

Housing + Transit + Jobs Action Team

**Austin City Council Housing and
Community Development Committee
September 23, 2015**



Outline

- **What is the Housing + Transit + Jobs (H+T+J) Action Team?**
- **Action Items and Updates**



H+T+J Action Team Mission

- Address Austin's affordability, transportation, and economic development challenges in a coordinated manner
- Align City initiatives, programs, policies, including CodeNEXT, to achieve values articulated in the Imagine Austin Vision
- Respond to Resolution 20140327-037



H+T+J Action Team Participants



AUSTIN: THREATS

2nd

.....Fastest Suburban Poverty Growth Rate in the Nation.

– *Brooking Institute (2014)*

6th

.....Most Congested Major Metropolitan Area.

– *INRIX (2014)*

MOST

.....Economically Segregated Metro in the US.

– *Martin Prosperity Institute (2015)*

Lack of Affordable Housing **EXACERBATES SEGREGATION.**

– *Analysis of Impediments (2015)*

A family making the Median Income can **NO LONGER QUALIFY** for a loan for the Median Priced Home in Austin.

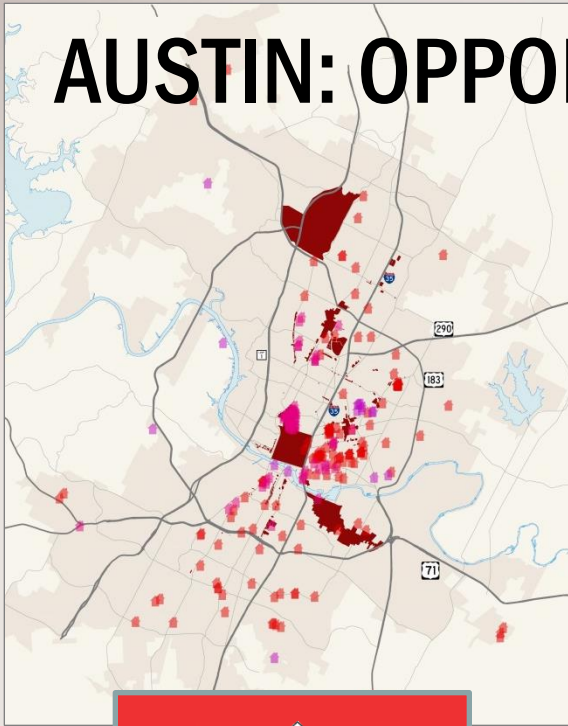
– *MetroStudy (2014)*

Low Wage Jobs in Austin will Grow by **10.6%** over the next 5 years.

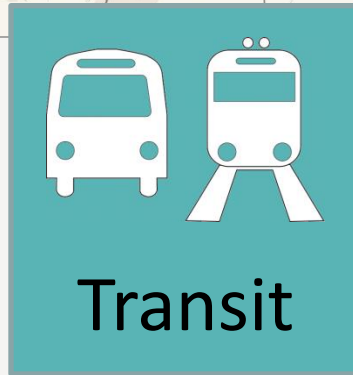
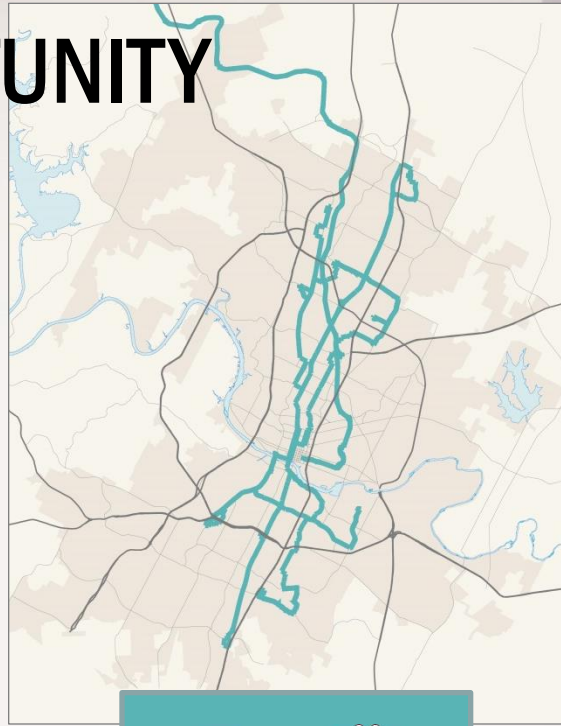
– *EMSI Projections (2013)*



