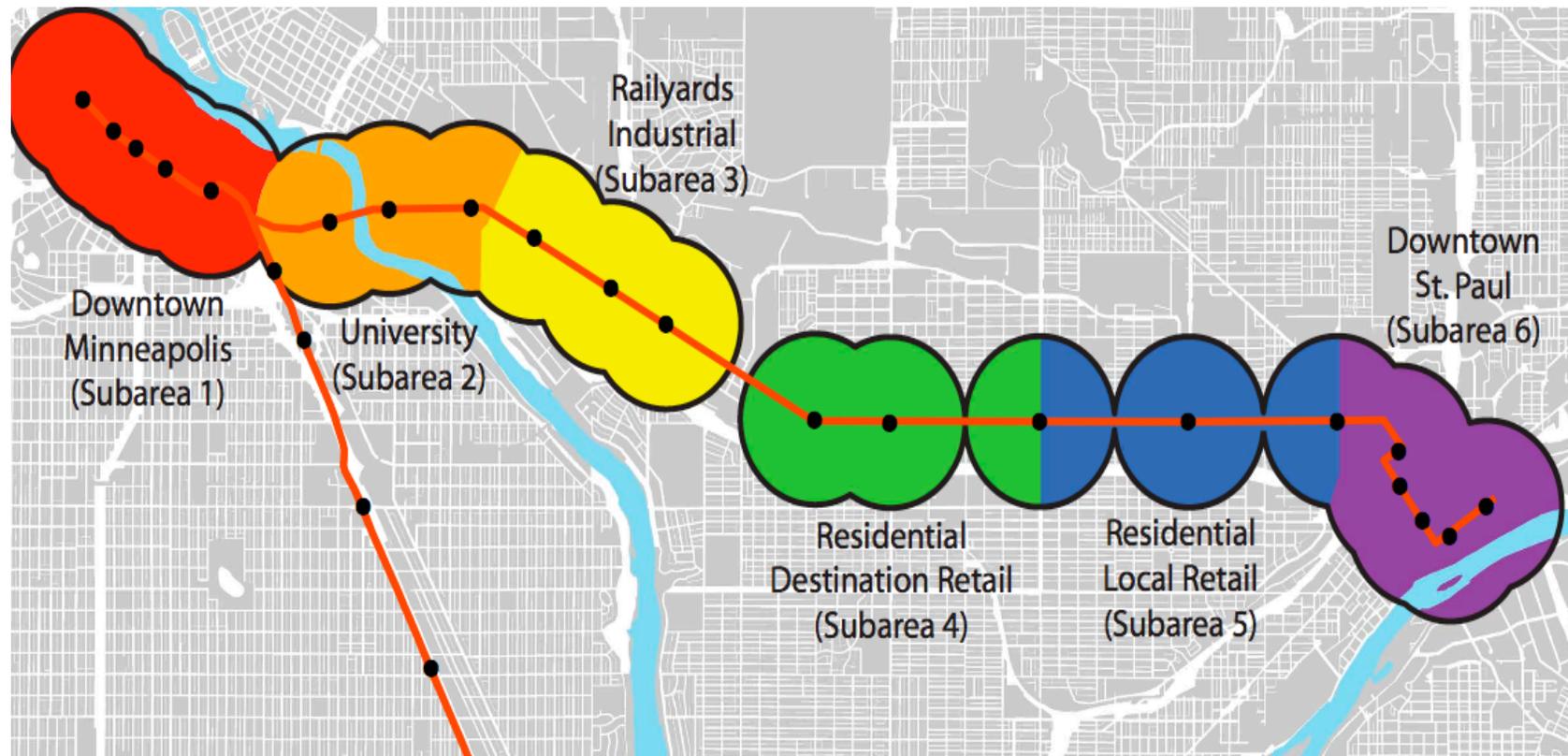
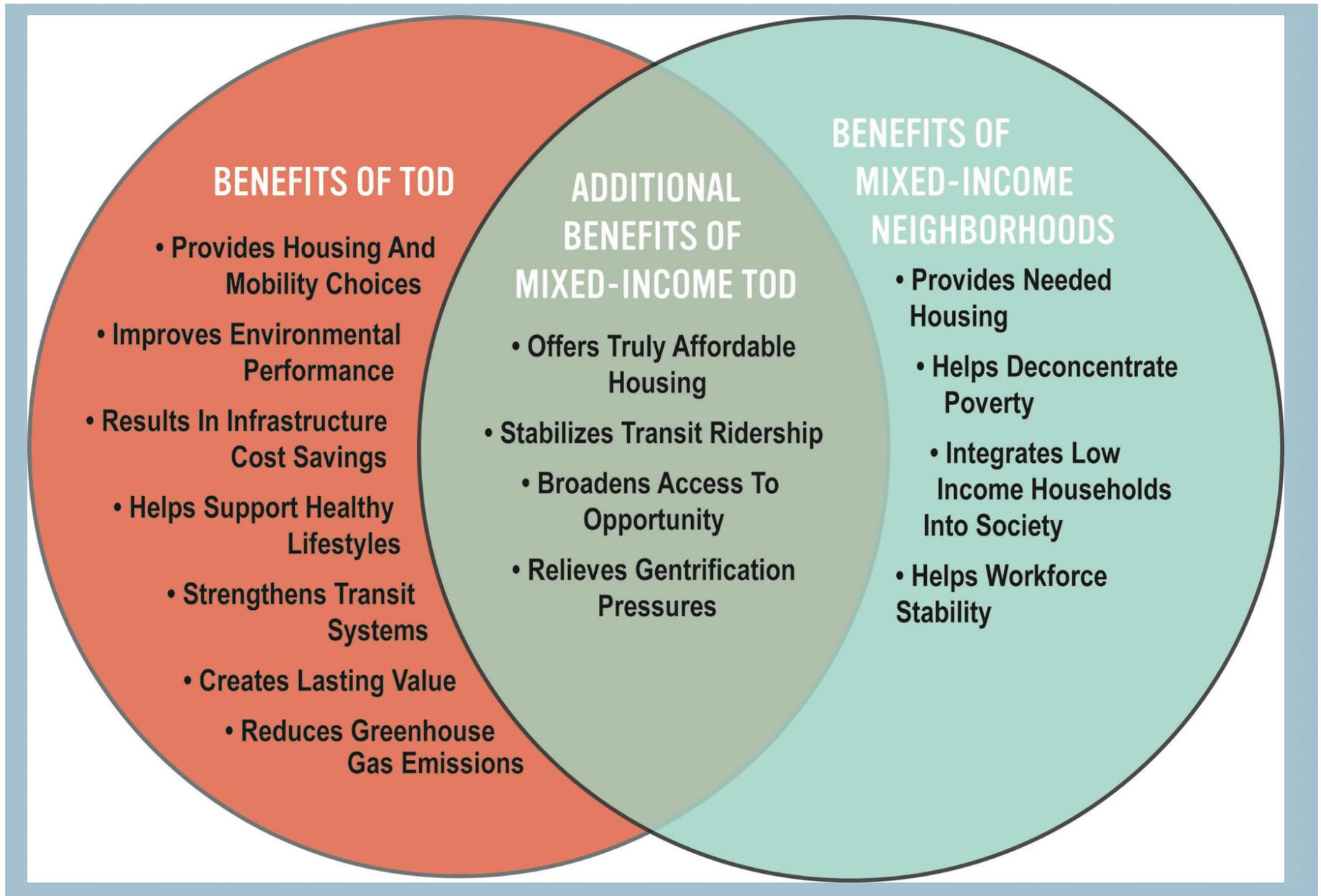


