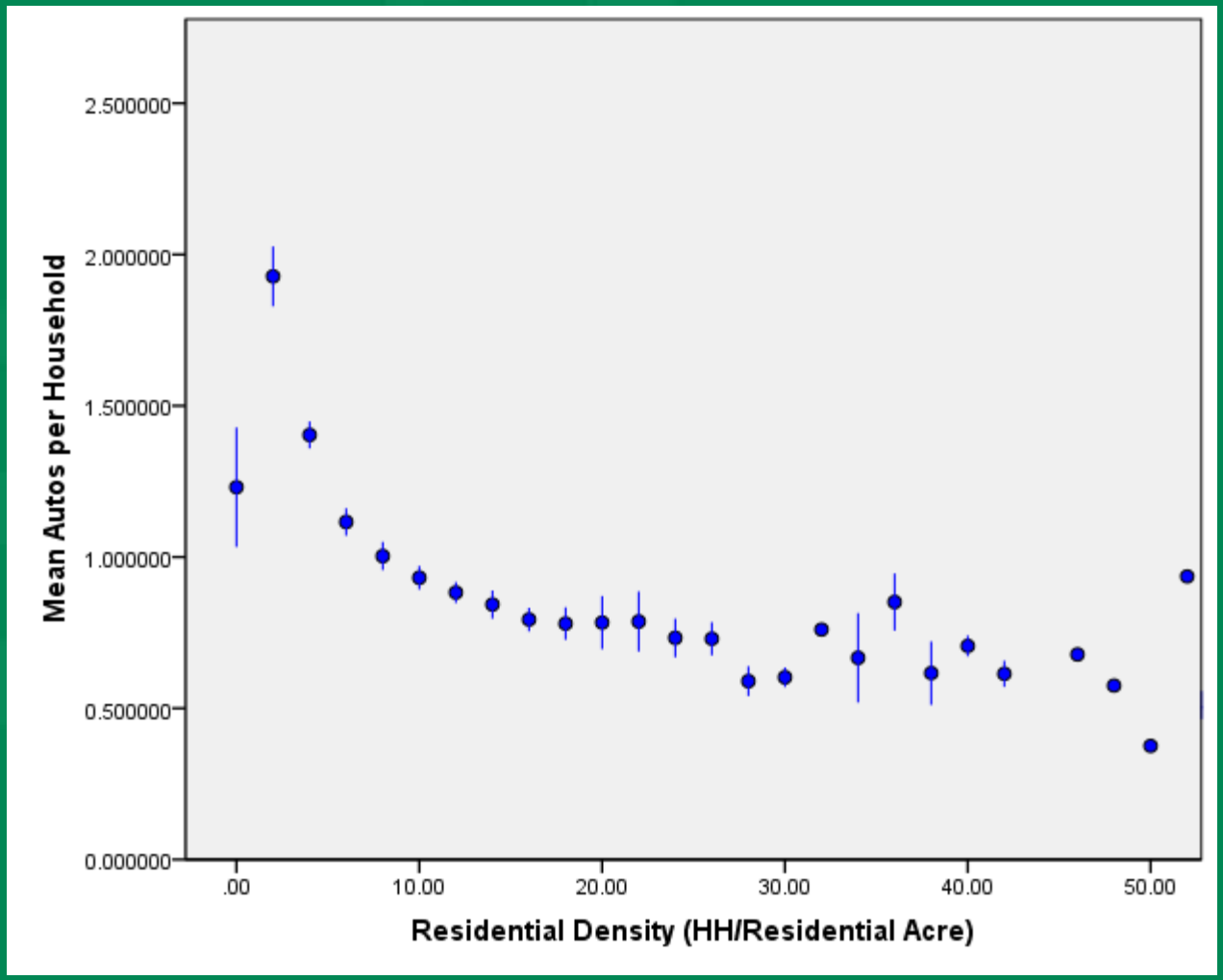

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