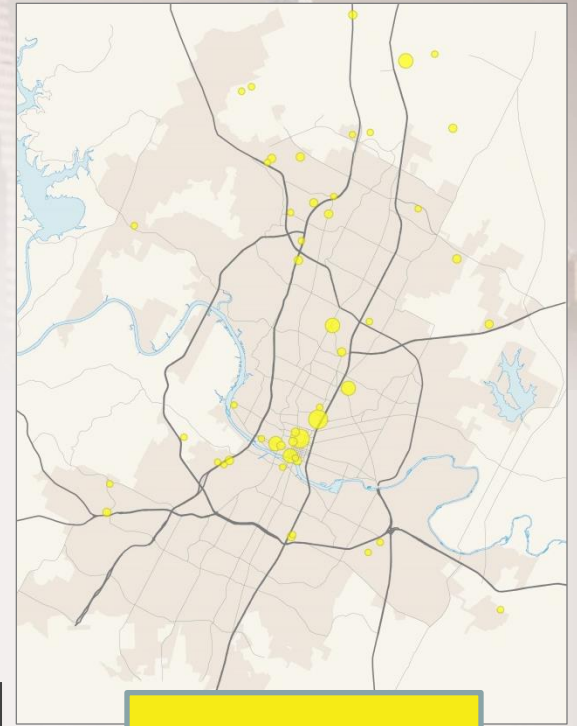
AUSTIN: OPPORTUNITY



Housing



Transit

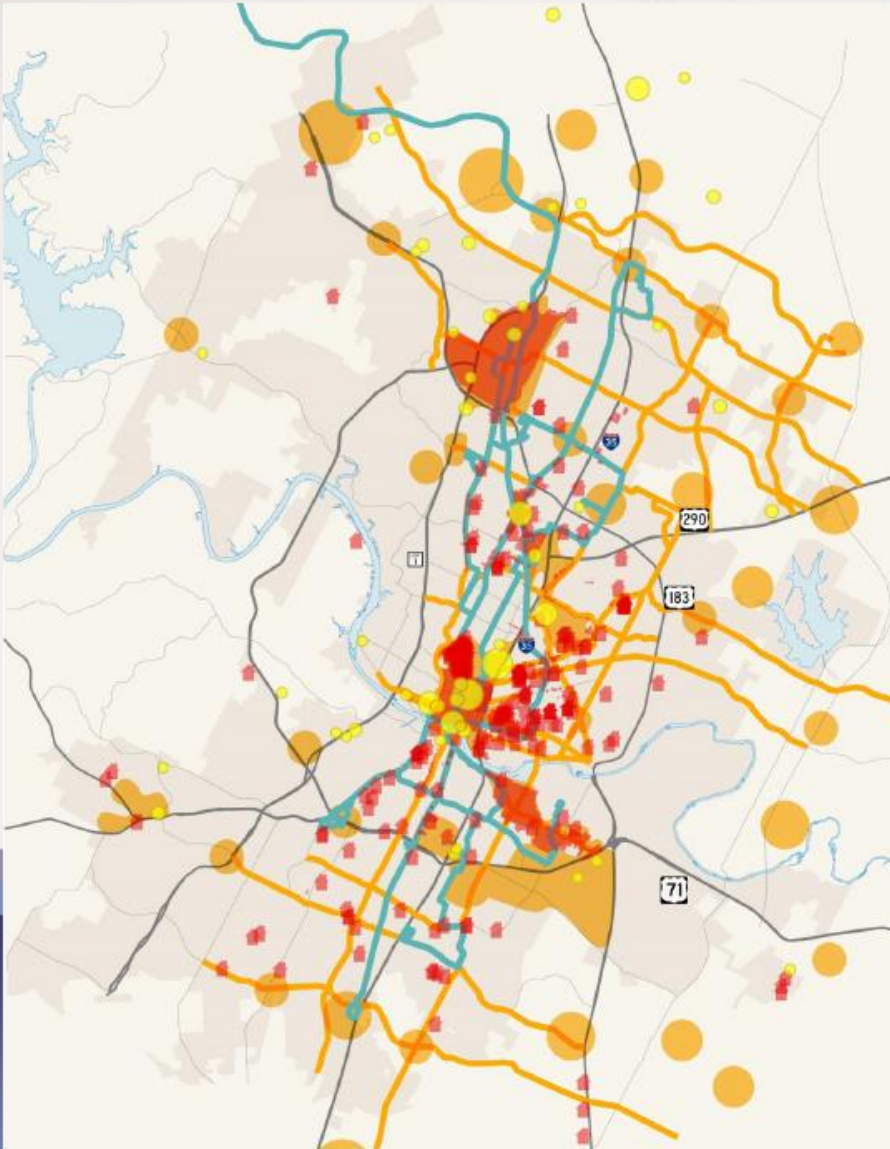


Jobs

= Affordability



AUSTIN: OPPORTUNITY



Total Affordable Housing Units
+ Regulating Districts

High-Capacity +
High-Frequency
Transit Network

Major Employers
(Top 50 highest employers)

Imagine Austin Growth Centers
+ Activity Corridors



AUSTIN: OPPORTUNITY



EDITED BY DAVID LEONHARDT

FOLLOW US:   

GET THE UPSHOT IN YOUR INBOX

IMPORTANCE OF PLACE

Transportation Emerges as Crucial to Escaping Poverty

In a large, continuing study of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder.