Ensuring the Affordability Benefits of Transit-Oriented Development



Allison Brooks, Chief of Staff, Reconnecting America
USGBC Affordable Housing Summit, Phoenix, AZ, November 10, 2009

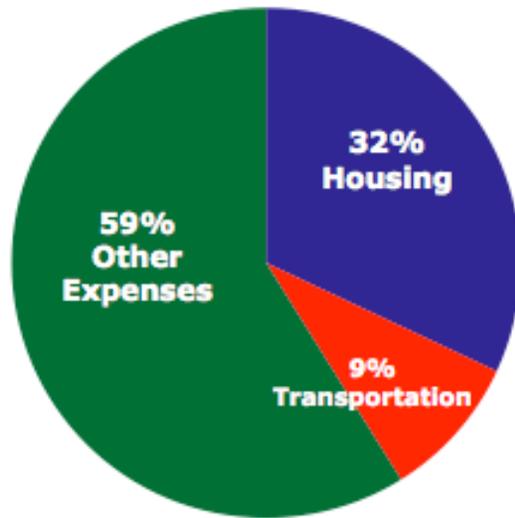


Housing + Transportation

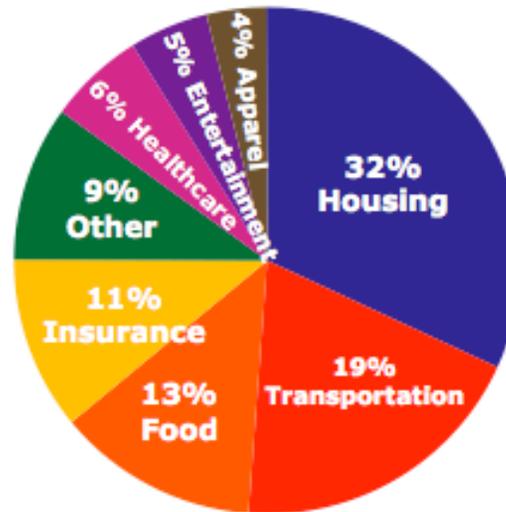
- The combined cost of housing and transportation now consumes an average of 57% of household incomes
- Average transportation costs for working families (earning between \$20k - \$50k) were as high or higher than housing costs in 17 of 28 metro areas in 2005
- For every \$1 a family saved on housing in 2005, it spent 77 cents more on transportation.
- We are finding a direct correlation between foreclosure rates and transportation costs during recent crisis.