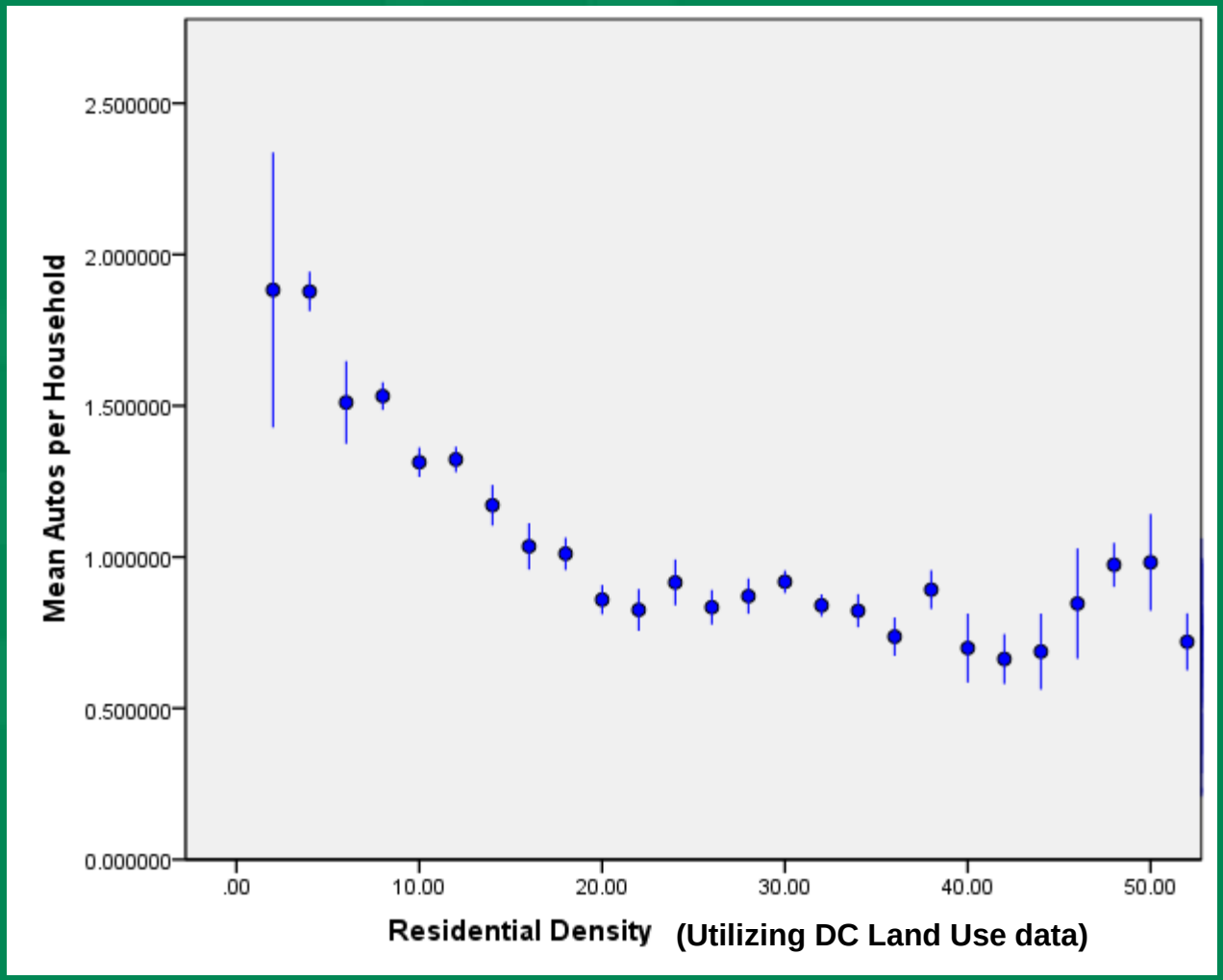

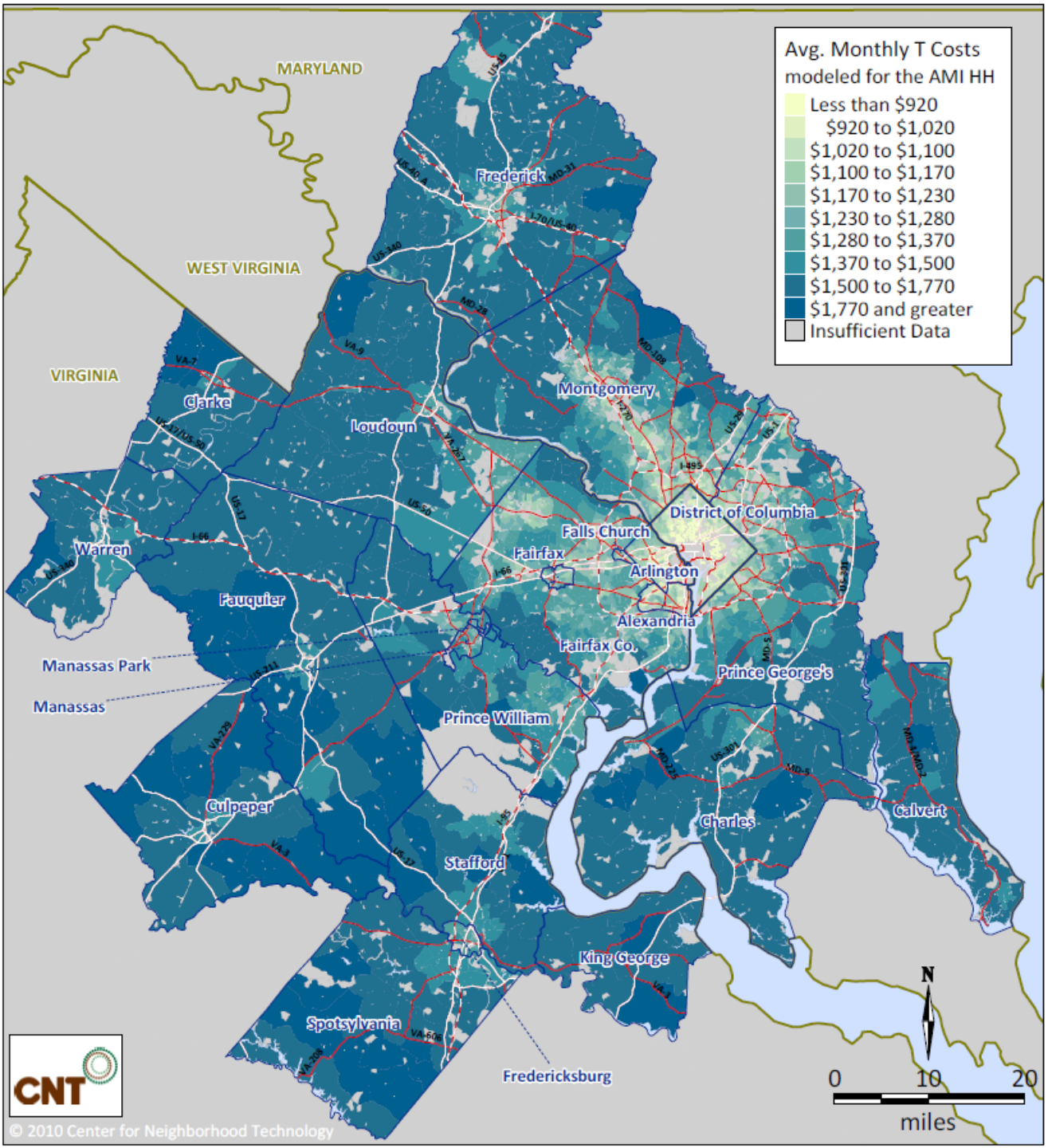

Results

Average household transportation costs vary from a low of $8,857 to a high of $24,808