JULY 28, 2013



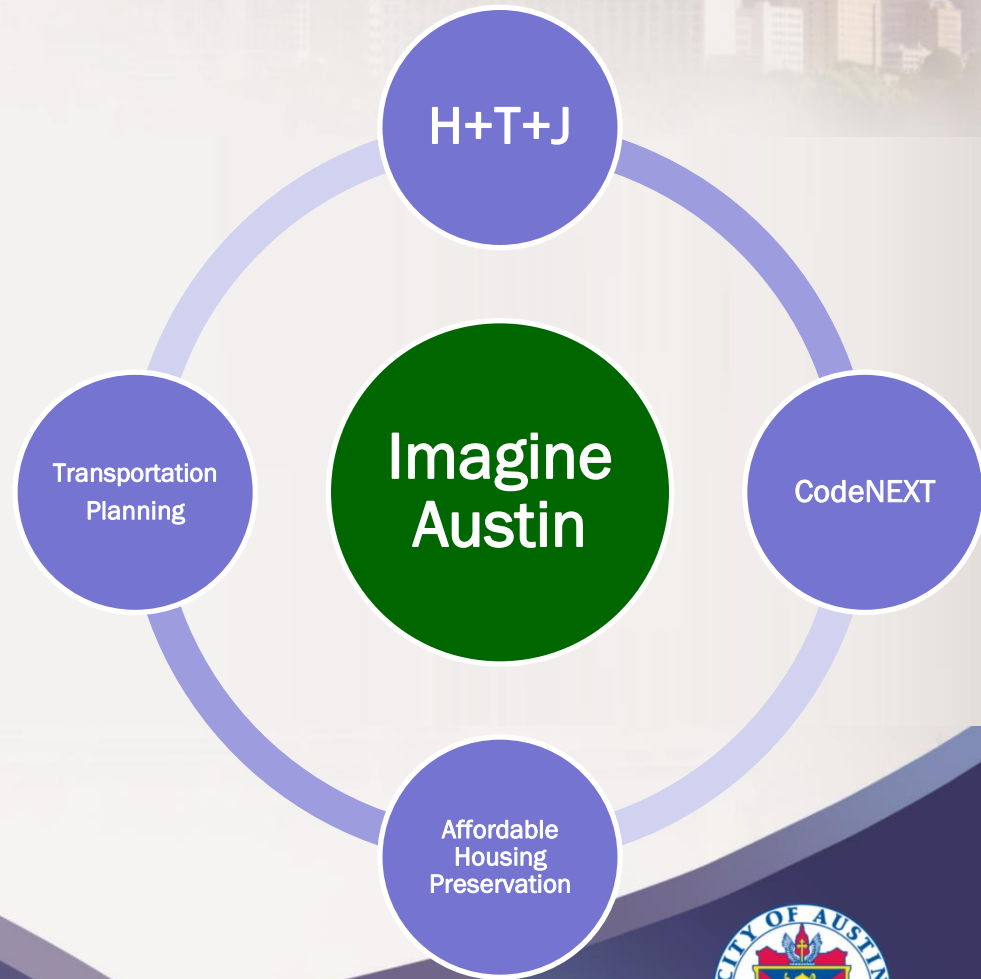
Paul Krugman

Another study suggests that some cities are just “too spread out, so that job opportunities are literally out of reach for people stranded in the wrong neighborhoods.”



“...provide solutions that connect housing, transportation and jobs while also providing opportunities to address issues of affordability”

Resolution 20140327-037



IMAGINEAUSTON



HOUSING+TRANSIT+JOBS

COMPLETEstreets

CODENEXT

EPA