Location is Key to Affordability

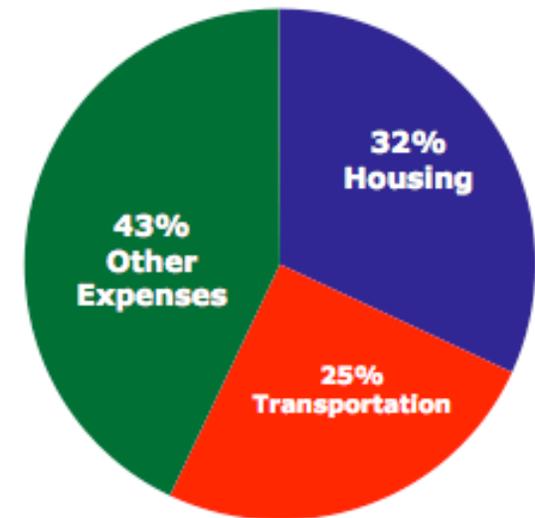
Transit Rich Neighborhood



Average American Family



Auto Dependent Neighborhood



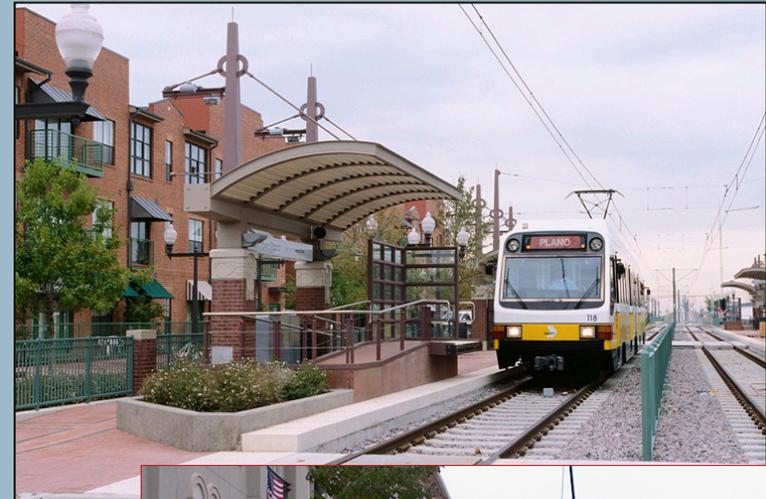
Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics



**Demand for Walkable Urbanism or TOD will
Represent At Least 1/3 of the US Housing
Market by 2030**

TOD Market Holds Value

- *Dallas, within 1/4-mile of DART*
 - *Residential values up 32%*
 - *Office values up 25%*
- *Washington D.C.*
 - *Every 1,000 ft. reduction in distance to rail station raises value of commercial property \$2.30/sq.ft.*
- *San Diego premiums near Coaster commuter rail*
 - *46% for condominiums*
 - *17% for single-family housing.*
 - *91% for commercial*
- *San Francisco Bay Area*
 - *\$2,300-\$3,000 premiums for each mile closer to BART in suburban areas*



Preserving Federally Subsidized Housing Near Transit

- Section 202 program only affordable housing program designated for seniors. Elder-headed households occupy nearly 2/3rds of project-based Section 8 apartments.
- More than 60% of seniors in the lowest income quartile receive no federal housing assistance.
- 10 eligible applicants for every available Section 202 apartments (June 2006 AARP study)

Preserving Federally Subsidized Housing Near Transit

- Over 250,000 apartments located within a ½ mile of quality transit in 20 major metropolitan areas.
- Approx. 70% of these apartments are covered by housing contracts expiring before 2014
- An estimated 80,000 Section 8 units have been lost between 2000-2008
- Saving housing near transit is fundamentally green and energy efficient.

Challenges to Preserving & Creating Mixed-Income TOD

1. More demand than supply - TOD is becoming more desirable, putting existing affordable housing near transit at risk
2. Infill development is difficult
3. Codes, policies and procedures don't support mixed-income TOD
4. Complex financing structures
5. Markets vary within regions - weaker & stronger requiring different strategies
6. Overall lack of integration in transportation & land use planning

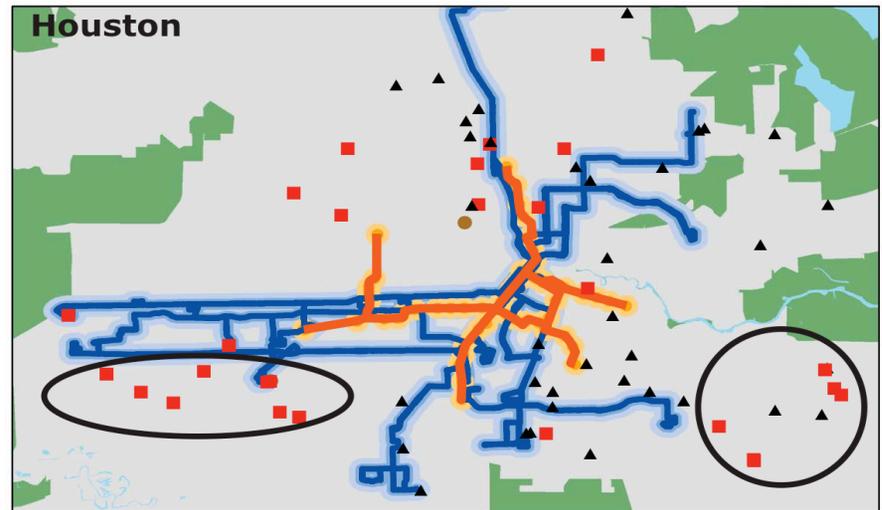
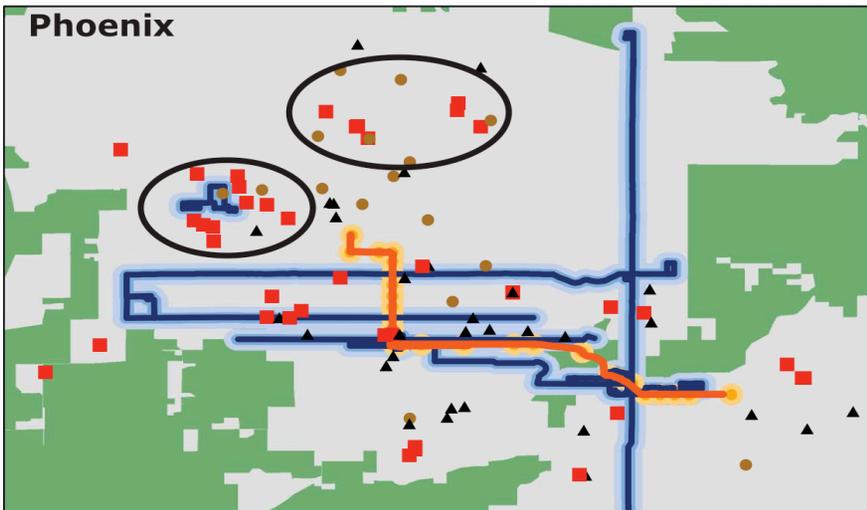
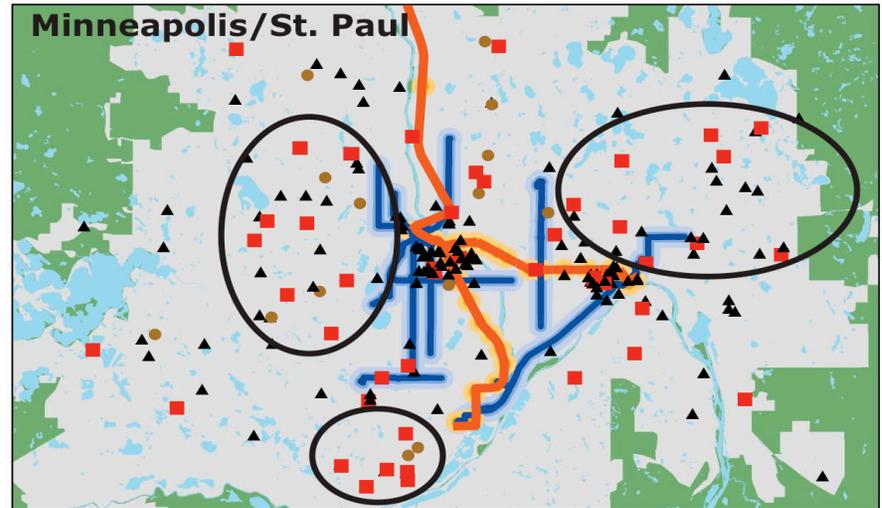
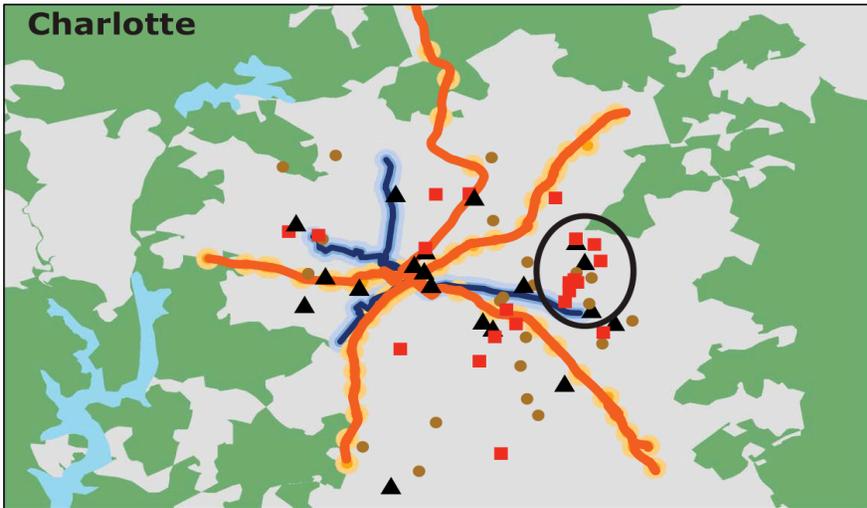
Focusing Policy and Investments

- Preserve existing affordable units
- Create new units for a range of incomes
- More quality transit & multi-modal transit networks
- Get out in front of market to ensure affordability
- Ensure transit easily gets people where they need to be