Equitable Development

STRATEGICALLY
ALIGN
PLANNING
AND
INVESTMENT



MOBILE AND
INTERCONNECTED



VALUES AND
RESPECTS PEOPLE



CREATIVE



EDUCATED



NATURAL AND
SUSTAINABLE



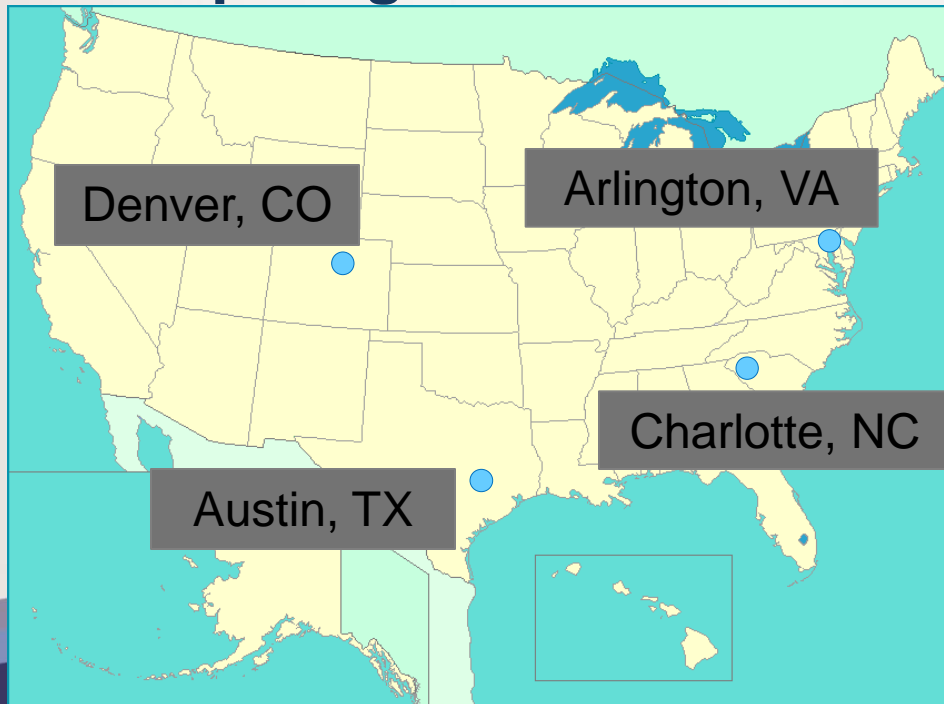
PROSPEROUS



LIVABLE

2014 HousingWorks ‘Virtual’ Workshop

Participating Cities



- Key Takeaways

- Housing Trust Fund (Arlington)
- Community Investment Programs (Charlotte)
 - MF Rehab & Acquisition
 - Rental Subsidy Endowment
 - Land Acquisition
- ‘Strike’ Fund (Denver)



Summary Findings

- **Wide range of Programs & Policies**
- **Inconsistent Focus**
- **Transit-Adjacent, but not Transit-Oriented**
- **Insufficient Public Investment**
- **TOD Ordinance Inconsistent with current Best Practices**
- **Limited Housing Diversity**



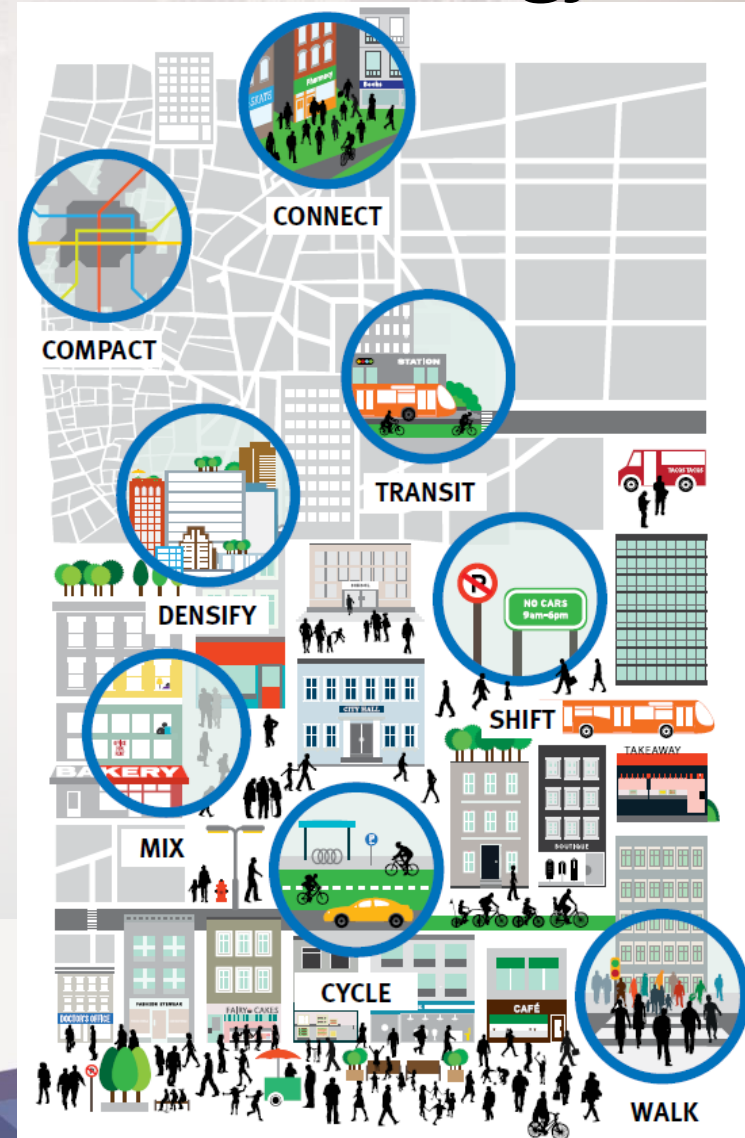
H+T+J Action Items

1. **Develop a Comprehensive Transit Oriented Development (TOD) Strategy**
2. **Dedicate funding for Affordable Housing in High-Capacity/Frequency Transit Corridors**
3. **Develop Dedicated Funding Mechanisms for Station Area Investments**
4. **TOD Catalyst Fund (i.e., Strike Fund) for Affordable Housing**
5. **Align Density Bonus Programs with Federal Transportation Agency (FTA) Guidelines**
6. **Support Zoning to Serve a Diversity of Households & Incomes**
7. **Designate High-Capacity Transit Routes as Core Transit Corridors (CTC)**
8. **Collaborate Across Agencies to Support Transit**