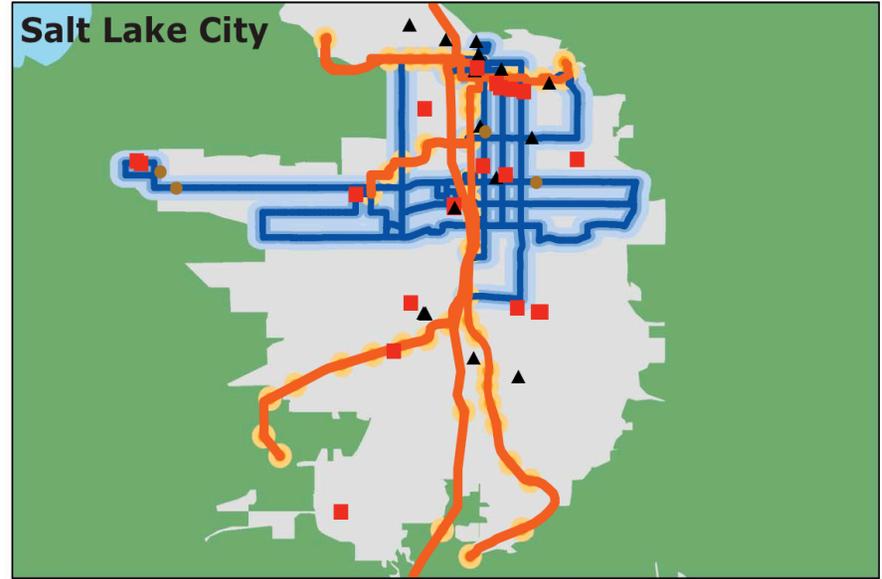
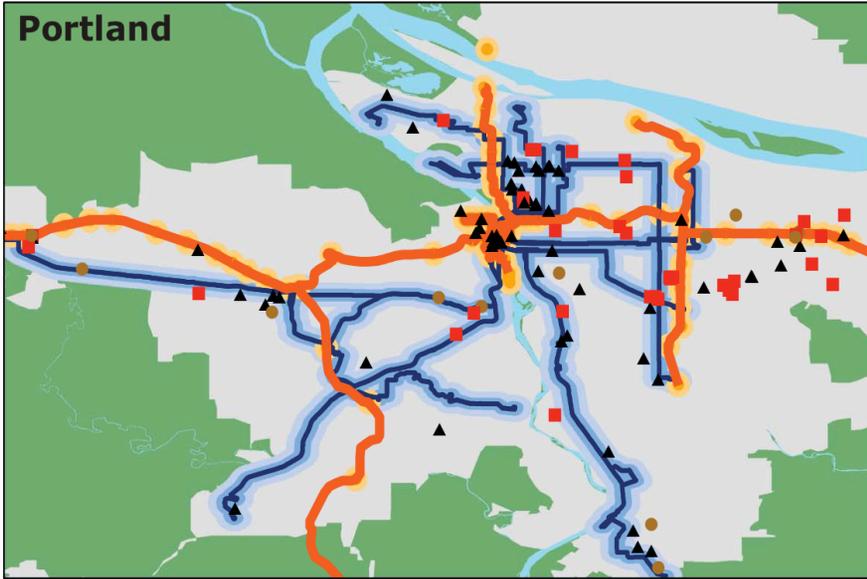
No One Size Fits All Solution

| TOD Typology | Desired Land Use Mix | Desired Housing Types | Commercial Employment Types | Proposed Scale | Transit Connectivity | Color Code | Examples |
|-------------------------------------|--|--|--|------------------------|---|---|---|
| Regional Center | Office Residential Retail Entertainment Civic Uses | Multi-Family and Loft | Prime Office and Shopping | 5 Stories and above | Intermodal Facility/ transit hub. Major Regional Destination with quality feeder connections |  |  |
| Urban Center | Office Retail Residential Entertainment | Multi-Family/Loft/ Townhome | Employment Emphasis, with more than 250,000 sf office and 50,000 sf retail | 5 Stories and above | Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service |  |  |
| Suburban Center | Residential Retail Office | Multi-Family/ Townhome | Limited Office. Less than 250,000 sf office. More than 50,000 sf retail | 3 Stories and above | Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service |  |  |
| Neighborhood | Residential Neighborhood Retail | Multi-Family/ Townhome/Small Lot Single Family | Local-Serving Retail. No more than 50,000 sf | 2-5 Stories | Walk up station. Very Small Park and Ride, if any. Local and express bus service. |  |  |
| Main Street | Residential Neighborhood Retail | Small Lot Single Family | Main Street Retail Infill | 2-4 Stories | Bus or streetcar corridors. Feeder transit service. Walk up stops. No parking. |  |  |
| Campus/ Special Events Center | University/Campus Sports Facilities | Limited Multi-Family | Limited Office/Retail | varies | Large Commuter Destination. |  |  |