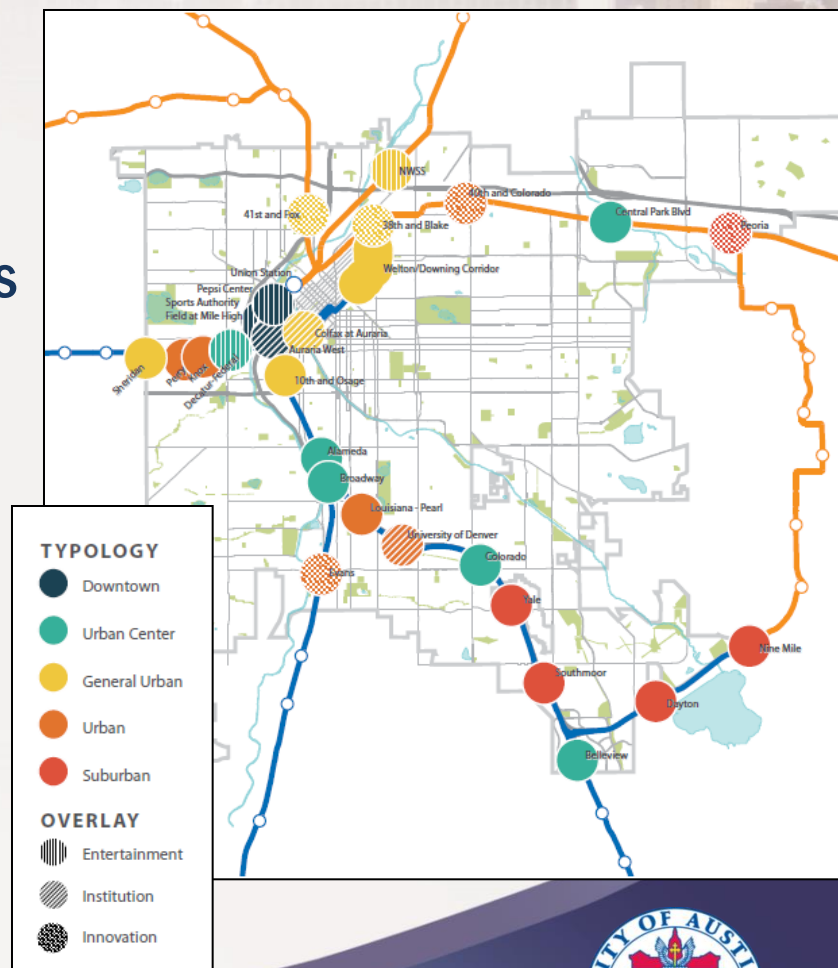
1. Develop a Comprehensive TOD Strategy

- Transit Oriented Development (TOD) is not a building or a project; it's a pattern of development:
 - Compact, relatively dense development
 - Walking or biking distance to transit
 - A mix of uses – housing, jobs, services, shopping, entertainment, education
 - Safe, walkable, interconnected, & lively



1. Develop a Comprehensive TOD Strategy cont.

- **ACTION: Strategic TOD Tool**
 - Initial focus on MetroRapid stations
 - Diagnostic tool to indicate readiness and suitability for TOD patterns
 - It will help inform the conversation about TOD zoning & CodeNEXT



2. Dedicate funding for Affordable Housing in High-Capacity/Frequency Transit Corridors

- A mix of housing types and affordability levels is critical for sustainable transit ridership
- Consider funding sources such as the 2013 Affordable Housing G.O. Bond funds
- Use “Core Transit Corridors” as funding targets