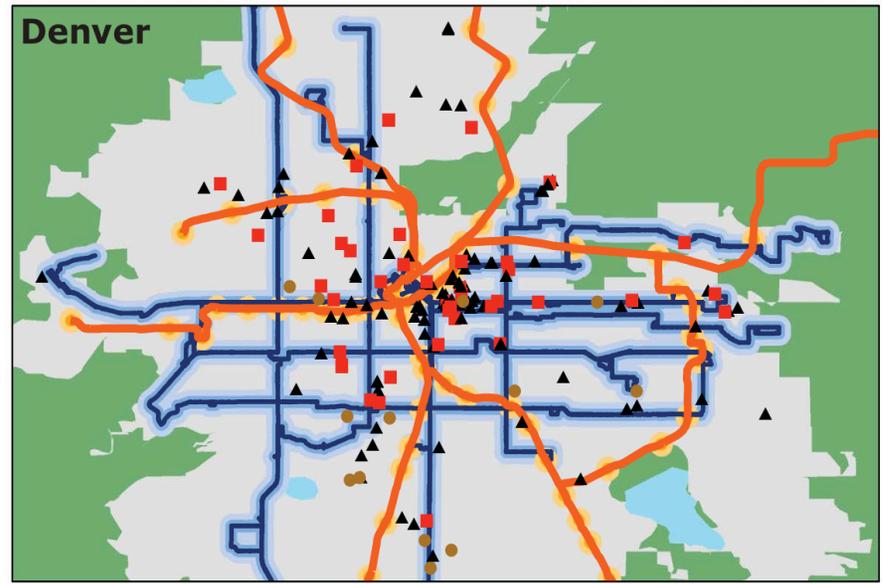


Legend

- Elderly (Section 202)
- Persons with Disabilities (Section 811)
- ▲ Family (Non Section 202/811)
- Frequent Service Bus Line (15 Minutes AM to PM Peak)
- Rail Line/Stations (Current + Proposed)
- Bus Quarter/Half Mile Catchment
- Rail Quarter/Half Mile Radius
- Urban Area



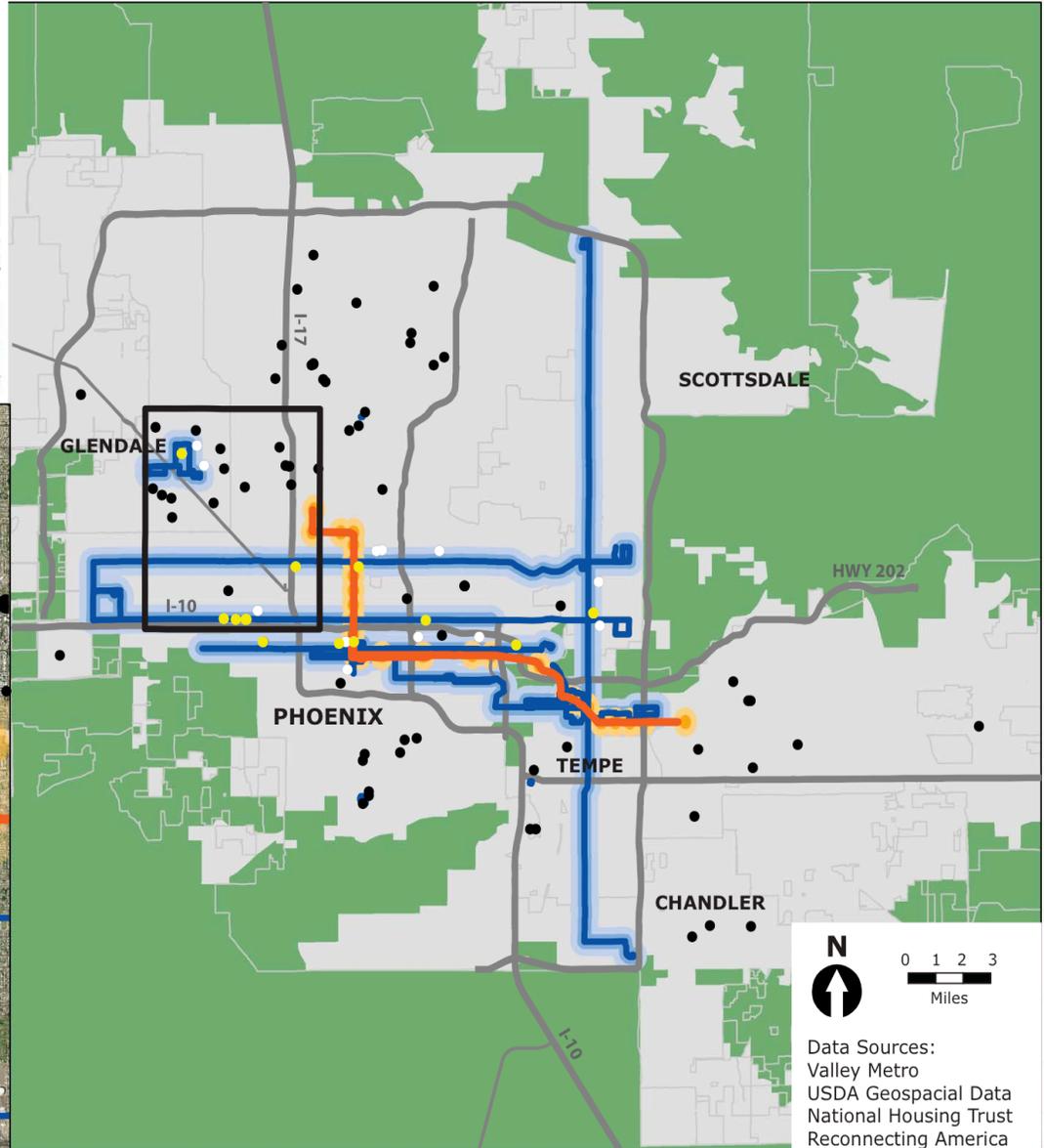
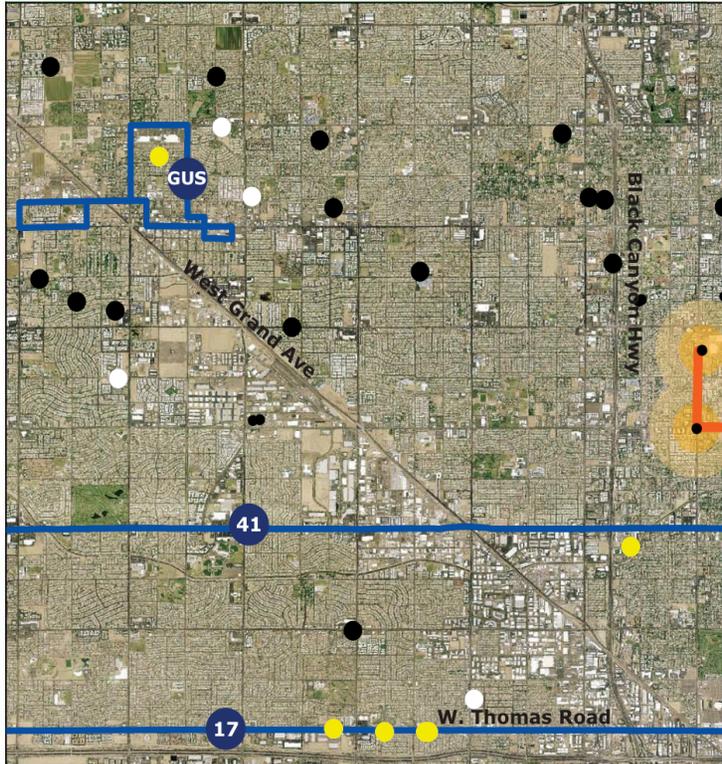
- Legend**
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 - Frequent Service Bus Line (15 Minutes AM to PM Peak)
 - Rail Line/Stations (Current + Proposed)
 - Bus Quarter/Half Mile Catchment
 - Rail Quarter/Half Mile Radius
 - Urban Area