Kramer Station: The Addison

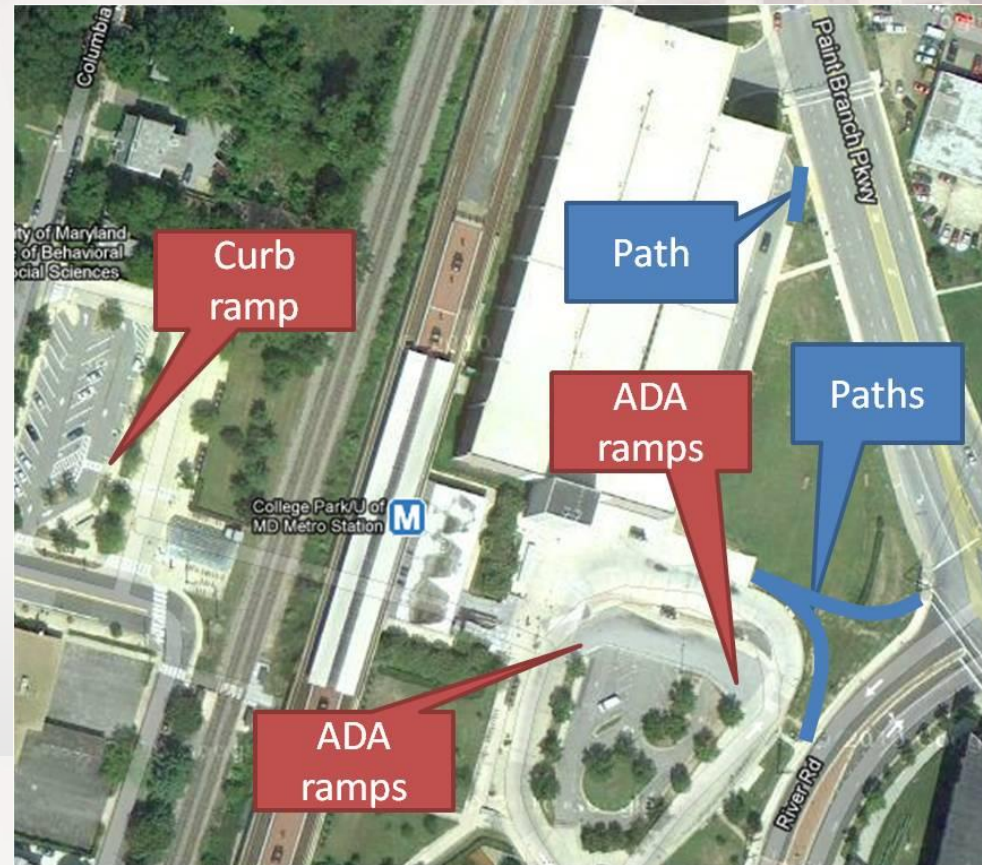


MLK Station: Chestnut Commons



3. Develop Dedicated Funding Mechanisms for Station Area Improvements

- Transit-supportive infrastructure often not funded with transit projects
- Provide policy directive to explore feasibility of Tax Increment Financing (TIF), special assessment districts (SAD), etc. for TODs



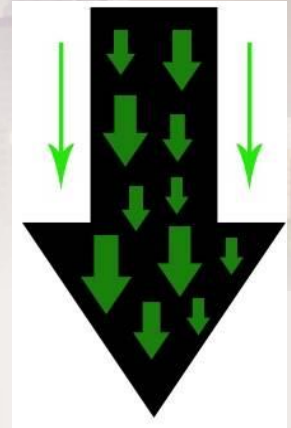
4. TOD Catalyst Fund (i.e., Strike Fund)

- Develop a private fund to preserve and increase affordable housing and small businesses near transit
- City collaborating with private and non-profit sector



5. Align Density Bonus Programs

- Change median family income (MFI) requirements for rental to no greater than 60% MFI - per Federal Transportation Administration (FTA) funding guidelines
- Connect additional entitlements to provision of “legally binding” affordable units



**Federal Transit
Administration**



6. Zoning to Promote a Diversity of Households & Incomes

- Remove regulatory barriers to allow a greater variety of housing types
- H+T+J Team engaged with CodeNEXT



7. Designate High-Capacity Transit Corridors as Core Transit Corridors (CTC)

- Ensure transit-supportive design standards
- Use Code designation to focus investment