Phoenix Region

Legend

- Federally Assisted Homes Within A Quarter Mile of Transit
- Federally Assisted Homes Within Half Mile of Transit
- Federally Assisted Homes Not Near Frequent Transit
- Bus Route Number
- Frequent Service Bus Line (15 Minutes AM to PM Peak)
- Rail Line/Stations (Current + Proposed)
- Freeway/Highway
- Bus Quarter/Half Mile Catchment
- Rail Quarter/Half Mile Radius
- Urban Area



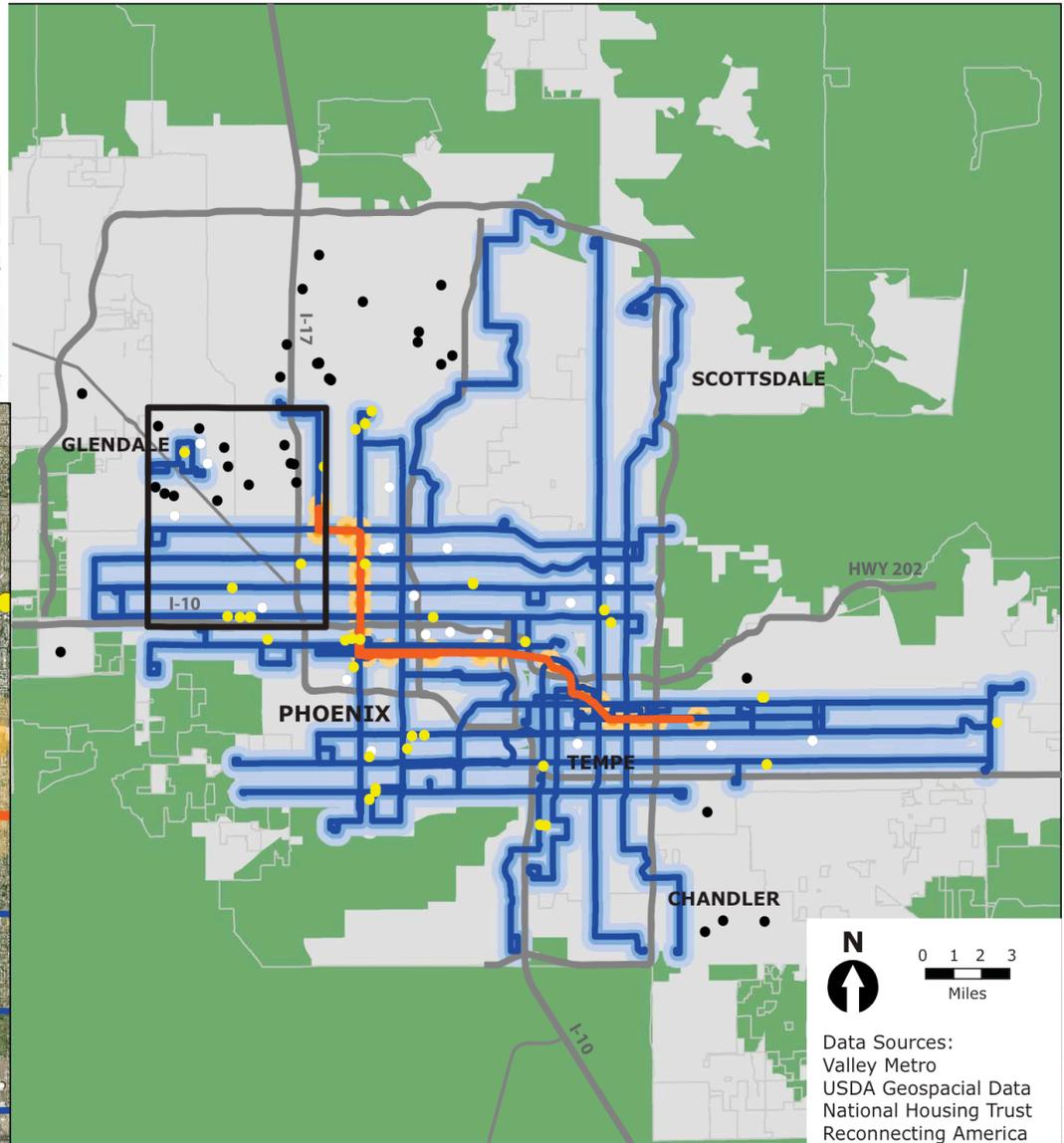
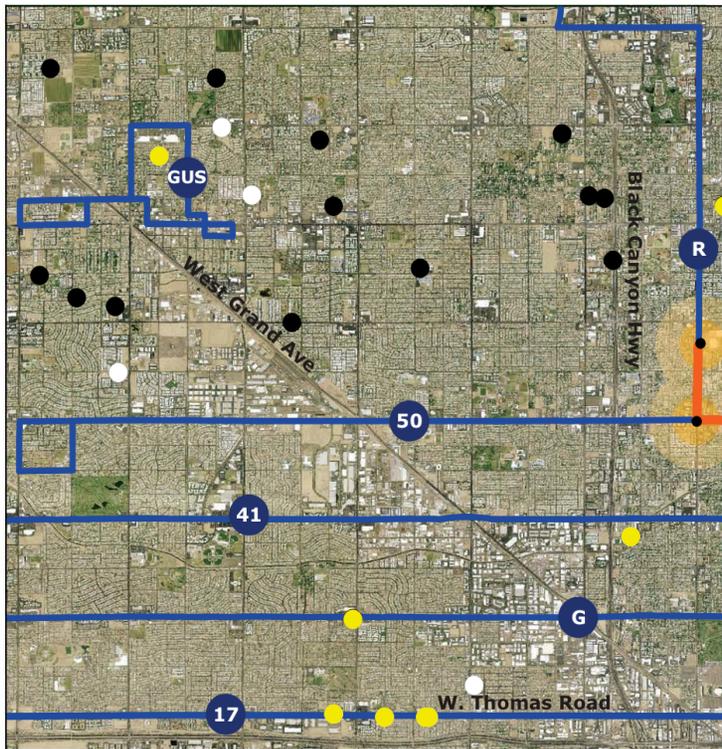
Data Sources:
 Valley Metro
 USDA Geospatial Data
 National Housing Trust
 Reconnecting America

Phoenix Region

15 Minutes Expanded from Peak

Legend

- Federally Assisted Homes Within A Quarter Mile of Transit
- Federally Assisted Homes Within Half Mile of Transit
- Federally Assisted Homes Not Near Frequent Transit
- 72 Bus Route Number
- Frequent Service Bus Line (15 Minutes AM to PM Peak)
- Rail Line/Stations (Current + Proposed)
- Freeway/Highway
- Bus Quarter/Half Mile Catchment
- Rail Quarter/Half Mile Radius
- Urban Area



Data Sources:
 Valley Metro
 USDA Geospatial Data
 National Housing Trust
 Reconnecting America

Policy Recommendations

- Ensure federal funding exists to renew all expiring contracts.
- Provide adequate funding for Section 202 program and support rehabilitation of aging properties.
- State housing agencies should allocate resources toward preserving affordable housing in transit-rich neighborhoods (e.g. LIHTC)
- States and cities should enhance funding for preservation through acquisition funds or housing trust funds
- States and localities should develop early warning systems to track at-risk housing and allocate resources appropriately

Policy Recommendations

- Policymakers at all levels of government must incentivize TOD planning & implementation
- Need zoning & other mechanisms
- MPO's to receive flexible funding to play proactive role in support of TOD
- Increase federal funding for alternative transportation
- More resources focused on developing multi-modal transportation systems
- Ensure transit is accessible to all riders