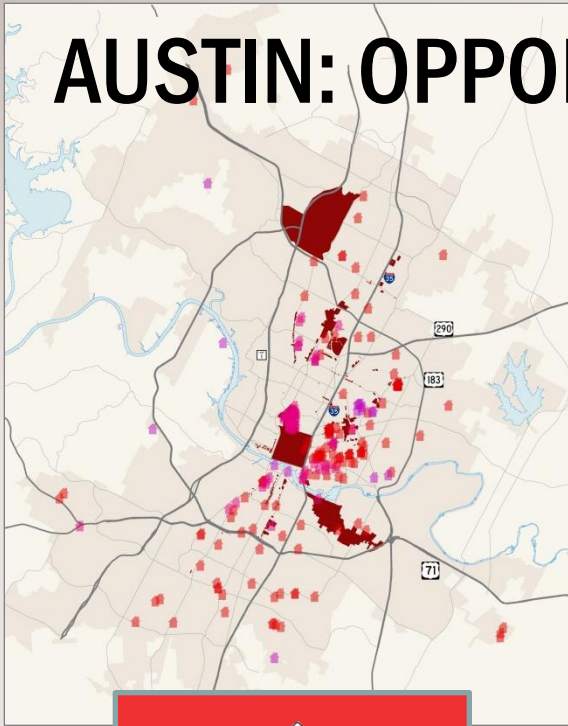


8. Multi-Agency Collaboration to Support Transit

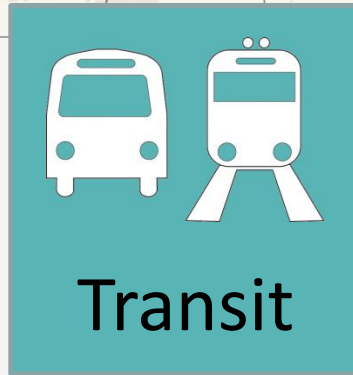
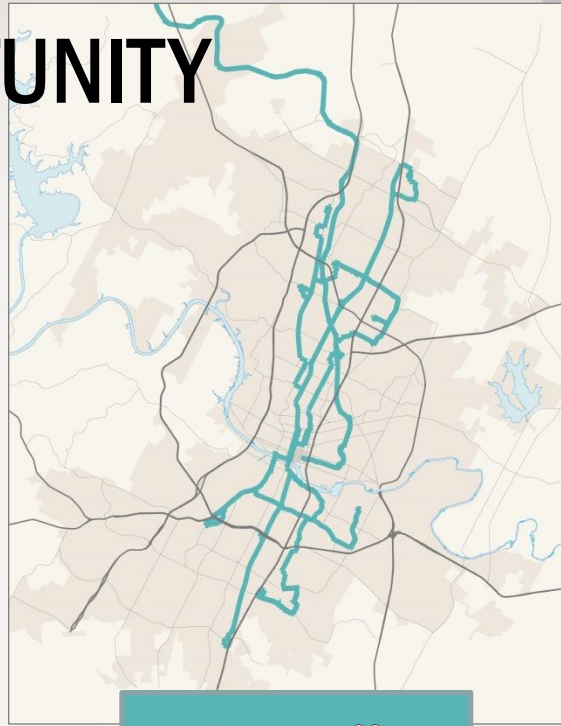
- Align agency programs, policies and investments to support transit and improve affordability
- Most direct path to success is through direct action, such as:
 - Facility location
 - Employee transit passes
 - Employer Assisted Housing Program



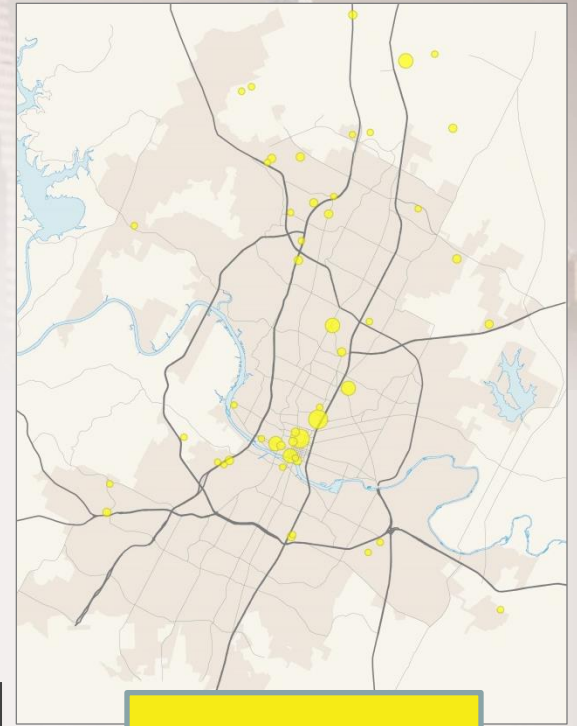
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Housing



Transit



Jobs

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